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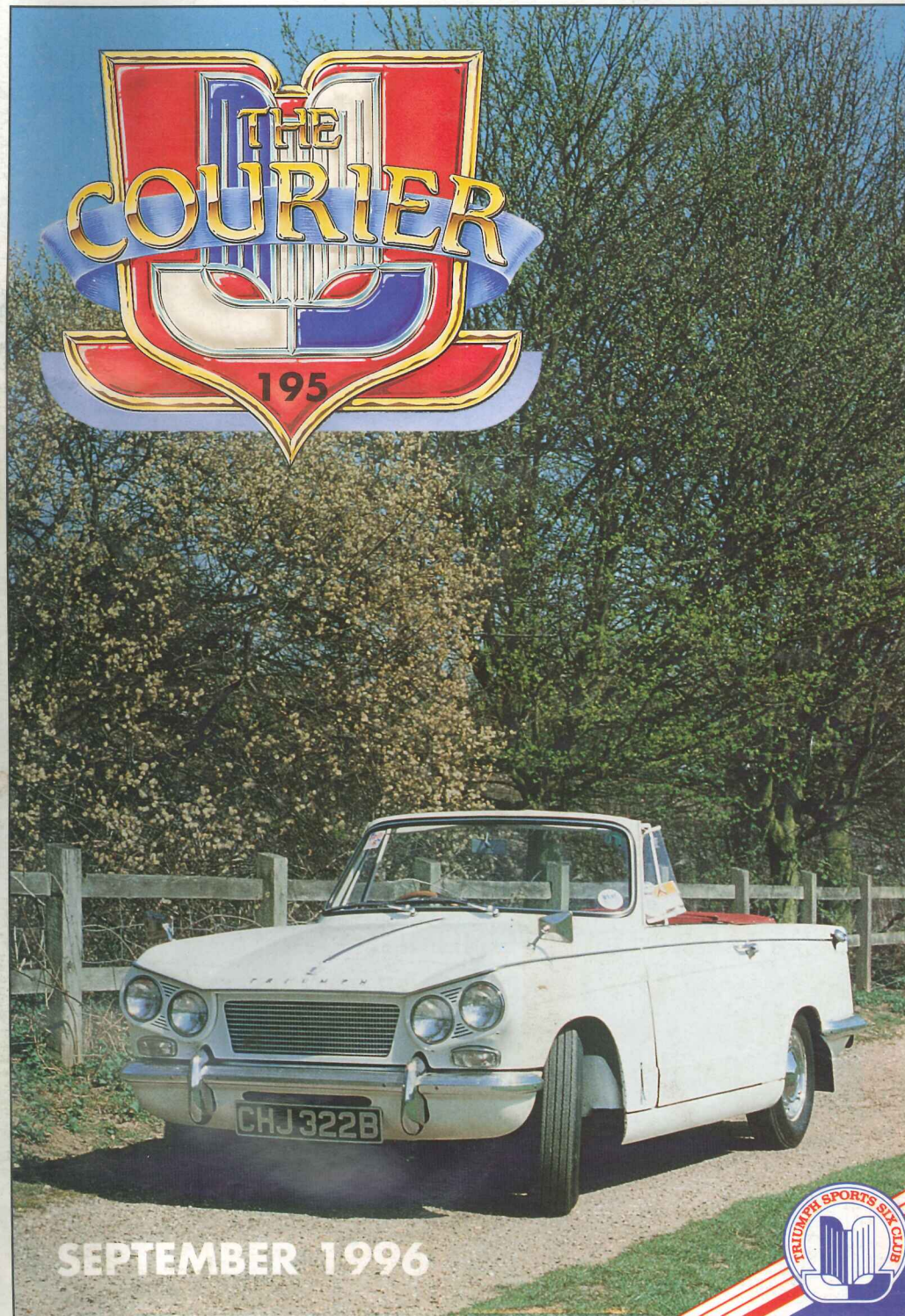
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**SEPTEMBER 1996**



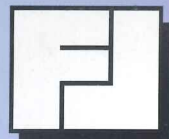




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## THE COURIER

The Official Monthly Magazine of  
**THE TRIUMPH SPORTS SIX CLUB**  
Vol 17. No.195. September 1996.  
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Leicestershire. LE16 9TF.

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e-mail: [tssc@tssc-hq.demon.co.uk](mailto:tssc@tssc-hq.demon.co.uk)

Headquarters open between  
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9.00am - 1.00pm Saturday

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Angie Hill

### TSSC OFFERS MANAGER

John Muggleton

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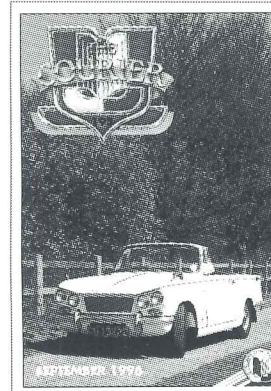
Peter Williams  
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TEL: 01604 705319.

### COUNCIL MEMBERS 1996

David Aspinall, Mike Costigan, Mike Crewes,  
Annis Green, Leon Guyot, Tom Longley,  
Chris Mills, Stewart Newbould,  
Simon Roberts, Bill Sunderland,  
Trudi Squibbs, Brian Waters, Peter Williams.

For a full list of TSSC officials see page 82.

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Cover Photo:  
'Vicky' at Teston Park.  
Happy 50th Birthday Jon Beeston!  
Photo: Colin Jackson

## CONTENTS sept 1996

Events calendar	4
Comment	5
News Review	6
Racing Report	8
13/60 Register	11
Tourer's Talk	14
Spitfire IV / 1500 Register	18
GT6 Register	22
Spitfire I II III Register	26
Herald Register	31
Specials Register	32
Vitesse Register	34
International 96	42
TSSC Offers	44
TSSC Regalia	46
Team TSSC	49
Pen To Paper	51
Engine Decoke Part 2	55
New Forest Run	59
International Liaison Secretary	63
International 96 Concours Results	70
The Journey Home	74
North Yorks Moors 95	
Tommy the Triumph	80
TSSC Officers	82

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. EVENTS CALENDAR



**T**his is the official TSSC Events Calendar for 1996 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 '96**

## SEPTEMBER

**FRI - MON 30th Aug to 1st Sept** THE SECOND LINCOLNSHIRE OPEN WEEKEND. (Lincolnshire Area) The Halfway House Pub, A46 Swinderby. Contact Nick 01522 790912.

**SAT/SUN 7th/8th** N.YORKS AREA ANNUAL CONCOURS & CONVOY, N.Yorks Moors. Rosedale Abbey. Tel: York 656095

**SAT/SUN 7th/8th** International Spitfire Weekend, Beekesbergen, Holland.

**SUN 8th** W.A.C. Avoncroft Museum, Bromsgrove. Contact: Ian Manderson 01452 619622.

**SUN 15th** TAC 96 Supporting County Air Ambulance Service, Hatton Country World, Warks. Contact: Ken & Diana Mulholland 01926 842739 or Malcolm 01922 476039.

**SUN 29th** N.EAST AREA TAN HILL (3 COUNTIES) RUN. Tel: 0191 3711577

## OCTOBER

**SUN 6th** ESSEX AREA PRESENT 'DUXFORD '96' ALL TRIUMPH DAY Contact: Chris Twigg 01245 442788 or Andy Cook 01277 214184

## JANUARY 1997

**FRI-SUN 24th-26th** TSSC WINTER WEEKEND, Fosse Manor Hotel, Stow on the Wold. Contact Mary: 01621 783143.

## MAY 1997

**A BRAND NEW EVENT FOR EUROPE**  
**SAT/SUN 24th - 25th** STANDARD TRIUMPH EUROPEAN RALLY, Klein Vink Holiday Park, Holland Tel: 01858 434424

**NATIONAL & LOCAL  
TSSC INVITED '96**

## SEPTEMBER

**SUN 1st** DONINGTON '96 BRITISH MOTORING CENTENARY CAVALCADE, 5 starting points.

**FRI-SUN 6th/8th** THE GREAT BRITISH HAMPER HUNT, York to Exeter.

**SAT 14th** AYLESBURY MOTOR CLUB, Abbeyfield Run, 200 miles, start & finish St, Albans, Herts.

**SAT 14th** RAF LEUCHARS AIRSHOW, RAF Station Leuchars, Fife. Contact: Ian Robertson 0131 539 1402

**SAT/SUN 14th/15th** 1st SOUTH WEST CLASSIC CAR SHOW, Westpoint Exhibition Centre, Exeter, Devon.

**SAT/TUES 21st/24th** 1996 RACMSA EURO CLASSIC RUN. Start Dover Castle finish Nurburgring.

**SUN 29th** THE LONDON CLASSIC CAR SHOW INCORP. THE GRAND LONDON AUTOJUMBLE, Kempton Park Racecourse.

## OCTOBER

**THURS/SUN 17th- 20th** RALLY DES 4 COULEURS, LE PERIGORD POURPRE 'WINE RUN', Dordogne Area. Contact: Guy Painchaud Phone/Fax: 0033 14602 9412 or Club H.Q.

## NOVEMBER

**SAT/SUN 23th/24th** THE NATIONAL CLASSIC MOTOR SHOW, NEC, Birmingham.

## DECEMBER

**SAT - TUES 7th to 10th** : LE JOG, THE LAND'S END TO JOHN O'GROATS RELIABILITY TRIAL. Tel: 01886 833505

**WOULD ALL SHOW/EVENT ORGANISERS  
PLEASE NOTIFY TRUDI OF DATES FOR THE  
1997 CALENDAR AS SOON AS  
THEY BECOME AVAILABLE.  
TELEPHONE TRUDI: 01858 434424**



**1996 T.S.S.C.  
CHAMPIONSHIP**

**JOIN US FOR A DAY AT THE RACES!  
THE NEXT MEETING IS AT**

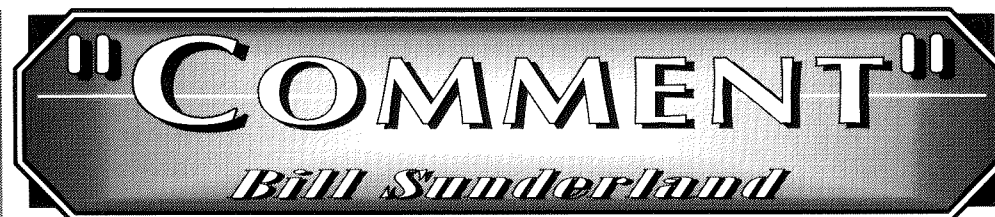
**Croft, Nr Darlington**

**ON**

**15th September '96**

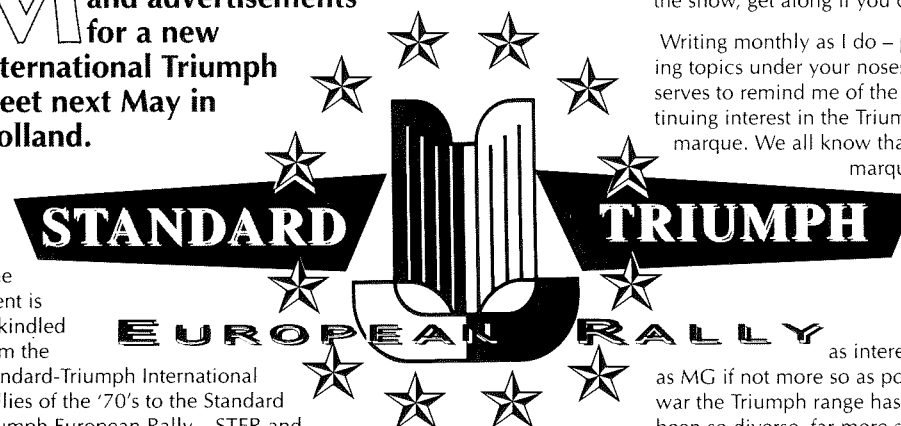
**AN EXCITING DAY OUT FOR ALL  
TRIUMPH ENTHUSIASTS.**

**BE THERE!**



# STANDARD TRIUMPH EUROPEAN RALLY

**Members must have noticed editorials  
and advertisements  
for a new  
International Triumph  
Meet next May in  
Holland.**



The event is re-kindled from the

Standard-Triumph International Rallies of the '70's to the Standard Triumph European Rally - STER and brings together all types of cars manufactured by the Standard-Triumph Company. Involvement will include many clubs and enthusiasts from throughout Europe and beyond. Last month I commented on our International and on reflection a very successful show it was, other clubs are monitoring lower attendances and some must wonder why yet another show. This new rally is not just another event, it will replace other events which have burnt themselves out. What better than a show for all Triumphs with a sprinkling of Standards. Show organisers have or will have to look forward. We believe events which include a journey to pleasant surroundings with good facilities, as many TSSC shows have been in 1996, are the way forward. This Courier contains the information for booking - hope to see many TSSC members making the event in May 1997.

## NATIONAL CLASSIC CAR SHOW - NEC

November 23rd/24th are dates worth noting as Standard-Triumph are the feature stands within this indoor show. Clubs will be placed around an entire history of Standard Triumph main feature stand. This show has to be the best indoor show when little else is on. Centre Exhibitions, part of NEC, have worked hard to make the weekend an

enthusiast's paradise and this year Triumphs will dominate the show, get along if you can.

Writing monthly as I do - placing topics under your noses, serves to remind me of the continuing interest in the Triumph marque. We all know that the

marque is as interesting as MG if not more so as post war the Triumph range has been so diverse, far more so than MG and it's this that the press have looked into. You cannot read any national magazine without Triumph content. Why has it all taken so long? If like MG, pressure had always been to relaunch the name of '70's cars, surely Triumph w should have been there too. Only in April this year did we spoof a Spitfire V6 with modern MX5 trim. Well, as the MGF is a well deserved success, why not a small 1300/1500cc sports car at around £13K wearing the Triumph name with a wooden dashboard - our trademark. Well, must sign off as the International Spitfire Weekend looms, oh yes, another event, one I always enjoy!





## CLUB HQ CLOSING

THE CLUB HEADQUARTERS WILL BE CLOSED ON SATURDAY 7TH SEPTEMBER 1996 AND WILL RE-OPEN ON MONDAY 9TH SEPTEMBER

## FACES OLD AND NEW

### Area Liaison Officer

As Area Organisers will already know, Mike Crewes has recently resigned from the post of Area Liaison Officer, a decision made in order to enable him more time to concentrate on his other Club interests. Mike has held the post for nine years, the longest term that anyone has held the post, and has done a great job in promoting Area interaction by means which include keen personal involvement, the organising of regular Area Seminars and producing his "Forum 'two way traffic' Area Organisers Newsletter". Mike has thoroughly enjoyed his close contacts with all Area Organisers and I'm sure that they and all members will join with me in thanking him for all his efforts in the job which

are, as always, very much appreciated. Coming into the role as the new AO Liaison Officer is Annis Green. Annis has a wealth of experience in Area matters and interests and I'm sure that she will do a very good job as Mike's successor. We wish her every success.

### GT6 Secretary

Following the recent call for applications for this position, the post of GT6 Register Secretary has now been filled. I'm pleased to announce that Mike Scott has accepted the position and his details may be found in the back of the Courier. Mike is currently the Area Organiser for Hants and Surrey and I'm sure we all join in wishing him well in his new role. I'd also like to take this opportunity to thank those others who applied for the post for their considered and enthusiastic responses.

Peter Williams  
General Secretary

## BRIAN WATERS AWARD '96

The winner of the 'Brian Waters Overseas Award' at this year's International Weekend was **Alain Chasseur** from Amay in Belgium with his GT6 Mk1, reg no. NJC 261.

## MOSS CARS £100 DISCOUNT

### £100.00 DISCOUNT TO TSSC MEMBERS

Moss Cars are offering a special £100 (+VAT) discount to any member of the TSSC who orders one of their body conversion kits at the forthcoming Action Day at Castle Coombe Circuit, Wiltshire on 21st September, 1996.

Current kit prices (ex VAT) are £1095 for the Monaco, £1675 for the two seater Roadster and £1695 for the 2+2 Malvern.

For anyone seeking a means of re-cycling a Herald, Vitesse, Spitfire or GT6 that is suffering from body rot that's beyond economic repair yet still possesses mechanical parts with plenty of life left in them, this could be too good an opportunity to miss!

Examples of all three models will be in attendance throughout the day on both the company and Moss Owners Club stands and it will also be possible to be driven around the circuit to sample the delights of open top Moss motoring.

To qualify for the discount, the following simple conditions apply:-

- 1) A current TSSC membership card must be presented at the time of ordering.
- 2) A deposit of £300 must be made with the order.
- 3) Kits ordered under the terms of this offer must be collected when completed. They cannot be stored indefinitely.

Information packs and further details regarding the company's activities can be obtained from, **Moss cars (Bath) Ltd., r/o "Pinewood", Weston Lane, Bath. BA1 4AG. Tel/Fax 01225 331509.**

## Chris Witor Break

Chris Witor will be away in Australia from Monday 9th September 1996, back for business on Thursday 3rd October 1996.

Accounts will be dealt with as normal, but no orders processed. We apologise for any inconvenience.

# THE NATIONAL CLASSIC MOTOR SHOW

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- Adults remain £7.50 each • OAP's remain £5.50 each • Children under 16 remain £2.50 each
- Saturday 23 & Sunday 24 November open 9.30am - 5.30pm

For more information contact Mike Kennington on 0121-767 3536

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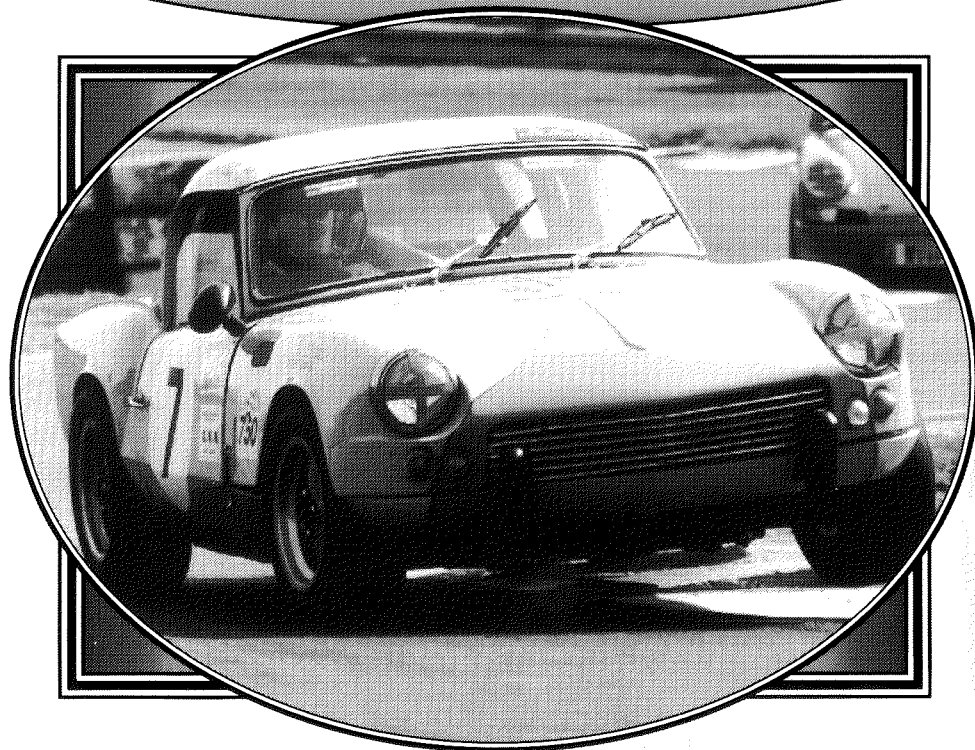
CLASSIC  
CARS

The Complete Magazine for the Enthusiast



# TSSC RACE CHAMPION 1996

# PAUL LUCAS



Congratulations to Paul on a straight run of six wins and fastest laps giving him the title with three rounds remaining. The other championship places are still undecided, so come along and catch the action, it's going to be close!

## LAST THREE ROUNDS

31st August and 1st September, Brands Hatch,  
Kent 15th September, Croft, Co. Durham  
18th September, Snetterton, Norfolk.



## RACE CHAMPIONSHIP 1997

# STANDARD CLASS

NEW FOR THE 1997 TSSC RACE CHAMPIONSHIP, THE STANDARD CLASS HAS BEEN DESIGNED TO ALLOW YOU TO COME OUT AND RACE IN THE CHAMPIONSHIP AT THE MINIMUM COST. THE AIM OF THE STANDARD CLASS IS TO LIMIT THE MODIFICATIONS TO CARS TO KEEP THEM CLOSER TO A STANDARD ROADGOING SPECIFICATION WITH MANY OF THE EXPENSIVE PERFORMANCE ENHANCING FEATURES EMPLOYED ON 'FULL RACE' CARS SPECIFICALLY EXCLUDED. FOR MORE INFORMATION ON HOW YOU CAN COME AND RACE YOUR CLUB CAR NEXT YEAR, CONTACT:

*Jo Field*  
*69 Neuville Way*  
*Springfields, Desborough*  
*Northants. NN14 2XT*



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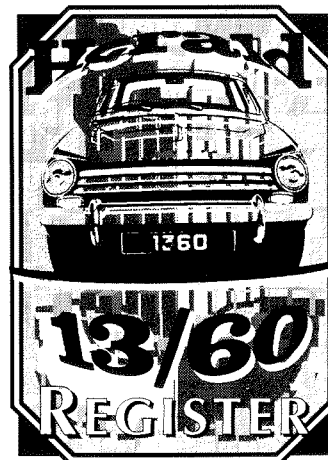
If you've ever attended a Club meeting or rally, you'll appreciate that Triumph enthusiasts are a breed apart. We know you love everything Triumph . . . so we're pretty sure you'll be excited about the new Triumph Sports Six Club Visa Card as we are!

Now you don't have to put up with a boring credit card from your bank. You can switch instead to one that carries a picture of four classic Triumphs and the Club logo . . . to show you're a Triumph 'nut' wherever you go.

Why not take a peek under the bonnet and see why we recommend it as the accessory every Club member should carry?

**THE TRIUMPH SPORTS SIX CLUB VISA CARD IS ISSUED BY  
MBNA INTERNATIONAL BANK LIMITED  
Chester Business Park Chester CH4 9FB  
Written Quotations on request.**

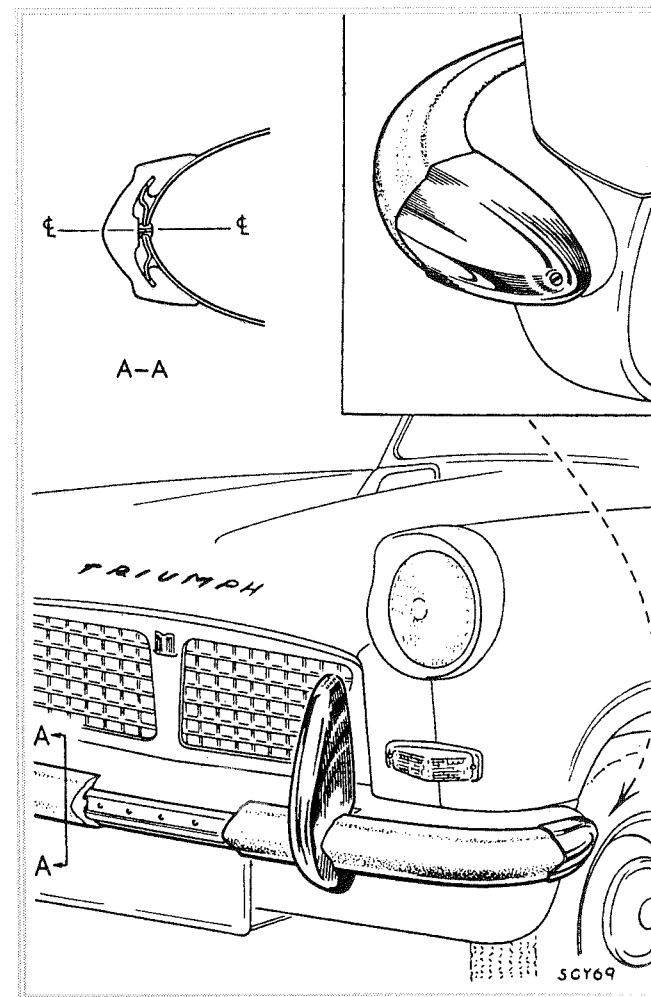
The Triumph Sports Six Club Visa Card is issued by MBNA International Bank Limited, Chester Business Park, Wrexham Road, Chester, CH4 9QQ. The monthly MBNA interest rate on purchases is 1.45% (variable), equivalent to an APR of 18.9%. The monthly interest rate on credit card cheques, ATM cash advances and over the counter cash advances is 1.09% fixed for six months from the date your account is opened, equivalent to an APR of 13.9% for credit card cheques and an APR of 15.7% for ATM cash advances and over the counter cash advances. After six months the monthly interest rate for purchases applies to all transactions. APRs are calculated on the basis of a £1,000 credit limit. The minimum monthly payment is just 3% of the outstanding balance (minimum £5). There will be a handling charge for ATM cash advances and over the counter cash advances of 1.5% (variable) (min £1, max £25). There is no handling charge for credit card cheques. Credit is available subject to status only to persons aged 18 or over. Written quotations available on request.



I am writing this in the immediate aftermath of Stafford and just a few days before going on holiday to Deutschland. As a consequence, I just have no time in which to prepare the next installment of the servicing series for this month's magazine so it will have to wait until the October issue. Humble apologies once again.

However, I can put in an item that should be of interest to all Herald owners. Geoff Lane of Ealing has asked me about replacing bumper fixing strips using a method other than welding, and the removal and refitting of the bumpers themselves. As far as I can see, the only way to remove the bumpers is to roll them off

# Bumper Rubbers



from either the top or the bottom edge. Unfortunately, old ones are quite prone to splitting because they are not as supple as when they were new (I'm beginning to know how that feels myself!), so you have to be prepared to replace them with better originals if you can find them or a set of new repro ones available from several of our regular suppliers for around the £90 mark (I don't think anyone sells them individually). This latter

**Fitting Bumper Rubbers.**

**Phil Willson**



option is probably the best anyway in my opinion because the new ones look fine and are made of a better material than the original and should not go powdery - we have all suffered from the white-lines-on-clothes syndrome, haven't we? As for the fixing strips, they were originally spot welded on all cars where they were factory fitted. However, very early Heralds only had them as accessories and the instructions for these bumper kits show that the strips were pop riveted on. The easiest thing for me to do is to reproduce the instructions in full - they come from the Owners Repair Manual for the 948cc model published in the early sixties. I hope I am not stepping on Chris Longhurst's toes in using this material because the method described is equally applicable to the refurbishment of later models including the 13/60.

The Owners Repair Manual was an excellent book fitting in neatly between the handbook and the full workshop manual. I have seen a version for the later 1200 model as well but never for the 13/60. Has anyone ever seen such a thing or had it been dropped by 1967? In a way, it is at about the same level as my series of servicing articles but, as with all manufacturers' literature, it assumes that everything will be plain sailing and no complications will ever occur. Sometimes I wonder if the people who write these things live in the real world of car ownership!

## BUMPER RUBBERS

Bumper rubbers are available for the Triumph Herald saloon, Coupé and Convertible and may be obtained from your Triumph Dealer.

In addition to enhancing the appearance of the vehicle the bumper rubbers afford protection to the front and rear valences and side panels.

The following kits are available:-

Front Bumper Kit Part No. 560679  
Rear Bumper Kit Part No. 560680

Each kit comprises three rubbers, three fixing plates and two end cover plates.

Special "Monel" rivets for securing the fixing plates (nineteen front, thirty-two rear) and two self-tapping screws for each pair of cover plates are included.

## Fitting Instructions.

### Front Bumper Rubbers.

To facilitate alignment, fit each fixing plate with two rivets only. Hold each outer plate on the centre line of the valance with a "Monel" pop rivet. Line up the inner end of the plate on the valance centre line, mark, centre punch and drill the inner hole and fit a second rivet.

Repeat the above procedure with the remaining fixing plates, taking care to maintain all three sections at the same height on the valance.

Using the fixing plates as templates, drill the remaining holes in the valance and secure with "Monel" pop rivets. Apply a soapy solution to each rubber section, enter the upper inner lip of the rubber on the lower flange of the plate and bend the rubber outwards sufficiently to allow the lower lip of the rubber to be pressed over the flange of the fixing plate.

If necessary trim the outer edges of the rubbers with a sharp knife so that they fit neatly against the overriders. Fit each end cover plate as shown in the inset by pushing the plate over the rubber and drilling a 1/8" dia. hole, using the plate as a guide. Secure the plate by fitting one of the screws provided.

### Rear Bumper Rubbers.

The procedure for fitting the rear bumper rubbers is identical to that described above for the front of the vehicle.

I promise to get back to the servicing articles as soon as I return from holiday but having been visiting foreign parts, don't be surprised if it's written in Anglo-Freutisch! ★



# ANGLIAN TRIUMPH SERVICES



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Reconditioned differential	£170.00
Reconditioned gearbox from	£170.00

Fitting service available on the above

Brake disc Spitfire/Herald	£14.00
Brake disc GT6/Vitesse	£17.00
Rear wheel cylinder Spitfire/Herald	£9.00
Rear wheel cylinder Vitesse/early GT6	£9.00
Rear brake shoes from	£9.00
Brake pads Spitfire/Herald from	£9.00
Brake pads Vitesse/GT6	£7.00
Engine mount 4 cylinder	£4.50
Engine mount 6 cylinder	£7.00
Overdrive gearbox mount	£14.00
Standard gearbox mount	£1.95
Head set 1300/1500	£12.00
Bottom end set	£8.50
Clutch kits 1300	£46.00
Clutch kits 1500	£46.00
Clutch kits 2 Litre	£51.00
Fuel pumps from	£16.00

### SUSPENSION/STEERING

Front trunnion (STANPART)	£13.00
Front trunnion kit	£4.00
Rear trunnion kit	£4.50
Steering rack rubber mount	£1.90
Half shaft flange	£15.00
Universal joint	£8.00
Driveshaft long/short	£55.00
Front vertical link Spitfire	£42.00
Top ball joint	£9.50
Track rod end	£9.50
Anti roll bar link	£10.50
Front suspension nut/block kit	£13.00
Rear suspension nut/bolt kit	£13.00
Front shock absorber	£22.00
Rear shock absorber	£18.00
Rear wheel bearing roto	£16.00
Rear wheel bearing UNIPART	£18.00
Rear leaf spring MkIV/1500	£59.00
Rear leaf spring Spitfire I, II, III	£45.00
Rear leaf spring Herald	£65.00
Rear leaf spring spring Vit MkII	£65.00

### SUSPENSION/STEERING

Steering column bush	£4.85
Lower steering joint (Genuine)	£26.00
Rear spring eye bush	£5.50
Wishbone bushes	£1.00

### BODY PANELS SPITFIRE/GT6

Spitfire front valance Mk I,II,III	£88.50
Spitfire/GT6 quarter valance	£49.00
Front wing Spitfire I, II, III	£54.00
Front wing Spitfire/GT6 III	£31.00
Inner outer arch Spitfire/GT6 III	£25.50
Door skin Spitfire III	£25.00
Door skin MkIV/1500/GT6	£25.00
Full floor new improved	£59.00
Rear wing Spitfire I, II, III	£68.00
Rear wing MkIV/1500/GT6	£105.00
Rear wing GT6 III, left	£129.50
Rear inner outer arch	£34.00
Rear valance Spitfire MkIII	£38.00
Rear valance MkIV/1500/GT6	£26.00
Boot floor, all models	£57.00
Sills, Rover GENUINE	£35.00
Battery box	£11.50

### BODY PANELS VITESSE/HERALD

Front valance fibre glass	£35.00
Front wing 13/60	£55.00
Front wing Vitesse	£75.00
Front wing lip repair	£15.00
Sill Vitesse/Herald	£15.00
Doorskin Vitesse/Herald	£38.00
Rear wing Vitesse/Herald	£68.00
Rear quarter valance	£17.50
Rear valance Herald/Vitesse	£39.00
Rear wing lip repair	£18.00
Door step repair	£8.00
D. plate bonnet	£8.95

### HOODS/CARPETS/INTERIOR TRIM

Vynide hood Herald/Vitesse	£88.50
Double Duck hood Herald/Vitesse	£145.00
Vynide hood Spitfire	£85.00
Double Duck hood Spitfire	£135.00
Seat covering kit Spitfire/GT6	£105.00
Seat covering kit Herald/Vitesse	£120.00

### HOODS/CARPETS/INTERIOR TRIM

Door trim, pair, Spitfire	£46.00
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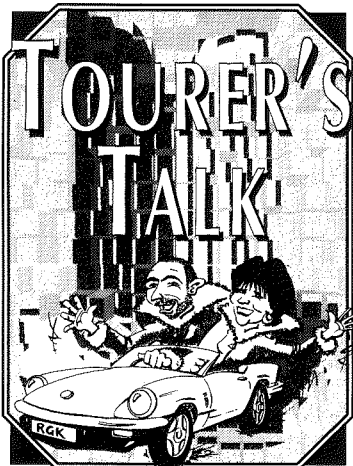
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# Travelling Light

don't want to fit a boot rack (incidentally the report on the availability and fitting of boot racks would be appreciated from some knowledgeable person) then read David's report or alternatively by a shoe horn and some vaseline . . .

For many people who prefer not to do without their home comforts when away from the nest, the most feared word of all in the TSSC "camping". This one word can conjure up nightmares of pitching tents in a hurricane named after your last girlfriend (or your wife if you're really nasty), eating shrivelled sausages from the barbie mate and queuing for hours to wet your armpit in a freezing shower. Yes, we've all seen "Carry On Camping", we know what can happen in the movies, but can it happen in real life? The answer to this is, "... not usually" but even so, such fears persuade some to practically move house to the campsite.

One way to do this short of hiring Pickfords is to take a caravan, another is to take a frame tent with all of the associated paraphernalia that goes with it. My dilemma is my car, the above options are great if you have a Herald, Vitesse or Courier van but I'm sure Mr. Michelotti never envisaged my Spit travelling up the M6 to Stafford bursting at the spot welds with deck chairs, chemical toilet and enough canvas to cover the centre court at Wimbledon. Neither can I see me hurtling around the country lanes of the Isle of Wight with all of my worldly possessions rattling about in a trailer tent

or caravan two feet behind me. That is why I try to travel light. I say try, because no matter how compact the essential stuff like tent sleeping bag, there are always a multitude of other things which fill up the car and mean that it will always be a struggle to close that bootlid. All the more reason for keeping the tent space to a minimum.

When I first bought my tent, the idea was that it would be light enough for backpacking

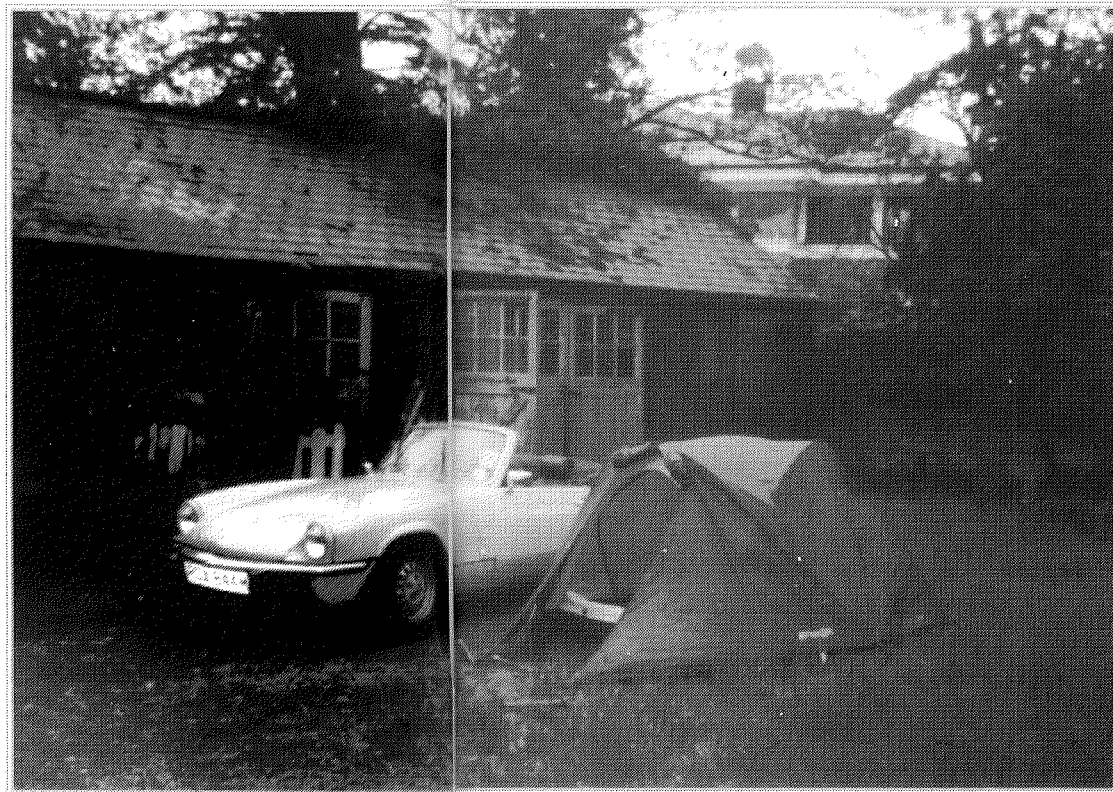
morning it will still be where you pitched it the night before even in reasonably strong winds. I realise that there may be a sharp intake of breath from some, at the price for such a compact and bijou (small) tent but it serves my purpose. If the only camping you are going to do is in the noisy area at Stafford Showground once a year, let's face it, you're not going to sleep much anyway and a similar sized tent can be purchased to keep you dry for about a quarter of this cost. You pay your money and takes your choice. My tent is shown in the photograph next to the car to give it some scale. You can see that you could never use the tent as a temporary garage as you can with some frame tents, but when I am away camping, I am the one who wants to keep

dry. The car is not going to win any concours prizes anyway so I figured a little rain wouldn't hurt. The other photograph shows it all packed away in the boot of the car with the cat wondering what I am doing pitching the tent in the back yard when I have a perfectly good bed indoors. The answer is that I have difficulty getting into my nice warm bed because it is usually occupied by aforementioned cat.

The next thing you will have to buy for your weekend in the lap of luxury (or is it in the lap of the gods) is a sleeping bag. Again, first of all do you want to scale the heights of Ben Macadi (don't

but still be light enough for activities other than sleeping, (I mean getting changed or the like before you get carried away). My choice was a two to three man tent, manufactured by Vango at a cost of around £200. It is marketed as a valley tent, meaning that in the

ask!) in the autumn or are you happy with the lowlands of downtown Leatherhead in May. Mysleeping bag is a down bag made by Rab who is not my Scottish friend Robert but a reputable manufacturer of quality sleeping bags. This packs down into a compression sack which could probably fit into the glove box of a Spit at a push. I forget now how much it cost, but I know it was worth it when I get snuggled into it and it also saves on space,



It's probably drier in this tent than in the house.



as I don't have to take my Teddy Bear. His name by the way is not Rab.

Next on the shopping list is a sleeping mat. The advice here is really the thicker the better. Some blow up mattresses now pack down very small or even lightweight camp beds don't take up too much room in the boot or behind the seats. Before buying your bed or mat, remember that your tent is quite small and not a T.A.R.D.I.S.



Puss in boot.

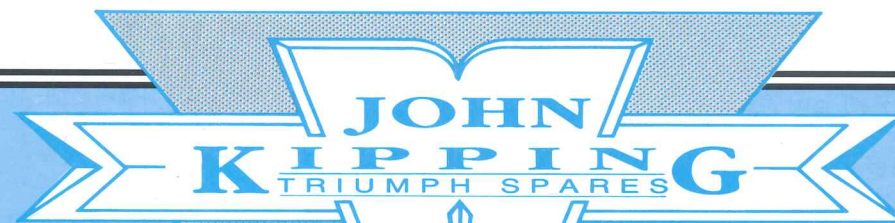
I find that the equipment I have described above is perfect when travelling in a Spitfire especially when there are two of you. I generally find that, the amount of luggage for one person for a few days takes up about the same amount of boot space as the accommodation and sleeping arrangements for the two. If I am on my own, I can even pack the car and leave more room than I get when doing two weeks worth of shopping. Tesco's carrier bags don't fit as neatly behind the seats as my camping gear. Generally I can fit tent, sleeping bag and mat, pillows (what a wimp eh?) and a small bag or two behind the seats. This leaves enough room in the boot for spare wheel, jack, tool box, foot pump, and some luggage.

If you do, however, still prefer the comforts and space afforded by a caravan or larger tent, a

backpacker's tent is probably not for you. It can be cramped, especially for two, but it is easier to find a spot on the site, takes less time to pack the car (a task which I hate) and leaves you more room for all of the other junk your other half insists that you just can't do without for 48 hours.

That's it for this month, last month you will have noticed that Tourers Talk bore a passing resemblance to the Herald register. Next month . . . it will bear . . . a . . . resemblance to another . . . register. My writing . . . in a Cornish accent should give you a . . . clue as to which . . . one.

Please send all articles (with photos if possible) and letters to: Rick Roberts, 55 Shelburne Road, Cressex, High Wycombe, Bucks. HP12 3NQ. ★



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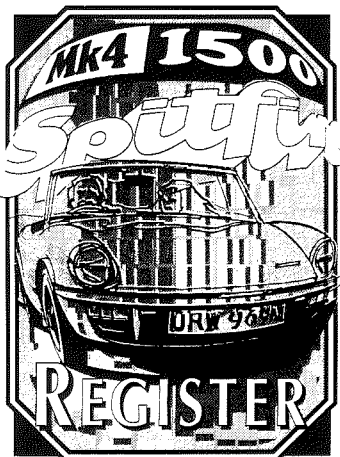
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*This month's photo is sent in by Andrew Hirst of Wincobark, Sheffield and features his 1978 Pageant Blue Spitfire 1500. Andrew has owned a total of 7 Spitfires (is this a record?), but believes this will be his last since it only has a genuine 19,676 miles from new on the clock and remains in as new condition. (below)*



# OLD MEETS NEW PART 1

**L**ast month I admitted to driving a 'modern' car over the winter instead of my usual trusty Triumphs. My only defence is that it was a sports car, and a classic. Modern, but a Classic?

Well the old style MR2 had been proclaimed a 'modern day classic'. Indeed adverts refer to it as 'MR2 Classic' to distinguish it from the current model. Some had likened the MR2 to the E-Type in terms of the shock waves it sent through the sports car market of the time. The mid 80s was dominated by the 'hot hatches', affordable sports cars being limited to the X-19 before moving up-market to the likes of TVR, Morgan and the Mazda RX-7. At a basic price of £7461, the MR2 neatly filled this gap in the market and was unrivalled particularly with its excellent performance and legendary handling whilst its striking styling made it stand out against other cars on the road.

So how does the sports car of the 1980s compare to one of the 1970s, the Spitfire 1500. Well actually they're worlds apart! One has a traditional, front engine, rear wheel drive layout with sweeping curvaceous styling whilst the other is mid engined with very deliberate angular styling. (Interestingly many prefer this angular styling to the more curvaceous styling of the current MR2!).



But more interestingly, parking the 2 cars together it is immediately obvious how big a car the MR2 is (or how small the Spitfire is!). This is reflected when sitting in the cars, occupant space inside the MR2 is positively enormous, not what you would expect in a sports car, indeed there's more room than in a lot of small saloon cars. The windscreen is massive, providing excellent forward vision whilst its steep rake forces you to adopt a very lay-back seating position, something that was new to me, but which I soon found very comfortable. The cloth (optional leather) seats helped with all kinds of adjustment and provided excellent support when cornering hard. Equipment levels were very good too, with sun-roof, electric mirrors, windows, central locking etc. all as standard, with controls sensibly and aesthetically laid out including a horn push where it should be, in the centre of the steering wheel, instead of on the end of some stalk! The only items I didn't like the look of

were the indicator and light switches on the dash binnacle, but in practice they came easily to hand.

**Old meets new!**

The Spitfire cockpit by comparison was diminutive, with controls and equipment levels that we all know and love! Having said that I have to say that I preferred that of the Spitfire. The Spitfire cockpit feels snug and that you are part of the car, as opposed to just sitting in a car as with the MR2. Although roomy, the space almost appears unusable with no useful space behind the seats as in the Spitfire. Mind

**The MR2 is a much larger car than the Spitfire.**





you, tall drivers may disagree with me!

On the road took, the MR2 is very refined, again meeting standards more expected on a good quality saloon car than a sports car. Wind noise is minimal whilst the suspension and scuttle exhibit little if any crashes or rattles. Engine noise is very subdued considering it's



Interior is well appointed with well supporting seats.

only inches behind you, as is the exhaust, not having that raucous growl you associate with a sports car, but then again, on a long journey, you can be quite glad it doesn't.

Combined with an exceptional suspension that eats up the bumps at both low and high speeds, the MR2 is a very comfortable car which allows long distances to be covered tirelessly. However, the achievement of a comfortable ride has in no way compromised the handling of the car, indeed the road-holding of the MR2 is legendary. Without doubt this is one of the

strongest points of the car. With MacPherson struts, anti-roll bars, and disc brakes front and rear and aided by a 55.8% rear, 44.2% front weight split, handling is exceptional. Powering around corners you can feel the car dig in with exceptional grip that allows very high cornering speeds to be achieved. Equally important, the handling inspires confidence, not jumping out of line or having any unpleasant surprises when you back off mid corner. On the limit, the car starts to break away fairly quickly, with little warning which is the only down-side, but we are talking very high speeds!

Even in the wet the story is the same, except that the limit is reached that little bit sooner. The price to pay for this road-holding is tyre life, I completely wore out a set of Pirelli 9000s in 15,000 miles!

In comparison, the ride of the Spitfire is not renowned for its comfort. Having said that, I have found that the 1500 set up in standard form, without big fat tyres that increase the unsprung mass or stiffer springs and adjustable dampers etc. etc., is not that bad especially at speed where the car almost feels as though it floats over undulations. The problem comes at lower speeds where bumps are not so well absorbed and result in rattles and scuttle shake. Wind noise is the other major contributor to reducing ride refinement, but what do you expect from an unsophisticated rag top?!

Continued next month. ★

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# Pump ⚡ Electric

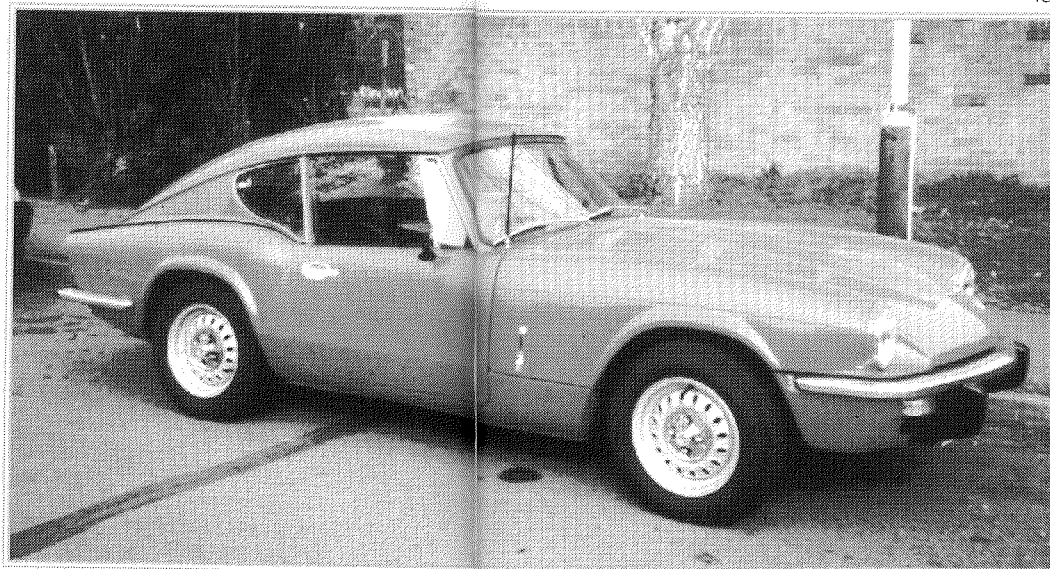
Enough about me - it's time to get down to the nitty-gritty. To kick off with I want to deal with that most humble of parts - the windscreen washer. The original item fitted to GT6's (in common with most other cars of the time) is a manual pump affair which produces one feeble a squirt at a time. The unit is also prone to leaking - emitting an annoying, constant drip into the driver's footwell (or into the radio in the case of Mk 1s!). The answer is to fit an electric washer pump as fitted on modern cars.

**A**llow me to introduce myself. My name is Mike Scott and I am the new GT6 Register Secretary. My past involvement with the Club amounts to three and a half years of membership and just under a year as Hants and Surrey Area Organiser. The accompanying photograph is of my GT6, a 1972 Mk3 in Pimento Red (originally Saffron). It had just had a perfunctory body restoration when I bought it, and since then I have overhauled almost all of the mechanicals.

The unit to buy is the general purpose or "universal" pump, available from any decent motor factors for under a tenner, which comes fixed to an L-shaped bracket. It is best sited on the bulkhead between the starter solenoid and the clutch master cylinder. It can be fitted with self-mounted tapping screws, but be sure to use some form of sealant around the screw holes (I think Waxoyl is probably as good as any) to stop standing rain water from entering the driver's footwell.

To plumb the unit in, first empty the water reservoir bottle or simply remove the dip tube. On the subject of which, I prefer to fit a fine gauze filter, available from motor factors at around the pound mark, to the end of the dip tube rather than the non-return valve fitted as standard. Cut the pipe from the reservoir bottle to reach the newly-fitted pump to connect to the input stub-pipe (usually marked with an arrow showing the direction of flow). The other part of the pipe you've just cut leads through the bulkhead (via a grommet) to the manual pump on the dashboard. Unless you're going to replace this with a new pipe (which is probably not a bad idea as the old pipe has almost certainly gone hard by now which can make

**My Pimento Red '72 GT6 Mk3, now with almost totally overhauled mechanicals.**



sealing a problem) it is best to leave this pipe in place which avoids the hassle of threading a pipe through the bulkhead grommet. Connect the pipe to the outlet stub-pipe on the electric pump. Disconnect the other end of this pipe from the manual pump on the dashboard (be prepared to catch the inevitable drips of water in wether a small container or rag) and connect it to the T-piece and the manual pump.

You've got your new pump plumbed in, all it needs now is the wiring, but you don't want to spoil that classy GT interior with an el cheapo switch from the Halfords "odds 'n' sods" range, do you? The answer is to use the one Triumph sent you when they built the car - viz. the original pump/switch. That way you can have modern car functionality with old time classic car good looks! Here's how:

from the hardened steel jaws. Unplug the wires from the rear of the switch (making a note of where to re-connect them) and remove the pump/switch body from behind the dash.

Now you need to get inside the pump. Using the widest, thinnest-bladed screwdriver you can find, prise the white plastic end-plate (with the two stub-pipes marked OUT and IN) out from the body of the pump. Use only as much force as is necessary and take your time - it'll be stiff but it will come out. Be warned: there is no going back after this. Once the seal is broken the pump will leak for evermore if you attempt

to restore it's original function. Next, remove the rubber dome which comes out easily by gently pushing the shaft from the other end. Behind the rubber dome is a conical spring which will just fall out as will the plastic shaft with a plunger on the end.

Take the white plastic end-plate and, from "inside" (ie with the stub-pipes facing away from you) drill a 1/16-inch (1.6mm) hole right in the centre between the two waterways. Don't drill all the way through, although if you do break through it won't matter. This is the pilot hole for a 1/2-inch (or better still 3/8" if you

can find one), dome head, number 6, self-tapping screw. Feed an insulated wire about 4 inches long through one of the stub-pipes, bare the end, coil it around the screw and then screw it to the inside of the end-plate. Do the same with the plunger-end of the plastic shaft, only this time a) use a piece of wire long enough to reach from the switch in it's position on the dashboard, under the dash, through the bulkhead grommet to the electric pump,

First, remove the square knob. This is an operation which can lead to a broken switch shaft if you don't know the secret (which a lot of people don't, judging by the number of butchered switches I've seen!) There is a small plunger in the shaft which protrudes into a hole in the underside of the shank of the knob, push the plunger in with a small pin, give the knob a light tug and it comes off easily. If you're forcing it, you're doing something wrong - stop at once! With the knobs off, the switch/pump body can be removed by unscrewing the chromed bezel. It should be possible to do this by hand, but if you do need to use a tool, such as pliers, use a rag to protect the bezel and the dashboard surface



and b) you may need to drill a slightly larger diameter hole in the end of the plunger as it is made of harder plastic than the end-plate.

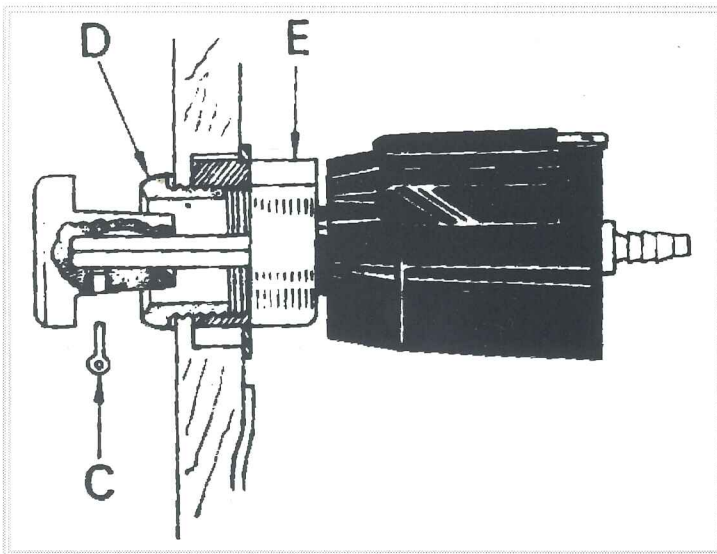
To reassemble the switch, slide the plastic shaft back through the hexagonal hole in the switch body, reposition the conical spring (the rubber dome is no longer needed) and, making sure that BOTH wires run through the end-plate stub-pipes, snap the plastic end plate back into the switch body (some force will be required so be careful) and re-fit the knob.

Now when you press the knob, the heads of the two self tapping screws come into contact with each other and complete an electrical circuit. At this point I have to confess that I don't know for sure whether the original plunger shaft is long enough to reach all the way down the switch body to the screw in the end-plate. The knob on my wiper switch had been pulled off by some previous less enlightened owner, who inevitably broke the shaft and then, to compound his folly, glued the knob back onto the shaft with Araldite! I had to snap the shaft to get the knob off and then drill the broken end out from the middle of the knob. Luckily the plastic knob is the same size as stock 1/4 inch hex bar, so I replaced it with a piece of hex brass bar cut to the right length to reach right down the switch body.

Finally to wire up the new electrical washer pump, route the longer wire from the switch to the appropriate connector on the electric pump (usually

a crimp spade connector) via the bulkhead grommet. The pump will require an earth connection - you can run a wire from the pump earth terminal to under the head of one of the self-tapping screws holding the pump to the bulkhead (use a crimp-on ring connector). With the wiper switch installed back in the dashboard (which in the best Haynes tradition is the reverse of removal!) connect the short lead from the wiper switch to the green supply wire feeding the wiper circuit using a "chocolate block" or Scotchblock connector.

Now an effortless push on the wiper switch knob produces a familiar satisfying whirr from the pump motor, and a sustained and powerful stream of water



from the washer jets. A deft twist of the wrist and the wipers come into play. It will soon become second nature to combine both these operations in one smooth movement. The only down side to all this is an electric pump will completely empty the reservoir bottle in a matter of seconds, so make sure you check the water level frequently and keep it well topped up.

This modification applies to Mk2 and Mk3 GT6s (and possibly most other Club cars). However, Mark 1 GT6's do not have combined wiper switch and pump - the manual pump is an aluminium bodied device with a much higher capacity. Anyway, I'm sure Mk1 owners wouldn't want to compromise their cars' originality with anything as trite as an electrical washer pump.

Next month a break from the technical stuff with a look at the early history of the GT6. ★

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Herald/Vitesse centre valance original pressing.....	£42.24
Herald/Vitesse rear quarter valance steel.....	£18.74
Herald/Vitesse rear arch lip repair.....	£15.21

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Full width high cooling spec Spit.....	£111.62
Standard Herald and Spitfire ex.....	£76.37
4 row, high spec for all GT6/Vitesse, no Kenlowe required, ex.....	£105.69
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Windscreen seal, Spit 1/2/3 GT6 1/2.....	£15.21
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Mild steel Herald down pipe from.....	£19.98
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Spitfire MkIII full system.....	£105.69
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Spitfire 1500 complete system.....	£117.44
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Boot mat, Her/Vit full size Hardura.....	£23.44
Boot mat, Spitfire.....	£11.16
Boot mat, Herald/Vitesse.....	£23.44
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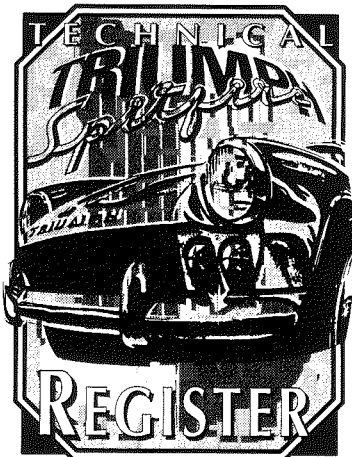
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# Tweak a Triumph!

Over the following months we will look at how to tune 1147 and 1296 engines. This was at its heyday in the 1960's and 1970's, there were many companies offering modifications including S.A.H., Seedwell, Taurus, Nerus, Mangoletsi, Arden, etc.

The most famous of these associated with Triumph was S.A.H. which still lives on, to a very small extent, as Triumphtune.

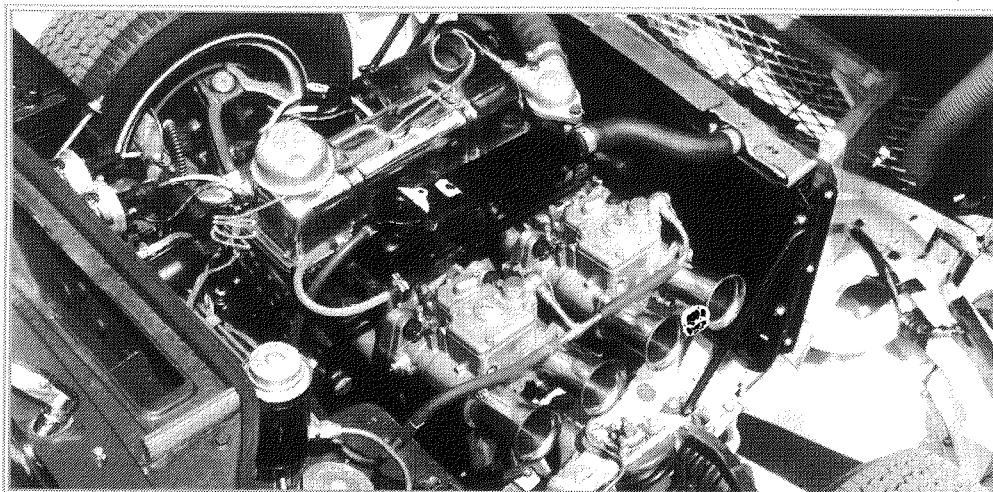
S.A.H. tuning goodies are still to be found in The Courier, autojumbles etc. But Taurus, Mangoletsi and alike are very hard to come by even to the point of extinction.

You will see over the following months there are certain guidelines that you should follow to get the most from your engine.

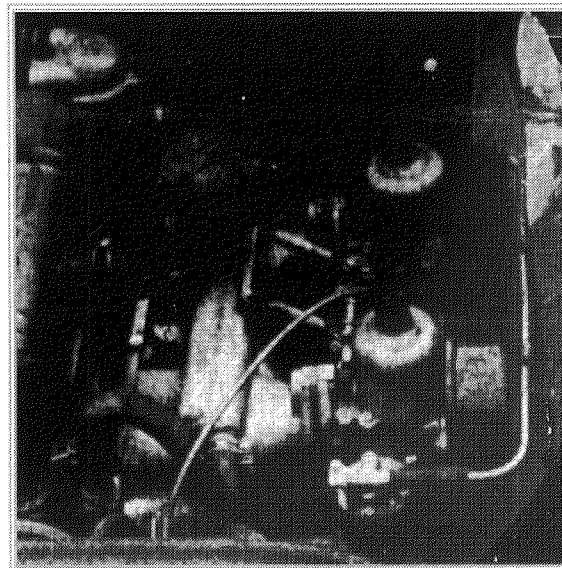
We will be going over this at a later date.

But for now here is an article which appeared in HotCar magazine back in 1976.

The factory version of a tweaked Triumph engine.



Brett Dennis



Any fool knows how tuneable Ford and BMC A-series engines are, but when it comes to Triumph's small four-pot, it's not so obvious. It's an old fashioned lump, its ancestry goes back almost as far as the A-series - it's even appeared in as many different guises as the BMC engine - not only a very easy engine to tune, but tough and reliable with it.

Earliest versions were of 803, and then 948cc, used in Standard 8/10's and the very earliest Heralds. I propose to ignore these because they are very few and far between these days, they are not as strong as later engines, and it would be silly to even bother when 1147 engines can be purchased and fitted so easily.

The 1147 first appeared in 1961 Herald '1200', in very tame 39bhp form, mainly due to a camshaft with modest 12/52, 52/12 valve timing. Carb was a downdraught Solex.

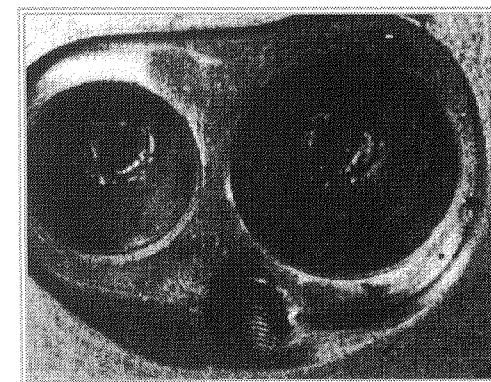
Next the Spitfire happened along with a better camshaft (cam

2 in the table), higher compression ratio (9.0:1), better exhaust manifold and twin 1 1/4 SU's. This was rated at 63bhp. The cam used on this was also fitted to the Herald 12/50 engine which, with better exhaust, suitable distributor, and carb re-jetting, gave 51 bhp. Later 1200's had the same cam and gave 48bhp.

The Mk2 Spitfire still had the 1147 engine, but now a tubular steel exhaust manifold, and the cam with timing 25/65, 65/25 helped it to 67bhp, coped with by a stronger crankshaft. Spitfire engines also differed from Heralds

by virtue of *smaller* inlet valves (1.245" compared to 1.308"), for some reason.

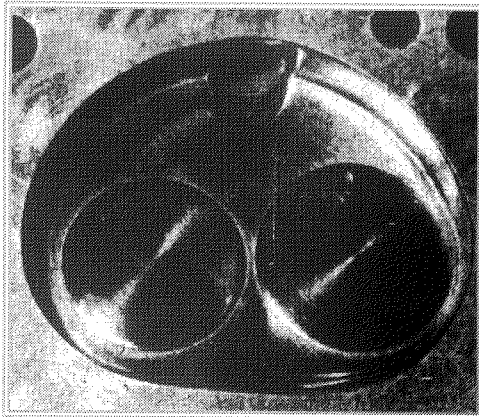
On late 1147 engines camshaft bearing sizes were increased and shell bearings fitted, in common



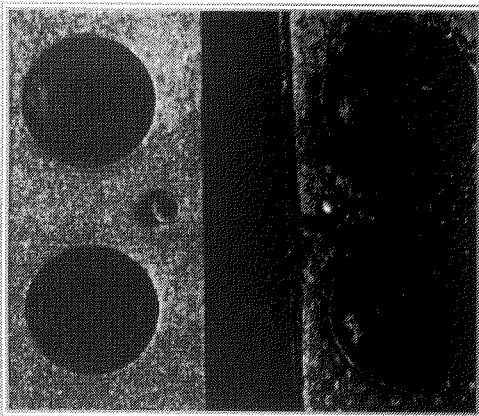
with the new 1296cc engine which appeared in 1966 and was fitted to the Herald 13/60, 1300 saloon, and Spitfire Mk3. In Spitfire form it had the 25/65, 65/25 cam, twin SU's, and higher compression ratio, of earlier Spit's, but then went back to a cast iron manifold. Power was 79 bhp. Single-carb engines had a 150CD Stromberg, and all 1300 engines

This SAH 1300 head gives a pretty good idea of the chamber shape to go for. Sharp edges are smoothed and chamber wall cut back around inlet valve.





This idea is much the same on this 1200 chamber, taking care not to go over the gasket line. Herald inlets are bigger than Spitfire, same as most 1296 motors. (above)



Inlet ports on 1300's are already quite short and well shaped but can usefully be enlarged to improve breathing. Compare with standard to left of pic.

1493cc by a virtue of a longer stroke. Up till then, all capacity differences were achieved by differences in bore size.

All Toledo 1300's and early 1500's had a single 1 1/2 SU, while later 1500's went to first twin 1 1/4 and then twin 1 1/2 SU's, as in the current Spitfire and 1500TC saloon.

## TUNABILITY

For all their old fashioned air, these engines are pretty tough, and respond well to simple bolt-on type tweaks. However, it really is not worth trying to tune a 948 or 803 - rather fit a 1147 or 1296 from a scrapyard.

Early 1147 engines had split skirt pistons, which are to be avoided, go for the Spitfire ones with drilled-holes behind the oil control rings rather than a wide slot. Fully floating gudgeon pin pistons should be used with the appropriate rods. Remember the Mk2 Spitfire crank was stronger, though all are reasonably strong.

Another weak point to avoid on Heralds is the offset-hole type of valve-spring cap location - go for the split collets of Spitfire engines. Uprated clutches are available and desirable for 1147 engines from SAH or Leyland ST dealers.

Although balancing and tufftriding are useful on any Triumph engine until about a Stage 3 tune is reached.

When changing cams, remember to get the right bearing size. Big-cam-bearing engine also had larger cam followers, of greater diameter.

Although by no means unresponsive to head mods, this range of Triumph engines is well served in that area already. It's not like the BMC A-series where you absolutely *have* to sort the head out before tackling anything else. On all except the 1147 Spitfires, the valve sizes are already quite generous - in fact, the only engine where the head is the first area to tackle would be the 1147 Spitfire, which at least already has adequate carburation and exhaust.

Go for a cleaned up *Herald* head with it's bigger inlet valves. This can be skimmed by a maximum of 56 thousand to raise the compression ratio. Clean up the ports for a smooth flow, with maximum inlet port diameter of 1 1/4 inches and exhaust not more than 1 1/8 inches square. Combustion chambers can be cleaned up, especially round the inlet valve taking care not to go over the gasket line. When skimming heads, you may need spacers under rocker pedestals, which SAH can supply. Maximum skim for 1296 heads is 110 thousand.

## HERALDS

If you've got a very early 1200 cam with the tame timing, you really ought to think about fitting at least one of the later cams or even a Spitfire type cam 3, if carburation is to be changed, as a first step. This is possible without having to remove and strip the engine. Fit the matching distributor.

Ok, now let's assume our starting point is a 1147 Herald with a half-decent camshaft. We can now say that the first step must be carburation and exhaust. SAH use twin 150CD Strombergs on combined inlet-exhaust manifold, and this will then be adequate to a pretty high stage of tune. The power increase is very useful. If carbs are to be the only mod, however twin 125CD Strombergs may be preferable, or twin 1 1/4's, especially if these can be picked up cheaply, from a Spitfire in the case of the SU's.

SAH's idea of Stage 2 would be to add a Stage 1 head and better cam to the Strombergs: their '26' cam is very similar to Spitfire cam 3 in the chart. That little lot is about as far as you can go without starting to lose out on economy and tractability. If you want the ultimate for the road, it is down to single DCOE Weber (6-port head, remember), and something like the '46' cam with 30/70, 70/30 valve timing. It's not really feasible, or necessary, to go for bigger valves.

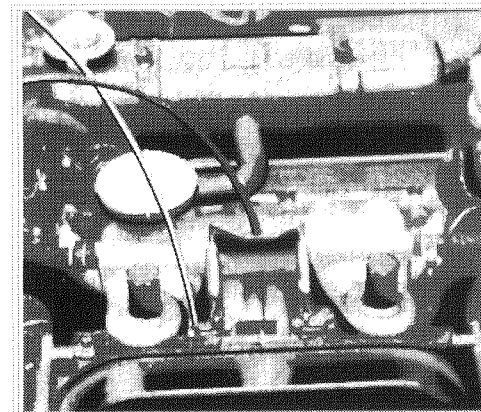
## 1147 SPITFIRES

These already have twin 1 1/4" carbs and the Mk2 has a pretty good cam and tubular exhaust. However, if it's a mild tweak you are after, that you can do yourself at lowish cost, then I'd go for a head modified as described earlier for a first step, with perhaps a Mk2 cam or SAH '26' on the earlier engine.

The next stage up would be twin 150CD's and extractor exhaust, though in fact SAH reckon these are useful alone with no other mods. Alternatively go straight to the practical ultimate which is weber 40DCOE plus '46' cam and the head as already described. When any engine is fitted with the '46' cam it should also have SAH's special distributor to match.

## BORING BITS

1147 engines can be bored out to 1296, but this should certainly be done with the appropriate liners or you might end up with a ventilated



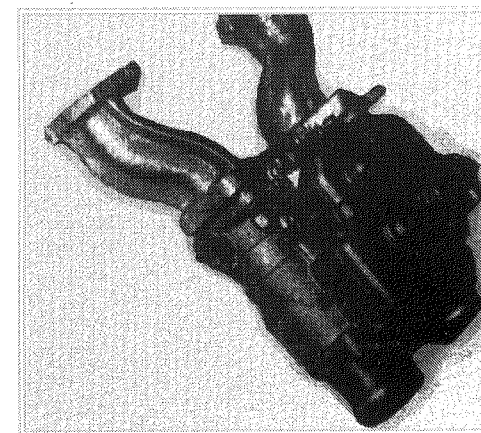
block. The 1300 head gasket should be used with extra waterways cut in to line up with those on the earlier block. The 8-port head of the 1296 can not be fitted to the smaller engines. Watch the compression ratios on 1296'd 1147 engines.

## 1296 ENGINES

These engines have the 8-port head, which is not bad as production heads go, and a reasonable cam, especially on early 1300 Spitfires, so it's down to the bolt-on breathing bit for a first step, with twin 150CD Strombergs and free-flow exhaust system. This releases a surprising amount of power. Or again, on single-carb engines, you may be able to get a pair of 1 1/4" SU's on the cheap from a Spitfire or TC,

All engines are very responsive to bolt-on breathing mode. Twin 1 1/2 " SU's on 1300's are really inadequate but good and cheap for 1200s in mild state of tune.

Ultimate carburation for modified 1200s is this SAH 40DCOE weber kit, while twin 150CD Strombergs are used for intermediate tune according to SAH.





if no other mods are planned. Come to that, you could use twin 11/2's, though SAH reckon the Trumf responds better to Strombergs.

This carburation will then see you alright for the next stage, which involves attention to the head, Stage 1-style, and a '26' type camshaft, or the 25/65 65/25 Spitfire cam if easily available and not already fitted. Come to think of it, if you are Stage 2-ing a Mk3 Spitfire then the SAH cam would hardly seem worth the money as it is only marginally better than the standard cam it already has.

The ultimate for the road on the 1300 engines involves twin 40DCOE Webbers, a large-valve head, and the '46' camshaft plus distributor. On post-1972 1296 engines, however, a larger inlet valve was already fitted and so this latter engine is already adequately served in the valve department.

## CAPACITY

If it's a torquey engine you are after, then you can go the 1500 route by fitting appropriate crank, rods and pistons, but remember that in that case your tuning should not go beyond Stage 2/3, as the long-stroke is not a revver like the smaller engine.

Otherwise 1500 engines can be treated much the same as 1296's. Note however that cylinder heads are not interchangeable.

## CARBURATION

So far I've just talked about twin Strombergs and SU's, but a few other possibilities present themselves. For example, Leyland ST list a twin-choke Solex for 1147's, together with

suitable manifold, while single 28/36 DCD Webbers have been used with success on 1147 engines. If other mods are to be limited to just mild head work, you could even consider a single SU or Stromberg on 1147's, with a manifold adaptor - the 1300 set-up can't be used as it's for a 8-port head.

Re SU's and Strombergs, 1147 Spits or Heralds of similar tune should try AN needles and Red springs in twin 11/4" SU's, or H6 if tweaked a little further in the head department. Same carbs on an otherwise standard 1296 should use DD needles.



For twin 150CD Strombergs on 1296 engines, try 12X needles, or 7B if head and cam have had the Stage 2 type treatment.

## WHERE TO GO

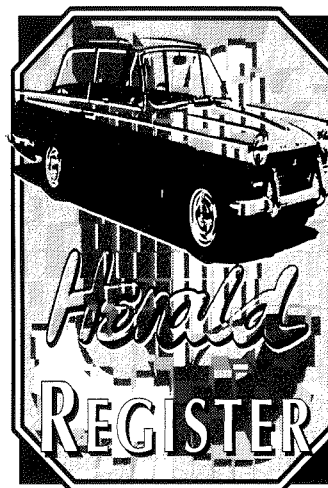
Undoubtedly SAH Accessories of Leighton Buzzard, Beds, are the kingpins of Triumph tuning, while Leyland ST are busy developing tweaks for the 1500 engine, and have a limited amount of gear for the smaller ones. Heads, cams and carb kits are also available from people like Janspeed, Newman, Bryco, Conversion and Tuning to name a few. ★

### CAMSHAFT TIMING

Cam	IO	IC	EO	EC
BTDC	ABDC	BBDC	ATDC	
18	12	52	52	12
2	18	58	58	18
3	25	65	65	25
SAH 26	24	64	64	24
SAH 46	30	70	70	30

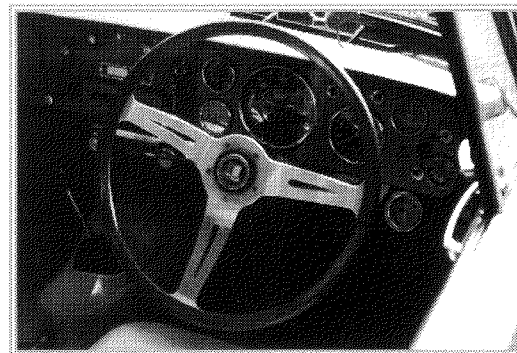
- 1 - Fitted to early Herald 1200
- 2 - Fitted to Mk1 Spitfire, all other single-carb engines and late 1296 Spitfires.
- 3 - Best Triumph cam used in Mk2 Spitfire, earlier 1300 Spitfires, before emission control.

A whole variety of cams are available, from SAH, Triumph, and others. This timing disc is essential for getting the best out of any cam, useable on any engine.



I recently received an enquiry from a Mr Davis asking if anyone else in the Club has a Triumph Herald Brabham (Coventry Climax engined) Coupé. If you know of any, please let me know.

The Brabham Conversion to the 948cc coupé was available in the early 1960s for £395 and consisted of the installation of a 1220cc Coventry Climax engine, Mintex M20 brake



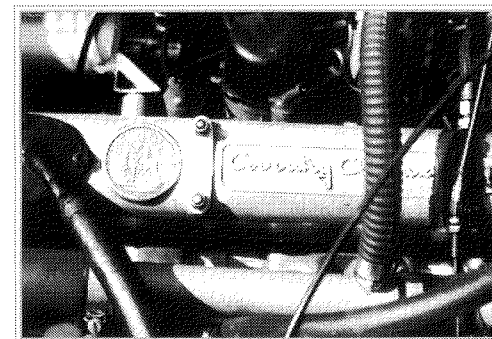
# Coventry Climax Herald

linings, larger rear brake cylinders, larger clutch and larger radiator with a Kenlowe fan.

Autocar (23 September 1960, p 453) road tested the Brabham tuned car and compared it with the production coupé (reviewed in Autocar, 1 May 1959). The modified car delivered the following performance:-

Acceleration from rest (through gears)	Climax Coupe (sec.)	Production Coupe (sec.)
0-30	4.	6.1
0-60	13.3	23.2
0-70	18.0	36.7
Standing quarter mile	19.0	22.4
50-70 in top	12.7	24.1
Maximum Speed		
Mean mph	95.5	78.8
Best mph	97.0	80.0

The Coventry Climax engine, in stage 1 tune, delivered 83bhp from a four cylinder 76.2 x 66.6mm bored engine with a light alloy block and head. The compression ratio was 10:1 and twin SU carburettors were fitted. Petrol consumption was a



reasonable 27.7mpg overall.

The car was also tested by Autosport (September 23, 1960, p432) who managed to get 102.2mph and a standing quarter mile of 17.6 seconds and 0-60 in 10.8 seconds. To quote John Bolster 'perhaps the greatest compliment that one can pay the Triumph Herald is to say that the chassis, in standard form is easily able to cope with the 83bhp of the Coventry Climax engine. There is no great impression of speed at 100mph, and was able to lift both hands from the (steering) wheel without deviation'. ★



# SPECIALS REGISTER

**My article in March 1981 was about the build of an AWE Roadster, it was contributed by the car's builder John Houghton.**

I'm delighted to bring you a story from the current owner of this very same car . . . take it away Nigel Laycock (Nigel lives in Somerset and has lived in Cornwall – both very close to Devon!).

"As a teenager I lived with my parents in the tiny Cornish hamlet of Polmassick, about four miles inland from Mevagissey. At that time Meva – as the locals called it – was just a picturesque fishing village largely untouched by today's commercialism.

There was no mains water supply in Polmassick when we moved there in 1955. All our drinking water had to be carried from the village well. My pocket money was one penny (1d) a day for each two gallon container of drinking water I carried up the hill to the cottage.

We had large water butts for collecting rainwater from the roof and this was used for all purposes other than drinking.

One summer the hot weather was so prolonged that we ran out of rain water and had to fetch every drop from the well. The pump was situated at the bottom of a particularly steep hill and at first we resorted to transporting the water in milk churns using a hand trolley borrowed from the local farmer.

This proved to be a very laborious and, in desperation, with no sign of the weather breaking, my father decided to purchase a 1932 Morris 8 to do the job. It had a calometer fixed to the radiator cap and I was always fascinated to watch the needle creep towards boiling point as the old car laboured up and down the hill.

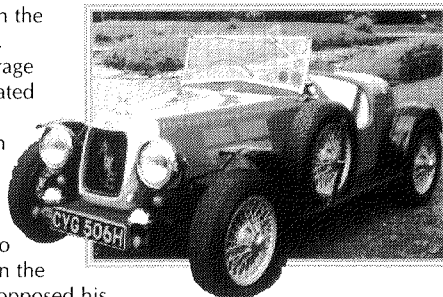
Afterwards the old car was parked in a field down the lane from our cottage. It was housed in a garage constructed of corrugated iron sheets leaning against a hedge which itself formed one end of the garage. My father had applied for planning permission to build a stone garage in the field but the Council opposed his application on the grounds that a garage would be unsightly, and would spoil the natural beauty of the countryside. However, they did give him permission to construct an 'agricultural building' using corrugated iron sheets!

The car was kept solely in case it was ever needed again for transporting water in the event of another drought. As luck would have it, it was never required. Some years later, Polmassick was connected to the mains water supply. I left home and the car, having been parked in a field, gradually deteriorated. Over a period of time the bodywork rusted away and finally all that remained was the chassis. Finally that too was disposed of.

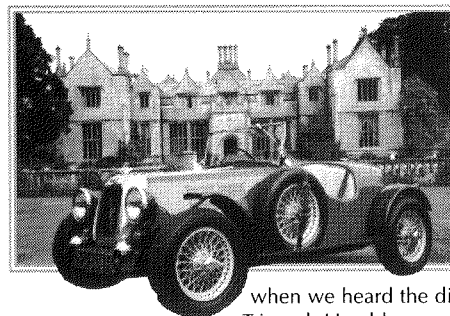
Time passed and in 1985 my father died. My mother left the cottage and moved to the nearby town of St Austell. Prior to the move I offered to clear the garage for her. Imagine my surprise when, on lifting up a sheet of corrugated iron, I discovered the old Morris 8 radiator complete with its calometer. I took it home with me to Somerset as a memento of those childhood days.

I was not really sure that I intended to do with the radiator. I left it in the garage where it lay gathering dust for a further six years. Eventually, I gave the radiator surround to a friend but decided to keep the calometer.

## 5 years on...



Trevor Collett



What, I hear you ask, has all this got to do with the A.W.E.? Well, one sunny day early in the summer of 1991 my wife, Pauline and I were out in the garden with our son Andrew, when we heard the distinctive note of a Triumph Herald approaching. It pulled up outside the house and out jumped our friend, Art Ingram. He was sporting sun-glasses, shorts and above all, a broad smile. This was no ordinary Triumph Herald he was driving!

He had just purchased his shining green A.W.E. Special from Alan Wilkinson Engineering of Yeovil. The car was actually Alan Wilkinson's A.W.E. prototype constructed on a donor Herald chassis. The body parts were manufactured from quality glass reinforced plastics. A unique metal sprayed technique had been incorporated into the radiator surround and various trim parts.

The A.W.E. is described by Alan as 'providing the driver with a sense of real motoring. A car sure to gain the admiration of onlookers and one which is a true conversation piece wherever it is seen'. That was certainly true of this example.

As we set off down the road, the wind blowing in my hair, it instantly brought back memories of those days when, as a teenager I became the proud owner of a 1939 black and yellow Morris 8 Tourer. Art's newly acquired A.W.E. had character and much resembled a car of the 30s era – but it had the attributes of more modern engineering and technology.

A few weeks later, Art came round to our house again to tell us that he knew of another A.W.E. being advertised for sale and he wondered if I'd be interested in acquiring one.



A couple of weeks later Art came round again and asked whether I'd enquired about the car. In fact, I hadn't done anything about it but promised I would. So, to keep him happy more than anything else, I contacted John Houghton. Needless to say I subsequently bought CYG 506H.

You will see from current photographs that there is one significant difference in the car's appearance compared to the photographs published in The Courier in 1991. The car now has a new radiator

surround and the Flying Horse mascot which once adorned it has been replaced by a shiny chrome calometer. At last I've found a good home for it!

Now each time I drive the A.W.E. it serves to remind me of those childhood days in Cornwall when my father and I used to fetch the water from the village well".

Thanks Nigel, the true spirit of driving lives on in the West, in a Triumph. If anyone has the urge to build an A.W.E., Alan Wilkinson, the model's creator, can be reached on:

**01823 442259.**

## ALTERNATIVE OWNERS CLUB

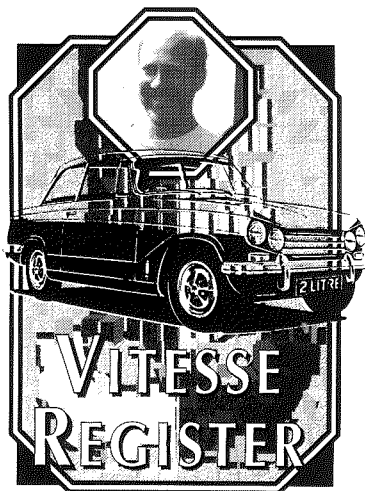
I hope the Clubs management won't be too cross with me for mentioning "rival" clubs. I'm sure that all kit car and special owners in the TSSC are perfectly happy and will never leave but I feel I should keep you informed of other clubs that cater for our cars. I have recently received a copy of "Midge Matters" from Dave Everall who has taken over the running of Midge Owners and Builders Club. Their membership currently stands at 116 and the good news is that if you join now you will have free membership until April 1997. Got to be a good deal, and you won't have to resign from the TSSC! Dave lives in Newcastle-under-Lyme, and his phone number is:

**01782 560049.**

I have also heard that the Burlington Arrow Owners Club is alive and well. They too have a membership of around the 100 mark. For more details call Jez Watts in Leamington Spa on:

**01926 817302. ★**





John Hillarby's Vitesse 6, after it's engine rebuild. A true summer weekend car.



An apology is now in order . . . to John Hillarby (Wallington, Surrey) who sent me these photographs and info back in October 1995 . . . but somehow due to my rather messy filing system . . . they/it slipped through the net and ended up not being used . . . until I again spoke to John, and he then reminded me . . . A message here to all you other members . . . if you have sent me photos and info . . . and I have not yet used it . . . please do write and remind me . . . or indeed if you have written to me with a query and I haven't replied . . . don't let me get away with it(!) Hassle/ remind me . . . it will in no way have been intentional . . . just a blip in the system . . .

So now we have John Hillarby's two Vitesse's . . . firstly BYX 766B a 1964 Vitesse 6 purchased in 1993 after being off the road and stored for the last 14 years! The previous owner had intended to customise it so had fitted some new panels then sprayed her in grey primer (about a quarter inch of it!). Fortunately he then lost interest and never got around to dropping the V8 lump into it . . . so she was professionally resprayed Triumph White in 1993 and has then been used every day until earlier in 1995 when it became obvious from the amount of smoke out of the back and heavy oil consumption that an engine rebuild was necessary . . . BYX is now running very well and used at weekends during the summer . . .

**H**!! . . . well, what can I say!!!! This year Stafford must have been amongst my personal 'best' . . . a truly excellent (and memorable) weekend. I actually had some time to talk to many members, I took loads and loads of photographs of your Vitesse's in the line up . . . which I may use from time to time if I run out of 'features' (there is one at the end of this register!). . .

The band on Saturday night were amazing (I must have lost a couple of pounds at least . . . bop until you drop!) thanks to Ian Gittings (and his good lady) for their hospitality and superb curry (!) in the early hours of Sunday morning . . . Must have been a dream come true . . . disco, band, cider, brandy, curry. . . !!! (Sleep . . .) excellent . . .

Before any other business . . . I have to congratulate Hugh "yes, that Hugh Roberts" Roberts on his success with his Mk1 Vitesse convertible . . . so well deserved . . . and thanks to Chris for her lovely company on the journey to Stafford (including detours!) a fine time was had by all! . . . If it wasn't for Lewis's map reading, we may never have reached Stafford! . . .

John uses his Herald 1200 every day . . . not the same as a Vitesse . . . but a hell of a lot better than a Euro box! . . .

John's second recently acquired Vitesse is a 1962 '6', 8717 PL, chassis number HB 3737DLO (according to the existing info on the register . . . this is the earliest known Vitesse with factory fitted overdrive) . . . finished in Renoir Blue with a white stripe, complete with a brake servo, although John comments here that he hopes it was not a factory fitment as it was piped into the rear drums only! (strange?) . . .

John also pointed out that we have been missing a 'Vitesse' off the Courier front cover for rather a long time (possibly over 20 months!!!) I did twist Bernard's arm! . . . this Courier should carry a 'Vitesse'! (a technical point here . . . if you ever submit a photograph for the cover of the Courier . . . it has to be in a vertical frame, and with enough space around it for the Club logo, title, etc . . .). . . having said that . . . don't send cover photo-graphs to me, but to Bernard at the Club HQ!

A couple of snippets of information (unconnected . . . but interesting!) the first is the dimensions . . . length of overdrive and non overdrive propshafts respectively, so that you can casually browse through those auto-jumbles pre-armed with the correct data . . . (Fig.1)

I mentioned that due to the fact it is one of the most enquired about items, you can of course get your propshafts shortened and balanced, but it's all down to the best deal you can find at the time, as I've said before, buying second hand is fine . . . but you have to consider that the second hand component



will possibly be worn (?) and need work to bring it up to standard . . . against the higher price of a (guaranteed?) new/reconditioned item, you yourself will have to weigh up the pros and cons (taking into consideration the availability of funds and time . . .)

The second set of figures concerns a common ailment . . . worn front tyres!! Yes tracking . . . easily rectified if you have the equipment . . . and expensive if you leave it to run amok with your tyres . . . (Fig.2)

This data is for 2 Litre and 2 Litre MkII (1600s next month!).

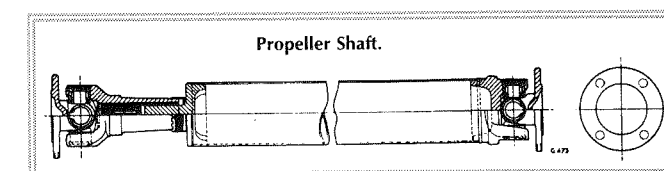


Fig.1.

NORMAL FITMENTS	OVERDRIVE CONDITION
LENGTH: (closed) 47.65 in. (1210.3mm) (fitted) 4 6.79 in. (1188.5mm)	44.20 in. (1122.7mm) 43.53 in. (1105.6mm)

Fig.2.

FRONT	REAR
TRACK: 49in (1245mm)	48in (1220mm)
WHEEL ALIGNMENT (kerb condition): 1/16in to 1/8 (1.6 to 3.2mm) Toe in	1/16in to 1/8 (1.6 to 3.2mm) Toe out







All this information is of course available in the work-shop manual (available from the 'Triumph Bookshop' part no. 512947, GT6 and Vitesse 2 Litre ...

To complete this month's register there are a few oddments to tidy up ... after seeing the mention of the SAH hard top, once available for the Vitesse/ Herald, Pete Boyce (Hampshire) wrote with a plea ... he has just such a hard top ... but ... one stormy day in Dorset the 'extremely large moulded perspex wrap-round rear window' blew out at about 70mph on a dual carriageway and said window distributed itself across the central carriageway and ditch!

Who's this?  
And what's she  
upto? Send  
captions to the  
Courier please!



Pete now needs a new window making (to compete an on-going restoration ... on Laurel Green Mk II convertible UMW 553J) ... so if anyone can help with information, where if anywhere? Pete can get assistance to get his perspex window replaced ... let me know ... I'll pass it on.

Also nice to see an old face missing from Stafford for about three years (?) Hi! to Adam (Ansel) with his superb MkI convertible (did you see her in the half in the concours - gleaming!) I am rather amazed that no one made an offer for her ... (due to circum-stances

she reluctantly has 'to go') ... well worth the asking price ... with the rising prices of labour (and parts) it would be difficult to produce a Vitesse to that standard for anything near that amount ... oh well ... Adam, as soon as I win the lottery I'll give you a call ... (speak to you soon) ...

It was also nice to actually meet Clare Turnock (in the flesh) with her MkII convertible 'Novo' (nice one Clare) Clare is the Cheshire AO, a dirty job but someone has to do it ... (I certainly don't envy the duties of an AO ... I think they are our 'unsung heroes') Clare was accompanied by her equally as nice dad ... Hi! to you both ... see you next year?

You will see on the following page an IVR Register project update from Dick Plumridge ... the response has been very pleasantly surprising ... thanks to all those who have completed their forms and sent them in ... to those of you that haven't yet got around to scrambling across your garages to find those elusive numbers ... please do ... don't let us down! It will only take you five minutes, and every piece of information is equally important helping towards building a complete picture ... I will of course mention this IVR project every month ... like some Chinese water torture ... until you all crack and break and send in your completed IVRs ... PLEASE!

Thanks again to Dick for his continuing enthusiasm (and long hours!) thanks also for the input from Jonathan Del-Mar

(Registration number expert) and Paul Forman (press cuttings, magazine articles etc) ...

To finish I'll leave you with a photograph I took myself at Stafford (this year) of a Vitesse I have no IVR for! ... who is the young lady? Why was she so exhausted? Had she been abandoned in favour of the bar or auto-jumble? Who is the owner (of the Vitesse) ... can you think of a caption? A TSSC pen to the best caption ... and to the owner when I receive your IVR ... (surprise! surprise!) ...

Oh! I would also like more information on a Valencia Blue convertible SUC 815R? Is this the correct number? You are on the Register? ... have you any detailed history on how it came by this number ... ???

Thanks ... take care ... cheers! ★

## MKII VITESSE IVR PROJECT PROGRESS REPORT

In a word, progress has been stunning. I was dumb-struck when at Stafford, Angie Hill on the Club stand gave me an envelope containing 40-50 responses the Club had already received in just a week or two! The current total is 103, only six weeks into the project. These include many new finds to the Register, and also the cars 3rd from the start of production and 3rd from the end!

Mac and I have put in a lot of work on this, just on the strength of faith in an idea that 'felt right', but it's very rewarding to have people appreciate so quickly what you're trying to do, and respond like this. Thank you! (Thanks for the care you've taken over details, too).

Now, if you own a MkII, or even a collection of bits of a MkII!, and if you've missed what this is all about, please have a look back at the article in July Courier, p29. Basically, we're sending owners a collection of information relating to the history of their car, and in order to do that we want you to send us a form and SAE. The form was printed in the July News Review (next to classified Ads) and there's another in this month's review. If by any chance you weren't interested in receiving the information letter, but you're prepared to send a form on your car to help everyone else, then please do so (just omit the SAE) - this will all help to complete the picture and put other owners' cars "in context". This really does help, once a large number of details are listed in sequence, you can spot patterns and features that would otherwise not emerge, numbering of Factory Spare Engines, Commission nos. of export cars, some funnies in the body numbering etc etc. It all clarifies what went on in 1968-71!

A few other points. If you once did an IVR form in the past, please don't let that stop you taking part with a new Project IVR. About 1/3 of the Project IVRs coming in are on 'previously known' cars, thank you, and many of these are enabling me to correct missing or ambiguous info from the old IVR.

Also, and sad to say, at some point way-back before Mac was Register Sec, all the IVRs to that date we believe were lost, and though Mac and I haven't given up on recovering these, some of yours must be amongst them. Mine were, come to think of it! Also, naturally

many of the Project IVRs show new owners, or change of address etc etc. And besides - I need your SAE!!!

A lot of your responses have kindly included items such as photocopies of BMIT Certificates or original dealer invoices, letters, etc, and some glorious photos! As well as some individual queries about history. This is all welcome and I am filing this material - it will not go astray! (better not send anything irreplaceable through the post, just in cast). A few members have taken the trouble to offer thoughts on the Project - also most welcome, as I said in July's articles. (As were the messages of encouragement!! - thank you!).

Mac and I want to be able to feed back to the members the best quality of information that we can achieve, hence we can't send out the response letters immediately, one part of their content involves putting your car 'in context', eg, latest saloon on the register / one of only 5 cars of that original spec or colour scheme that survive today / and so on. We intend the result to be worth waiting for. That said, this is probably the most enjoyable, not to mention rewarding, form you'll meet all year! So why wait! Get the details down and off to me with your SAE. We'll do the rest! To everyone who's already responded, so very legibly too!, I've enjoyed reading every single one.

Thanks for making it all work! ★

Dick Plumridge



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Front windscreen seal	£17.92
Bonnet scuttle/bulkhead seal	£4.70
P seal on windscreen frame	£3.82
<b>Saloon roof to header w/screen frame seal</b>	<b>£9.99</b>
Hood header rail seal, front	£6.46
Hood front outer finisher/ seal (white only) original	£9.99
<b>Front quarter light rubbers per pair</b>	<b>£29.96</b>
Door skin to door glass outer weatherstrip	£5.99
Door skin to door glass inner weatherstrip	£3.23
Door glass glazing seal	£3.53
Hood side seal (top of door)	£4.41
Wheel arch to dash seal (small mud flap)	£2.70
Door aperture seal, convertible	£11.16
<b>Chrome door aperture seal cappings</b>	<b>£9.99</b>
Door aperture seal, saloon	£14.04
Front valance seal	£1.18
Door check link seal	£2.29
<b>Gear lever gaiter</b>	<b>£6.46</b>
<b>Handbrake gaiter</b>	<b>£7.64</b>
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.53
Master cylinder dust cover/boots	£3.82
Boot seal - as original	£18.80
Boot seal (non original)	£9.99
Estate rear tailgate glass seal original	£23.50
<b>Rear quarter window seal, saloon</b>	<b>£19.98</b>
Rear windscreen rubber, saloon	£22.27
Window runner channel, front	£6.46
Window runner channel, rear	£4.70
Rear roof to deck seal, saloon	£9.99
Petrol tank filler neck seal	£4.11
<b>7 inch headlamp seal HERALD</b>	<b>£3.53</b>
<b>Front side/indicator lamp rubber seal</b>	<b>£4.35</b>
Petrol tank sender unit cover	£5.29
<b>Petrol tank drain neck seal, sponge</b>	<b>£4.70</b>

### SEALS - SPITFIRE/GT6

Front windscreen seal, SPITFIRE I, II, III, GT6 I, II	£19.98
Front windscreen seal, SPITFIRE IV/1500, GT6 III	£17.04
P seal on windscreen frame	£3.82
Roof to windscreen top seal, GT6 I, II	£19.92
Hood header rail/hard top seal, front, SPITFIRE	£6.46
Door skin to door glass, outer weatherstrip	£5.99
Door skin to door glass, inner weatherstrip	£3.23
Door glass glazing seal	£3.53
Bonnet scuttle/bulkhead seal	£4.70
Wheel arch to dash seal (small mud flap)	£2.70
Door check link seal	£2.29
Door aperture seal (Furlex) SPITFIRE	£14.10
Door aperture seal (Furlex) GT6	£17.63
Front valance seal, SPITFIRE I, II, III, GT6 I, II	£1.18
Front valance seal, SPITFIRE IV/1500, GT6 III	£2.35
<b>Gear lever gaiter, SPITFIRE (ALL), GT6 (ALL)</b>	<b>£8.81</b>
<b>Handbrake gaiter, SPIT I, II, III, IV</b>	<b>£7.64</b>
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.53
Master cylinder dust cover/boots	£3.82
Boot seal	£9.99
Tailgate aperture seal, GT6	£9.99
Tailgate glass seal, GT6	£22.33
Petrol tank filler neck seal	£4.70
<b>7" headlamp seal SPIT/GT6</b>	<b>£3.53</b>

ALL OTHER SEALS AVAILABLE - PLEASE RING

### CHROME/LOCKS/BRIGHTWORK/BUMPERS

Front windscreen insert, HER/VIT, SPIT I, II, III, GT6 I, II	£5.88
Tailgate rubber insert GT6 I, II, III	£5.88
Cover clip for inserts	£1.41
Door handle l/h HERALD, VITESSE	£16.45
Barrel and keys, right hand, HER/VITESSE	£7.05
Door cam lock r/h HERALD/VITESSE	£32.90
Outer door handle ass. SPIT I, II, III, GT6 I, II	£14.04
Outer door handles (matched pair) black or chrome, SPIT IV/1500, GT6 III (includes lock barrels)	£72.85
Matched pair of door lock barrels, SPITFIRE II, III, GT6 I, II	£14.69
Matched pair door lock barrels, SPITFIRE IV/1500, GT6 III	£14.10
Inner door handle assembly SPITFIRE IV/1500, GT6 III	£17.04
Inner door handle chrome bezel SPITFIRE IV/1500, GT6 III	£7.05
Window winder handles and inner door opening handles, all models - please state model	£5.88
B' post striker catch SPITFIRE, GT6	£11.46
Boot hinges (pairs) HER, VIT, SPIT I, II, III	£21.15
<b>B post strikers, less slider, HERALD/VITESSE, pair</b>	<b>£23.50</b>
Boot 'T' handle and keys HER, VIT, SPIT I, II, III	£13.51
Boot lock assembly SPITFIRE IV/1500	£14.10
Tailgate handle and lock assembly GT6 I, II	£14.69
Tailgate handle and lock assembly GT6 III	£14.69
Boot latch/striker assy. SPIT IV/1500, GT6 (ALL)	£8.52
Chrome flip top petrol cap SPITFIRE IV/1500	£23.50
Lock barrel and keys for GT6 petrol cap	£9.40
Locking petrol cap, SPITFIRE, chrome	£15.28
Locking petrol cap, HERALD, VITESSE, chrome	£8.23
Chrome wiper arm assembly, all models	£8.23
Stainless wiper blade and holder, all models	£7.05
Bonnet mirror (head & stem), HERALD, VITESSE, ORIGINAL from	£18.80
Door mirror (black or chrome), SPITFIRE IV/1500, GT6 III	£14.69
Bonnet lock kit (pairs) all models	£12.34
Bonnet catch assy. all models	£20.50
Steering column lock assy. SPITFIRE IV/1500, GT6 III	£35.19
Ignition barrel and keys SPITFIRE I, II, III, HER, VIT, GT6 I	£5.88
Ignition barrel and keys as above HIGH SECURITY	£8.81
Matched lock set GT6 I, door, tailgate & ignition locks	£21.15
Full lock set as above with paired bonnet locks	£29.38
Matched lock set SPITFIRE I, door, boot & ignition locks	£16.45
Full lock set as above with paired bonnet locks	£23.50
Matched lock set, SPITFIRE II, III, door, boot & ignition locks	£22.33
Full lock set as above with paired bonnet locks	£29.38
Matched lock set, HERALD/VITESSE, door, boot, ign., c/box locks	£19.98
Full lock set as above with paired bonnet locks	£29.38
Cubby box lock assy., HERALD, VITESSE	£7.64
<b>Rear overrider HERALD, VITESSE, fully pressed (each)</b>	<b>£32.90</b>
Front overrider, HERALD 948/1200, original (each)	£34.66
B post capping SPITFIRE IV/1500	£4.99
<b>Chrome w/screen washer jet, complete ass., original SPIT/GT6</b>	<b>£4.11</b>
Chrome w/screen washer jet, complete ass., orig., HER/VIT	£4.99
Rear number plate light aluminium cowl, orig. HERALD 13/60	£9.40
<b>Windscreen frame alloy capping</b>	<b>£35.25</b>
Rubber bumper set HERALD	£105.75
Bumper end cap, aluminium HER	£8.52
<b>Front bumper, SPIT IV/GT6-III (EXCHANGE)</b>	<b>£176.25</b>
<b>Rear bumper, SPIT IV/GT6-III (EXCHANGE)</b>	<b>£176.25</b>

ALL CHROME, LOCKS, BRIGHTWORK AND  
BADGES DECALS COMMISSION PLATES  
STOCKED - PLEASE RING

### PANELS - HERALD/VITESSE

Front valance, quality fibreglass	£32.90
Bonnet D plate, HERALD, VITESSE	£9.99
Front wing, HERALD 13/60 ORIGINAL PRESSING	£61.69
Front wing VITESSE	£82.25
Front wing, HERALD 1200	£88.13
Front wing arch repair	£12.93
Sill, HERALD, VITESSE	£18.80
Door skin, ORIGINAL PRESSING	£43.48
Door under section repair panel, HERALD, VITESSE	£15.28
Door step/tread panel (not aluminium finisher) as original	£7.05
Rear wing, HERALD, VITESSE	£79.90
Rear wing arch repair	£12.93
Rear quarter valance steel (with or without bumper strip)	£17.63
Rear centre valance, VITESSE, original pressing	£42.30
Rear centre valance, HERALD, original pressing	£45.83

### PANELS - SPITFIRE/GT6

Battery box	£14.10
Front valance, original SPITFIRE I, II, III, GT6 I, II, steel	£94.00
Front quarter valance, SPITFIRE IV/1500, GT6 III steel	£52.88
Front quarter valance, SPIT IV/1500, GT6 III, fibreglass	£24.09
Front wing, original, SPIT I, II, III, GT6 I	£61.69
Front wing, original GT6 II	£84.60
Front wing, SPIT IV/1500, GT6 III (GENUINE)	£45.64
Front inner wheelarch, outer section, SPIT IV/1500, GT6 III	£27.03
<b>Sill, all SPIT, GT6, as original</b>	<b>£17.63</b>
Door skin, SPIT I, II, III, GT6 I, II	£19.98
Door skin, SPIT IV/1500, GT6 III	£19.98
Full floor, ONE SIDE, front to rear, new improved	£51.70
Heelboard panel	£18.80
Heelboard bracket for radius arm	£18.80
Rear wing, SPITFIRE I, II, III, GT6 I, original	£79.90
Rear wing, SPITFIRE IV/1500, GT6 III, original	£116.37
Rear inner wheelarch, outer section, SPIT IV/1500, GT6 III	£38.19
Rear valance, SPIT I, II, III, GT6 I, II	£44.65
Rear valance, SPIT IV/1500, GT6 III	£36.43
Boot floor, all models	£65.80

### ALL CHASSIS AND OTHER PANELS STOCKED PLEASE RING

### MECHANICAL/SUSPENSION/STEERING

Front trunnion/swivel ORIGINAL STANPART	£13.98
Front lower w/bone assembly. inc. bushes, all models	£44.65
Adjustment shims for above	£1.18
<b>Front wishbone bushes</b>	<b>£1.18</b>
Steering rack exchange	£35.25
Steering rack rubber mounting	£2.94
Driveshaft all models, non rotolox	£58.75
<b>UJ flange to diff, small or large</b>	<b>£15.28</b>
NEW propshafts from	£88.13
Front vertical link, VITESSE, GT6, original	£54.05
Front vertical link HERALD, SPITFIRE, original	£54.05
<b>Front wheel bearing kit (inc. hub felt)</b>	<b>£12.93</b>
Top ball joint, all models	£11.16
Track rod end, all models	£7.64
Universal joint, all models	£6.46
Front suspension bolt/nut kit, all models	£15.28
Rear suspension, non roto, bolt/nut kit, all models	£14.69
Front coil spring, STANDARD, state model	£14.69
Front coil spring, HEAVY DUTY, state model	£15.28
Front shock absorbers (inc. bushes) all models	£21.15
Rear shock absorbers (inc. bushes) all models	£19.95
Rear full wheel bearing kit, rotolox models	£17.63
Rear full wheel bearing kit, non rotolox models	£16.45
Rear leaf spring SPITFIRE IV/1500, GT6 III late, NEW	£68.15
Rear leaf spring SPITFIRE I, II, III, NEW	£59.93
Rear leaf spring GT6 II, III, rotolox, NEW	£59.93
Rear leaf spring HERALD, NEW	£75.20
Rear leaf spring VIT 1600/I, NEW	£75.20
Rear leaf spring VITESSE II, NEW	£72.85

### FUEL SYSTEMS & CARBS

Petrol tank sender unit HERALD, VITESSE	£26.44
Petrol tank sender unit SPITFIRE	£27.90
Fuel pump HERALD, SPITFIRE	£17.63
Fuel pump VITESSE, GT6	£23.38
Carb repair kit (Siromberg) inc. needle valve	£12.93
Carb repair kit (S.U.s) inc. jet	£15.28

FULL RANGE OF NEW AND FULLY RECONDITIONED  
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HER 1200, 12/50, 13/60, SPIT I, II, III, IV, DIAPHRAGM	£64.63
SPITFIRE 1500	£88.13
VITESSE 2 Litre, GT6 all models	£86.95

### BRAKES ETC.

Brake master cyl.	
SPIT IV/1500 single line	£49.35
Brake disc 4 cyl. models	£14.39
Brake disc 6 cyl. models	£16.39
<b>Brake drum, late GT6 MkIII ORIGINAL</b>	<b>£24.68</b>
Wheel cylinders - state model	£8.81
Brake hoses front/rear - state model	£8.52

### MOUNTS & BUSHES

Engine mounts, 4 cyl.	£4.70
Engine mounts, 6 cyl.	£6.46
Overdrive gearbox mounting	£16.39
Standard gearbox mounting	£11.88
Steering column bush (excluding late 1500)	£5.88
Bump stop rotolox suspension	£24.99
Rear inner wishbone bush rotolox models	£6.46
Rear spring eye bush, all models	£5.88

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Hoods, HER/VIT - double duck/canvas	£164.50
Hoods, SPIT - double duck/canvas	£152.75
<b>Headlining, HER/VIT, saloon, coupe</b>	<b>£47.00</b>
Pair of front seat recovering kits HERALD/VITESSE	£129.25
Rear seat covering kit HER/VIT	£129.25
Pair of door trim panels, HERALD	£49.35
Pair of door trim panels, VITESSE	£52.88
Pair of rear quarter trim panels, convertible HERALD/VITESSE	£58.75
Front scuttle side panel, HER/VIT	£10.87
As above, left hand for VITESSE, with pocket	£19.98
Under dash mill board panel HERALD/VITESSE	£18.21
Seat base diaphragm, HERALD/VITESSE	£16.45
<b>Moulded carpet set, HERALD/VITESSE</b>	<b>£122.20</b>
Carpet set, SPITFIRE, tufted and bound	£77.55
Moulded carpet set, SPITFIRE	£164.50
Moulded carpet set, GT6 (state model)	£188.00
Car seat recovering kit, SPITFIRE IV/1500 black (car set)	£99.88
Door trim panel, SPIT IV/1500, black	£24.68
<b>NEW SPITFIRE IV/1500, GT6 III, dash top cover</b>	<b>£29.38</b>
Door trim panel GT6 state model	£24.68
Glove box, SPITFIRE, GT6, each	£15.86
Pair of sun visors SPIT IV/1500, GT6 III	£29.38
Radiator cowl, GT6	£13.51
Radiator cowl, SPITFIRE	£11.69

### ALL OTHER INTERIOR TRIM STOCKED

### LIGHTS AND MISCELLANEOUS

Side/Indicator light unit, SPITFIRE III, IV/1500, GT6 II, III	£17.63
Halogen headlight conversion set, HERALD, SPITFIRE & GT6	£34.66
<b>Halogen conversion kit, Lucas VITESSE</b>	<b>£54.40</b>
Wood rim steering wheel, all models	£49.35
Leather rim steering wheel, all models	£32.90
Fibreglass tunnel covers, state model	£31.67
Overdrive column switch cowl	£17.63
Alloy rocker cover, 6 cylinder	£52.88
Alloy rocker cover, 4 cylinder	£39.95

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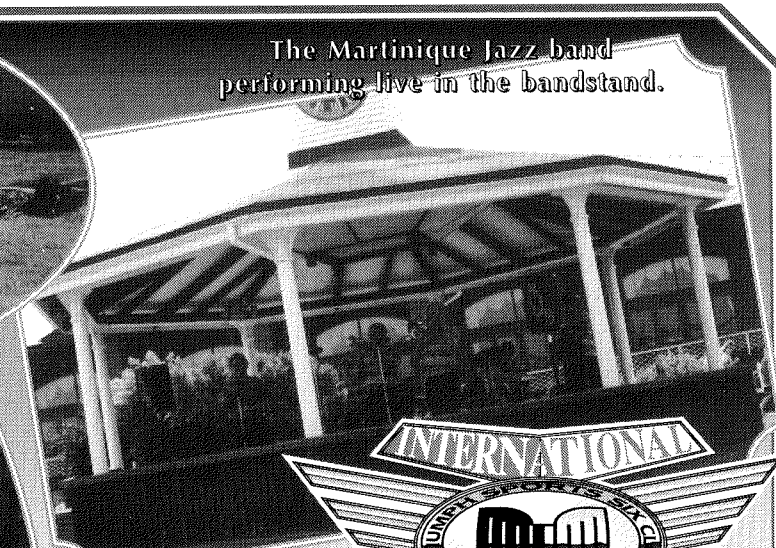
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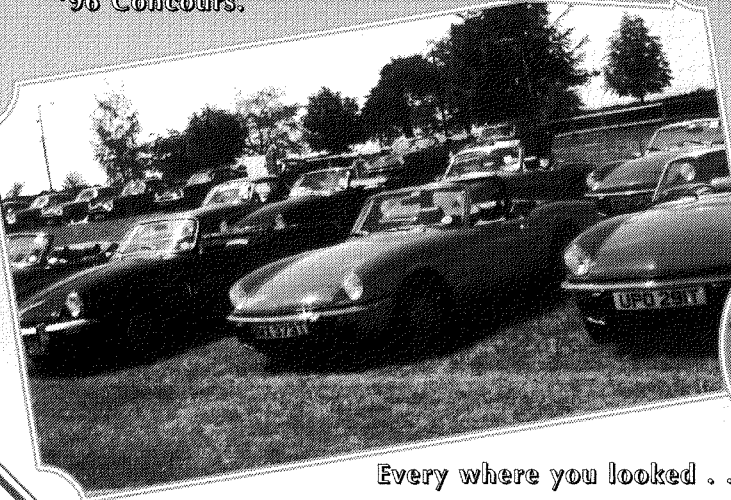
The Martinique Jazz band performing live in the bandstand.



As busy as ever, the Club Stand in the main hall.

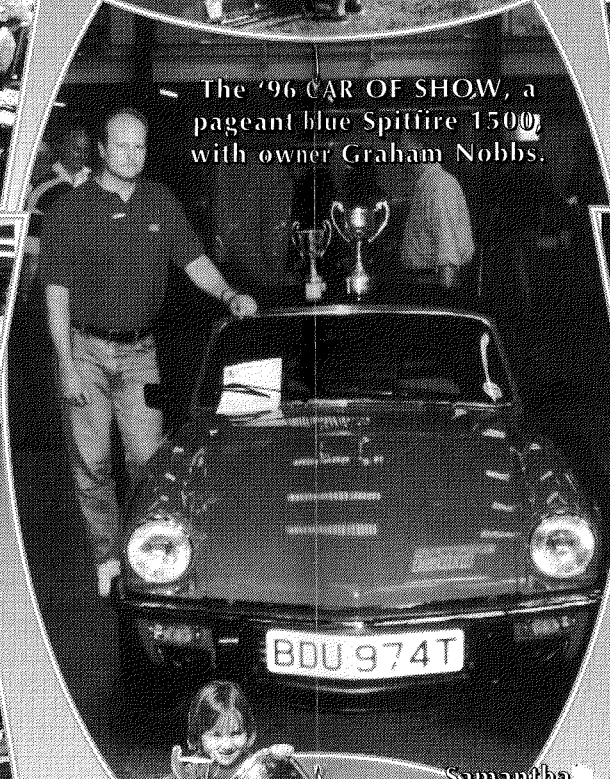


Entries for the '96 Concours.



Every where you looked . . .

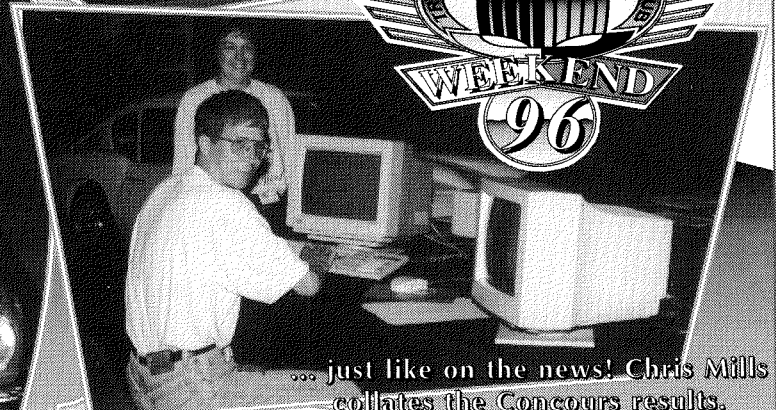
The '96 CAR OF SHOW, a pageant blue Spitfire 1500 with owner Graham Nobbs.



Samantha Thomason's 'special' Special.



... just like on the news! Chris Mills collates the Concours results.



... Triumphs, Triumphs, and yet more Triumphs!





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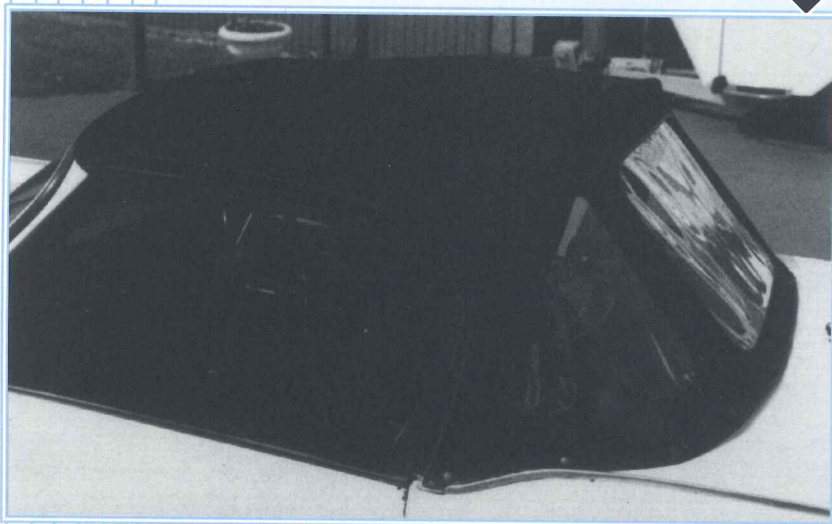
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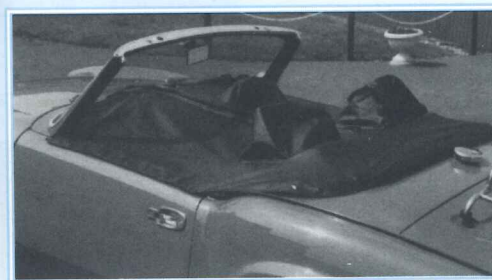
ST520	VINYL	£80
ST521	VINYL 1500 WITH HEAD RESTS	£90
ST523	CANVAS	£110
ST524	CANVAS 1500 WITH HEAD RESTS	£120
ST525	MOHAIR	£160
ST525A	MOHAIR 1500 WITH HEAD RESTS	£170

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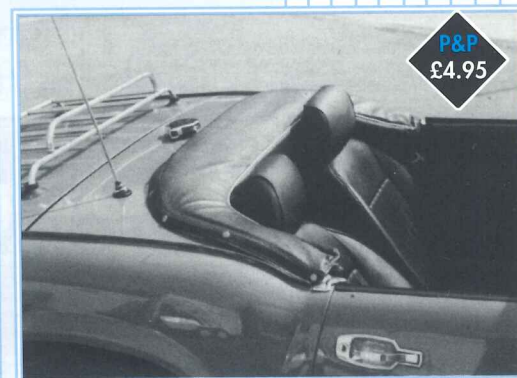
### SPITFIRE

ST531	VYNIDE	£55
ST533	CANVAS	£90
ST535	MOHAIR	£125

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ST532	VYNIDE	£55
ST534	CANVAS	£90
ST536	MOHAIR	£125



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# Team TSSC

## The Birkett Six Hour Relay Race

### 6 / 10 / 96

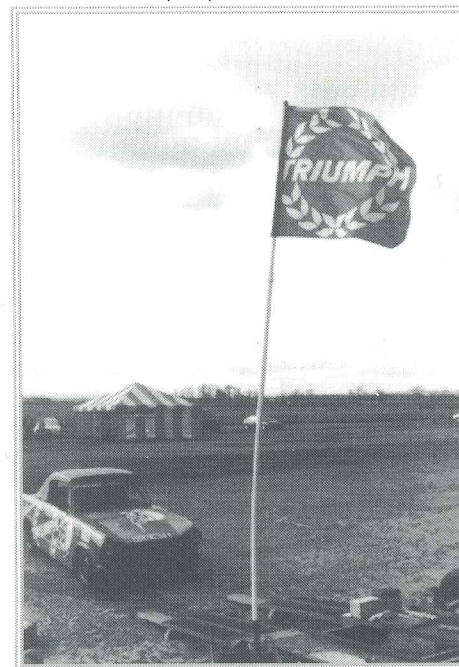
team, who were first in class and fourth overall in the 1994 Birkett Race, so we hope for a good result again this year.

**The Triumph Sports Six Club is to enter it's first official team, 'Team TSSC', for the Birkett Six Hour Relay Race, organised by the 750 Motor Club. Six Spitfires will compete against over 200 cars in 40 other teams to travel the furthest distance in six hours around the Snetterton race circuit in Norfolk, on Saturday, October 26th.**

Team 'TSSC' includes six regular competitors in the TSSC Race Championship, Martin Adams, Dave Beardsley, Steve Crane, Mark Field, Pete Whiteman and Jon Wolfe. Jon Wolfe has won a podium place in the TSSC Championship for several years running, and Mark Field led the 'Ever-Hopefuls'

The Birkett is a handicap race for road going cars, so that cars competing can vary from 'ancient' 8 litre racing Bentleys from the 1930's to 'modern' 'hot hatchbacks'. As well as the Triumph Spitfires of team TSSC, there will be TRs from 4 to 8 and GT6s, with VW Beetles, Ford's Capri and Mustang, Aston Martin and many others, familiar and exotic. The racing will be exciting and colourful, and the paddock will be open, so that visitors will be able to see the cars and talk to the teams close up.

All TSSC members will be very welcome at the Team TSSC area in the paddock, and we will be very grateful for your support. Snetterton is on the A11, between Thetford and Norwich, about 90 miles from London, and racing will start at 10am. Come and enjoy one of the year's most varied and entertaining days of motor racing with team TSSC, at the Birkett Six Hour Race, 26th October 1996! ★



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  - and generally get your car looking good and going well!

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This month we have listed various parts that we require to purchase for cash. So if you have parts tucked away in your sheds, garages, attics etc, now's the chance to turn them into cash. Just ring and we will collect, any condition considered.

MkI, II, III Spitfire soft top frames.  
MkI, II, III front and rear bumpers, Spit & GT6.  
MkI, II, III Spit seats + MkIV/1500 head-rest type.  
Herald/Vitesse soft top frames.  
Boot lids, any Spitfire.  
Spitfire, GT6 roll over bars.  
MkIV/1500 overrider covers, original ones, must be good.  
Tubular exhaust manifolds.  
Steering wheels, original, must be good, all models + Vitesse + wood.  
MkI, II, III, IV indicator stalks.  
1500 indicator, lights, horn, etc, stalks late type.  
1500 ignition lock and key, late type.  
MkI and II Spitfire inlet manifolds.  
Hood bags, all Spitfire models.  
Tonneau covers, MkIV and 1500 with head-rests.

MkIV/1500 outer door handles, must be good working order, OS only.  
Driveshafts, late MkIV, 1500 complete with hub etc.  
Wheels MkIV/1500/GT6, 5 1/2 J and various alloys.  
MkIV, early windscreen steel trim.  
MkIV, dash type 2 speed wash/wipe switch.  
Hard tops, all models.

We will also purchase any new parts you have, so give us a ring on:



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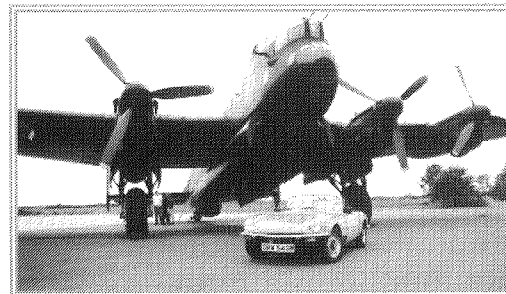
MOT/UPH/496



## HISTORY OF PATRIOTISM

Here, for your perusal, is a photograph showing my Spitfire MkIV, reg. no. ORW 543M, together with the famous WW2 Lancaster bomber at East Kirkby Aeronautical Museum. The photo was taken on Sunday 7th July, at the Rover (at least they were British Leyland like us!!) owners club annual meeting. I feel the photo does justice to the spirit of the best of British manufacturing.

A short history of my Spitfire. I have owned the car for about 8 years, starting with a complete body and chassis rebuild after the car was purchased for £50!! so you can imagine the state it was in.



The engine has just been rebuilt, with new big ends, mains, clutch and timing chain gear after some 80,000 miles (not all by me!!), and is good I hope for the same again. As I write, the head gasket has blown, so further work is required.

**Rex H Taylor**

## PAPERWORK CONTACT

A gentleman recently contacted me who has 'found' some original documents relating to a 1964 Herald and Vitesse. He would like to unite the paperwork with the cars, if they still exist, and the current owners.

If the owner of the Herald 1200, reg. no. JMH 982B or the Vitesse reg. no. AFD 962B would like to get in touch with John Humphries on 01384 868718, they might learn something to their advantage.

**Ken & Diana Mulhall**

## IF WE CAN DO IT . . !

One of the most enjoyable moments for me at the International was driving our car into the main hall on Sunday after going to many Club Internationals over the years, and thinking that I would never have a car good enough to enter, let alone win a prize.

Our car was finished (are they ever finished?) in the first week of July so I decided to enter it in the Club Concours for fun, not to win anything, but to enter into the spirit of it and enjoy the day and to talk to other members about our cars.

Our disappointment was that not many cars had entered, after looking around the car park, there were cars there which should have been in the main hall, but were not, which was a great shame.

Anyway, we won the prize for the Modified Herald Class with our Herald 13/60 estate, yes, an estate, not a convertible.



... PEN TO PAPER





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We may go back next year in the Masters Class, which I know I would not win, but I would still enjoy the day!

**David Beechey**

## WAX STAT CARBS \*\*\*\*\*

I was very interested to read Laurence Cochraine's article in the August Courier regarding the disabling of Waxstat carbs. I employed an even easier and cheaper method to my long departed Dolomite Sprint. It can be done without removing the carbs from the car although you may find it easier if you remove the air filter box.

First, remove the carb 'bottle' top by unscrewing the three screws and carefully lifting off with the pistons taking care not to damage the needles. Note the position of the top face of the jet with respect to the carb body. From beneath drill a 1/16 in. hole in the bottom of the Waxstat thermostat slightly off centre. The waxy gunge should now ooze out of the hole. With a wooden dowel (the blunt end of a pencil will do), push the jet downwards from above with firm pressure to expel the rest of the wax until the jet will go no further.

Now the Waxstat function is disabled but the jet is too low and cannot be corrected using the adjustment nut. Note the distance the jet has travelled downwards and select a washer about 1/4 in. in diameter. With the end of a screwdriver, carefully lift up the jet where the flexible pipe enters pushing against the spring. Slip the washer in between the bottom of the jet and top of the disabled thermostat. It will stay in place under the pressure of the spring.

The jet should now have returned to about its original position. All that remains to do now is to put the carb top back on checking that the piston rises and falls freely and bolt back on the air filter box. The jet will need adjusting to fine tune the mixture.

There you have it, cost, one junk washer per carb and about half an hour of your time and no more stalling in traffic jams.

I haven't drawn any diagrams as the exploded view in Laurence's article should explain all. If you want to have a go at my method - good luck!

**Mick Faster**

## DESERVED RECOGNITION \*\*\*\*\*

VMT 124M GT6 MkIII

WINNER OF PRE-1979 SPORTS CARS and CONVERTIBLES HIGHCLERE CASTLE - 21st JULY 1996. GREENWOODS EXHIBITION

I purchased VMT 124M from John Bowman of Sunderland in December 1995 from an advertisement in the Courier. Due to a printing error it said the car was at Oxford but on contacting John Bowman I found out it was in fact in Sunderland.

On a very cold December day, my wife and I travelled to Sunderland from Bournemouth and purchased VMT 124M. The car was transported from Sunderland to Bournemouth by G&M Mansfield, specialists in classic car transportation.

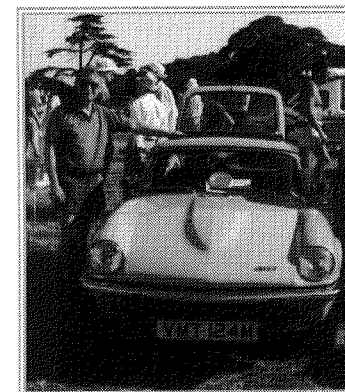
It has won various events around the north east, including Best GT6 at Beamish.

The re-build had taken John Bowman 5 years of very hard labour and a lot of money and was being sold due to the fact that the car was too small for his growing family. John has since purchased a Triumph 2000 Mkl.

The car came with a British Heritage Certificate, original order and sales invoices and a full service history. The engine, gearbox and final drive are all original having been rebuilt.

Since purchasing the car I have fitted original wheels and tyres, had the seats re-upholstered by John Hills and a lot of brackets and bits and pieces zinc plated and colour passivated.

The win on Sunday last, at Highclere, was only my third show. The second show was at Upton Country House where I won a third prize against a line up of MGs! Perhaps now the GT6's are getting the recognition they truly deserve. ★







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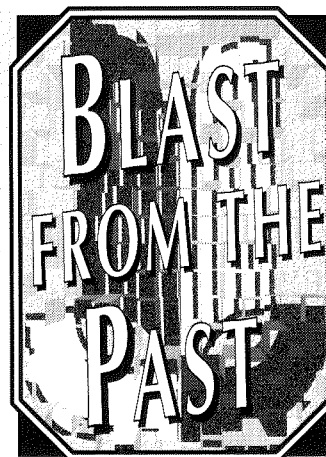
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fication interior trim. Our range of  
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# Decarbonising & Part 2 Re-assembly

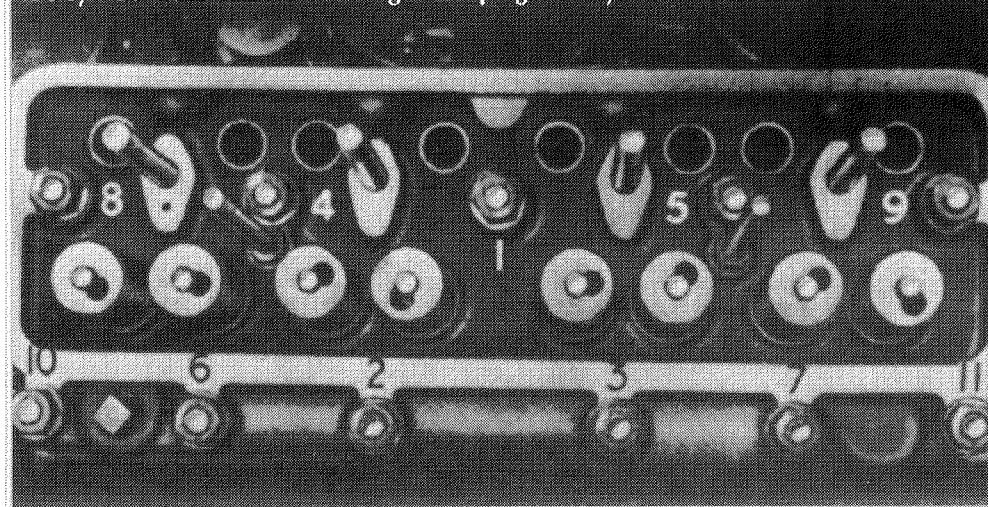
Dismantling and preparation were dealt with in Part 1  
which appeared in last month's Courier.

**S**crape all carbon  
from the combustion  
chambers, using a  
soft metal tool. A wire  
brush, however, is  
suitable for this  
operation, and  
particularly one  
of the rotary type  
which can be used in  
a hand electric drill.

Now clean the head thoroughly, preferably by  
washing it in paraffin. If examination of the valve  
seats shows a black, sooty area of the seat, the  
surface of which is also badly 'pocketed' or 'pitted',  
then it will probably be necessary to re-cut the  
seats. This job requires special tools and it is  
advisable to have this work carried out by your  
dealer. Also examine the corresponding seating  
surface of the valves themselves, and if similar  
evidence of severe burning is evident, it is  
advisable to renew the valves or at least to  
have them re-faced by your dealer.

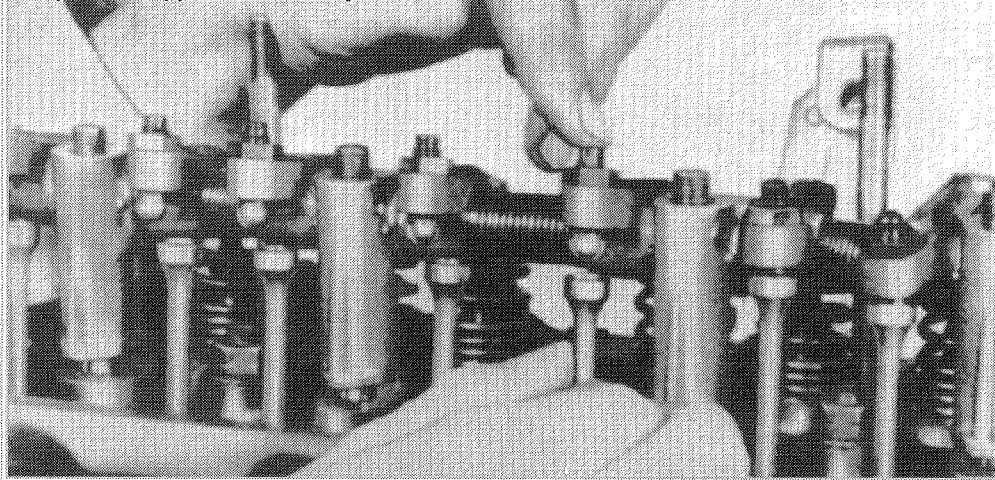
Sometimes, after a large mileage, the wear in  
the valve guides is such as to necessitate their  
replacement. A badly worn valve guide will

The cylinder head nuts should be tightened progressively in the order shown.





As the rocker shaft assembly is fitted, locate the ball ends of the adjusters into the respective cupped ends of the pushrods.



adversely affect oil consumption, and prevent the valve from maintaining a good seating. For an indication of excessive wear in the guide, examine the valve stem, which may be covered nearly throughout its length by a black deposit. If the stem is bright and almost free from this deposit, the guide is probably in good condition. A positive way of checking guide wear is by inserting the valve into its guide, with the head just clear of the seat. Rock the valve from side to side, and the movement should not exceed 0.020 inch. Valve guide replacement is once again a job for your dealer.

Do not be dismayed by the mention of these jobs which require a dealer's attention – they are usually only necessary when the car has completed a considerable mileage, or when a great mileage has been covered since the engine was last decarbonised.

Having ensured that the valve seats and guides are in reasonable condition, the valves may be ground in position. All the carbon must, of course, have been removed from the valve heads. Smear a thick coating of coarse grinding paste on the seat face of the valve and using a suction type valve grinding tool, rotate the valve lightly in position in alternated directions by rolling the handle of the tool between the hands. At frequent intervals, raise the valve from its seat and rotate it a quarter turn before continuing the grinding operation. When the coarse paste has lost its cutting properties, clean the valve and the seat, and repeat the grinding operations, this time using fine paste.

### A CHECK ON GRINDING

You should aim to obtain an even surface on the faces of the valve and its seat, with a fine grey matt finish. To check the effectiveness of the grinding, smear a thin coat of engineer's marking blue on the valve face, insert the valve into its seating and rotate it about one eighth of an inch in each direction. Remove the valve and examine the seat in the cylinder head. If this shows an even, unbroken blue ring, all is well and a good seating has been obtained. The seat may also be checked by drawing vertical pencil lines across the valve face, about one eighth of an inch apart. As before, rotate the valve in position. This time examine the valve seat face to see if all the pencil marks have been rubbed off. If so, you have an extremely good seat, since this method is very critical, and in normal circumstances as long as at least most of the pencil line has been rubbed away, the seating will be satisfactory.

When all the valves have been ground, thoroughly clean the cylinder head, valves, springs and collets, making sure that there is no trace of grinding paste left anywhere. Re-assemble valves and springs into the cylinder head by reversing the dismantling procedure, but do not forget to put a smear of oil on each valve stem before placing it in position. The springs have close coils at one end, and these should always be placed adjacent to the head.

Before replacing the cylinder head, the carbon must of course be removed from the top of the pistons and the cylinder block. Once again, use a soft metal tool as a scraper, and leave a ring of carbon around the outside of each piston crown at least one eighth of an inch in width. This is because this carbon ring tends to form a seal, which if broken may permit a slight increase in oil consumption. Whilst scraping the carbon off each piston, put rag in each remaining bore in which the pistons are at the bottom of their travel.

Carefully clean the top face of the cylinder block, preferably with paraffin or petrol, and fit a new cylinder head gasket, having first coated both sides with a non-hardening jointing compound. Note that copper and asbestos gaskets should be fitted with the seamed face downwards and the corgasyl steel gaskets should have the swaged faces upwards. Before fitting the cylinder head, pour a little engine oil into each bore and of course do not forget to remove all the pieces of rag from the cylinder block.

Lower the head (with manifolds and carburettor attached) into position and fit the rear engine lifting eye, the heater pipe stay, the air cleaner support bracket (where necessary), and the accelerator abutment brackets on to their respective studs.

Fit the cylinder head nuts and plain washers and tighten the nuts a little at a time, starting from the centre and working out-wards. The correct torque for these nuts is 42–46 lbs. ft.

When attaching the water pump to the cylinder head, remember that the shorter bolt locates in the lower hole, the longest in the upper left hand hole, and leave out the intermediate bolt (which also carries the dynamo adjusting link) until you are ready to finally fit and adjust the fan belt.

Now replace the pushrods in position and lower the rocker shaft assembly on to the cylinder head, having first unscrewed the rocker adjusters in order to avoid bending the pushrods. As the rocker shaft assembly is fitted, locate the ball ends of the adjusters into the respective cupped ends of the pushrods. Progressively tighten the rocker pedestal securing nuts.

### TAPPET ADJUSTMENT

To carry out tappet adjustment, turn the crankshaft until No. 1 pushrod is at its highest point, then rotate the crankshaft a further revolution. Set the No. 1 rocker clearance by inserting a 0.010 of an inch thick feeler gauge between the rocker and valve stem. Turn the adjuster with a screwdriver until slight resistance to movement of the feeler gauge is felt, tighten the locknut, re-check the clearance and re-adjust if necessary. Deal with each rocker adjustment in turn in a similar manner.

Now attach the dynamo adjusting link and push the generator as far as possible towards the engine, at the same time winding on the fan belt. Lever the dynamo away from the engine, and finally tighten the two lower pivot bolts and the top adjusting bolt. When the fan belt tension is correctly adjusted, it should be possible to deflect it three quarters of an inch at a point half way between the dynamo and crankshaft pulleys. Attach the exhaust pipe to the manifold, refit the heater connection radiator hoses and the drain pipe and reconnect the fuel pipe, vacuum pipe, temperature transmitter cable (where fitted) and carburettor controls. When connecting the choke cable, it is advisable to move the carburettor lever to its forward stop, and then pull the control knob about one eighth of an inch away from the fascia. If the cable locking screw is then tightened, this will ensure that there is no chance of the choke being partially in use when the control knob is pushed fully in.

Clean the sparking plugs, but make sure that no particles of abrasive are left anywhere on or in the plug. The gaps should be set to 0.025 of an inch. Fit the plugs into the cylinder head and connect the respective high tension leads to them.

Fit the rocker cover, securing it with a fibre washer, plain steel washer and self locking nut, in that order. Take care not to over-tighten the nuts, as quite a low torque is all that is necessary to ensure an oil-tight joint. Next, attach the air cleaner to the carburettor.

It merely remains to reconnect the battery cable and refill the radiator. Start the engine, run for a few minutes until warm, and then re-check the water level in the radiator, which may require 'topping up'.

A final reminder, do not forget to check the cylinder head nuts for tightness after about 500 miles. ★

This article first appeared in the  
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# THE New Forest Run

**SUNDAY  
19th MAY 1996**



**I imagine as you are reading this that, you are possibly sat in the comfort of your home in the dry and warm. If I were to ask you for your considered opinion as to the state of mind of a typical Triumph Owner, how would you respond?**

If I were to add that 166 of this particular species together with their passengers got out of their warm beds early on a typically miserably wet and windy Sunday morning with the sole objective of taking part in a Road Run of approximately 70 miles with more than a 50% chance of getting soaked, if not just wet and cold, would your response be the same?

Well, 166 of the total 206 entrants for this year's New Forest Run braved the elements to turn up at Ringwood between the hours of 9.00am and 10.00am on Sunday 19th May. Some of these hardy souls had already driven a long way in order to join in from as far afield as Devon, Essex, Lancashire, Market Harborough and Nottingham. Not only did we have

entries from a good number of the TSSC areas but also entries from all the other major Triumph clubs. We surely had an example of nearly all Triumph's production throughout the 60's and 70's! I think even an MG slipped in somewhere - there's always one isn't there!

The convoy eventually got under way at 10.30am being led by Tim and Helen, no doubt themselves guided by Hannah along the route to Stoney Cross via Burley. The route itself being marked by a dedicated band of Marshalls who braved the elements to ensure that nobody went astray.

The first half went relatively well. That is if you discount that Tractor driver who we, the back markers, encountered just past Burley who would not pull over or let us pass! We must have followed in his muddy wake as he swayed from one side of the road to the other for a good two miles before he turned off the road and we were able to continue on our way.

The halfway halt was as short as we could possibly make it. Stoney Cross, being the sight of an old airfield, is very exposed - a fact of which the elements took full advantage! Needless to say many people got quite wet, myself included. Martin, Jonathan, Chris and Irvine deserve a special mention here - despite the Wind and the rain they did a very good job of Parking, Arranging and Re-Starting the Convoy without a hitch!

The marshalls did yet another magnificent job in guiding the Convoy around the second half on its way to Christchurch. There is always an "exception to the rule" in this case LYNDHURST! Fortunately we did not lose too many in the ensuing mayhem of Traffic Lights, Heavy Traffic and Roadworks.

The tail-enders eventually arrived at Christchurch around 2.30pm about an hour behind schedule. By now however the weather had started to show



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an improvement and everybody was able to get out of their cars with a reasonable assurance of not being blown away or getting any wetter, and discussing the Run, the Weather and of course LYNDHURST. People were able to walk around the cars and cast their votes for the best in each of seven different classes - Herald/Vitesse, Spitfire/GT6, TR2-6, TR7-8, Stag, 2000/Dolomite and Others. In the final count local members fared well with Roy Richard's Midge taking first prize in the "Others" class, Tony Plumley's GT6 being placed second in the "Spitfire/GT6" class and John Burton's Vitesse being placed third in the "Herald/ Vitesse" class.

The final results which involved our Club cars were as follows:-

1st	2nd	3rd
<b>SPITFIRE/GT6</b>		
P Kneen (Spitfire Mk 3)	T Plumley (GT6 Mk 1)	C Antell (Spitfire Mk 2)
<b>HERALD/VITESSE</b>		
M Conyers (Herald 948)	A Jackman (Herald 13/60)	J Burton (Vitesse Mk 2)
<b>OTHERS (SPECIALS)</b>		
R Richards (Midge)	J Williams (Moss Mamba)	G Hanson (Moss Malvern)

On the subject of awards, I have a few observations/ additional nominations to make as follows:-

## HIGHLIGHTS

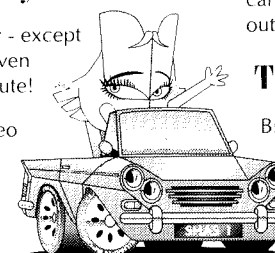
The run itself, the route and the marshalls - it all ran like a well oiled machine - almost - just forget LYNDHURST!

The sight of Natalie and Sharon prancing around in the wind and rain wearing those bright yellow "Disney Capes"! I am sorry girls but that's your street-cred right out of the window!! Still, who cares? At least you got noticed.

## Finally clearing Lyndhurst!

Nobody broke down this year - except maybe in tears at Lyndhurst - even Paul's car made it round the route!

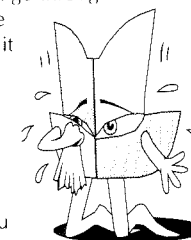
That 130mph Spitfire - Mondeo engine, Sierra rear axle ... sounds a bit of a mix but not at all - it was well put together.



The hot cup of tea at Dave and Sheila's afterwards - ask Angie, who then had a long drive back to Market Harborough.

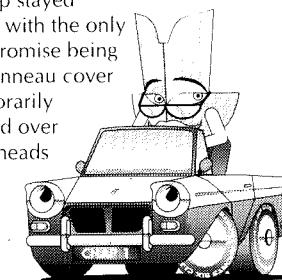
## Snarl up of the year

Lyndhurst was always going to be a problem. We tried it once many years ago and to date had managed to keep clear. Unfortunately all roads in that part of the Forest go through the town and we could not avoid it given this year's route. To this add the normal heavy traffic and roadworks that had sprung up overnight you can imagine the nightmare. It personally took me approximately 3/4 of an hour to clear this bottleneck!



## Stalwart of the Run

This title must surely go to Rod and, his passenger for the day, Angela. Despite the wind and the rain, the top stayed down with the only compromise being the tonneau cover temporarily draped over their heads



at Stoney Cross. We later found out that Rod had declined to tell Philippa, who was unfortunately otherwise engaged, that he had borrowed her car for the day, let alone taken it out in the rain - Whoops!

## The Jammiest Marshalls

Bridget and Janis. One kindly lady took pity on them stood at their post and supplied them with biscuits and cups of coffee!



## Short Straw

Paul drew the short straw of Lyndhurst. Unfortunately, with his yellow waterproofs and day glow marshall's jacket, other motorists caught in the jam took him to be part of the roadworks gang and hence directed an appropriate level of abuse in his direction!

## Wally of the Run

The TR7 driver who, I am told, drove around the whole route wearing an inane grin and nearly came to grief as he overtook another vehicle on a cattle grid in front of an oncoming van! A combination of unbelievable luck and quick thinking on the part of the other vehicles meant that this idiot escaped disaster by inches. It is a shame, and I suppose inevitable, that now and again we will attract the odd wally who will do something totally inappropriate to the occasion and jeopardise the pleasure of others.

## Coldest, Wettest and Windiest place on Earth

Quite a few differing nominations for this one I think, but to my mind Stoney Cross must rank pretty high. Stand up please, he who did not get soaked!

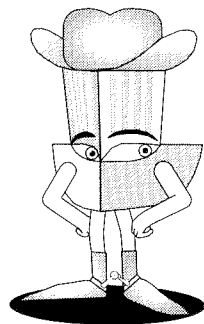
## Coldest Wettest Marshall

Close run thing this, I think everyone got a good soaking - at least once! On balance though I feel Julie and Donna may take the prize here. By the time I collected them in Christchurch town centre they were, to say the least, a little numb!

## Best Dressed Marshall

Naturally, all were dressed for the occasion, so maybe a little unfair this one, however there were some who stood out from the rest. Take your pick:-

Jon "Wayne" Burton, who, whilst he left his horse and six-shooter behind was dressed so as to be at home in the "OK Corral"!



Paul in his yellow waterproofs, who was set to join that roadworks gang!

Natalie and Sharon the "Disney Caped Crusaders".

For the first time we had invited a number of traders to come along to the finish at Christchurch. The idea being to sell their wares to the assembled throng of Triumph owners. Six Spares very kindly took up our invitation but unfortunately, the weather took its toll here. We can only thank them for coming all the way from Twickenham for the day and hope they were at least not out of pocket.

Despite everything on balance, it was still a good day. While the weather prohibited the soft tops from coming down everyone who made it to the end, that I talked to, had enjoyed the run. So all was not lost. In fact a few days afterwards I recieved a note from the Essex group which, I feel sums up the general feeling. It read . . .

*"to all the organisers and marshalls of the Triumph New Forest Run 1996. Thank you very much for an excellent day out. We look forward to the next run."*

On a final note I must again pay tribute to all those who helped with the marshalling of this year's Run. In all there were 51 individuals who, between them, manned as many individual marshalling points throughout the run without a major hitch.

1996's New Forest Run will certainly not be forgotten in a hurry - possibly for the wrong reasons - the weather and the roadworks in Lyndhurst. Fortunately we can all remember years gone by, when the weather has been dry, hot and sunny. Of the nine years we have held this run, we have only had bad weather twice!

Here's looking forward to next year's Run - we've all heard of "Rainmakers" who perform rain-dances - does anyone know how to make the sun shine? If so, answers on a postcard please . . . ★

**I t's that time again when my inky scribbling stick wanders across the top of this very blank piece of the rain forest and I try to persuade some words into forming almost coherent sentences.**

Firstly, my Vitesse. As the more observant of you will no doubt have noticed, it was noticeable at Stafford by its absence.

In fact, it was only collected by flat-bed truck, from the paint shop on Tuesday, 16th July, ie, after Stafford! But still sans bonnet section, doors, bootlid and all the various sills/valances etc.



Fig.1

It is now sharing safe, dry storage with a fat red Cobra, whilst the bonnet section receives its' FINAL coat.

I still don't know the total cost of the second paint job, but the very careful and professional sandblasting, of all the panels was almost £500 alone (no, it's OK, wooden frames were first built around all the larger vulnerable panels and there is No distortion - so that's how they do it!), hence the cost!

All it is waiting for now, is the Mercedes convertible presently in the workshop to receive all of it's new panels and go off the paint-shop, then work can re-commence on the Vitesse, ie, fitting it all together.

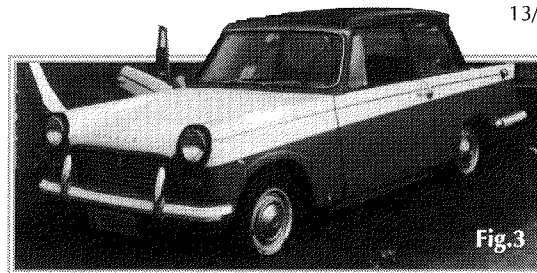


Fig.3

I somehow suspect that the Mercedes will be in the workshop for less time than the Vitesse, due to the fact that the panels slot straight into place on the Mercedes, like a very high quality jig saw puzzle, ie, like a Triumph, NOT!

The other main difference between the Mercedes and the Triumph? The Mercedes owner can always recoup what he spends on his car, whilst I never can:- unless I keep the Vitesse and use it for what it was intended, ie, to DRIVE IT!

To take my mind, such as it is, off the Vitesse, I've been enjoying the summer sunshine, hood down since early June, and attending some shows! Firstly, Stafford . . .

What can one say? Sunny, Busy, Tiring, Memorable and most of all, truly International:- YES, all those things and more. More interesting cars to see and more interesting members to meet, most encouraging to see so many of our over-seas friends visiting for both first and repeat visits including

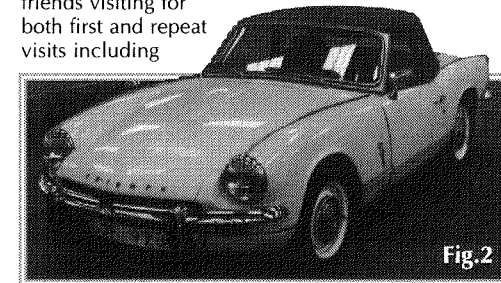
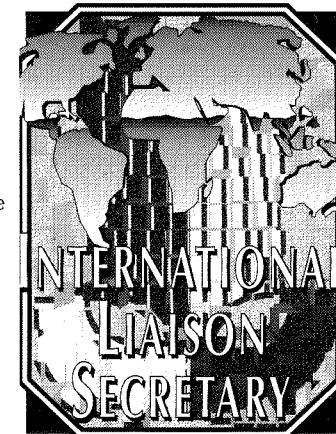


Fig.2

no less than five Norwegian members, including the AO Andreas Jaunsen, again with his Tristran 13/60 Herald (fig.1).

Notably, more than from ALL the other Nordic countries combined! Although Mats Nilsson did visit, again, in his primrose Spitfire MkIII (fig.2) and stood-in at the AOs meeting in place of the Swedish AO who, for some reason decided instead to attend the Swedish Triumph Club Summer Meeting! but he is on their committee as well, so I'm just kidding, Odd!





## LONG DISTANCE AWARD

I know they were announced at Stafford, but I'm going to do it again here for posterity:- ie, the entrants for the Long Distance Award, the trophy was kindly returned by Amicale Spitfire from deepest France, merci bien!

Here goes:- The FURTHEST ATTENDEES were Frank and Mrs Heathcote (94/46427) from Logansport, Indiana, U.S.A., who didn't have either of their Triumphs (Herald and TR3) with them, but we'll forgive them, as they flew over,

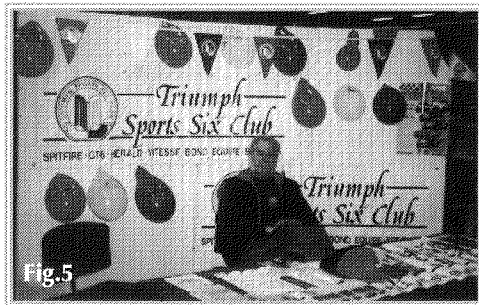


Fig.5

these two very keen Anglophiles collected a pair of Club T-shirts as souvenirs of their memorable visit to our sceptred isles.

A special award for those super keen enthusiasts, Arthur Denzler and Ina de Hoop, who made the journey from their home up in Friesland, to the North of the Netherlands, in their beautiful replica, and fully competitive Le Mans Spitfire, which got as far as Calais, before the clutch went bang, as they sometimes do, so they were forced to find secure storage for their attractive car, before returning home for their 'modern' car, and then driving all the way to Stafford. A total mileage of some 1220 miles. I believe that is the record distance ever driven to Stafford, and so they fully deserved the pair of Club T-shirts they took home!



Fig.7

NB. Their Spitfire is now back on the race circuit and is in fine form indeed, more on that later! Now, to members who arrived in their Triumphs. Firstly, I'll mention that, as usual, a good number of overseas visitors 'forgot' to enter, but at least that means the



Fig.4

same person does not take the trophy home year on year, which would rapidly become very tedious, and it is indeed good to see that members do treat this 'fun' award in the spirit in which it is intended.

Rob Jenner again!, came all the way from Shetland, again, which is 408 long miles by road plus 180 more on the water – by ferry!

Tormod Schau, long time Norwegian member, whom I hadn't seen for some eight years, claimed 755km/ 474 miles from Sandefjord in Norway in his 1961 Herald saloon, with 'old carb' trouble (fig.3). Unfortunately, both were beaten into third place by new visitor, Albrecht Heinrici and his partner, who drove from Berlin, Germany, some 1500km/ 938 miles in their GT6 III, for which he won a Club sweatshirt?



Fig.6

Second place was taken by Jean-Michel Milan from Beauzelle, Toulouse, in the South of France, some 1600km/1000 miles in a (?) Spitfire, I think. PS. Does anyone know the French for 'sweatshirt'?

First place was deservedly won, by long-member and regular attendee, Ralph Neumann, from Berlin in Germany, who must have taken a slightly longer route than his fellow Berliner member, Albrecht, at 1035 miles, in his trusty orange GT6 convertible, (or is it a 6 cylinder Spitfire (fig.4)?) and won one years free membership for his trouble. Please Ralph, don't forget to bring the trophy back next year, or perhaps give it to our German AO Hans George Stumpf, who unfailingly attends year on year.

Talking of members who enthuse for the TSSC, and make belonging to the Club a rather special experience, here is a photo of our 'very own' Dutch AO Guus van der Krogt, doing his bit to promote the TSSC at a Dutch Classic Car show, I've no idea where, but the photo is dated January 1996 (fig.5).

I must say a big 'Dank U' from all of us in the TSSC for all your hard work, Guus, keep it up, we NEED members like you!

As time goes by, and I discover that I appreciate a few creature comforts more each year, I have decided to forgo the camping experience at

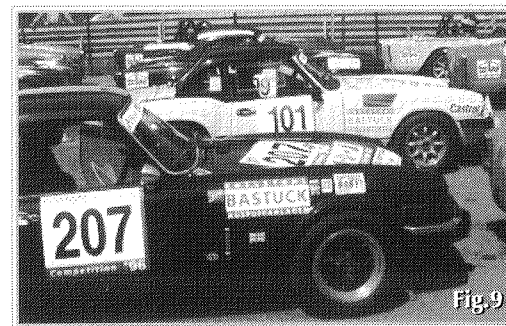


Fig.9

Stafford, although I do quite enjoy camping, but when you're working at a show, it tends to all get rather intense and exhausting, as indeed the usually difficult and tiresome journey up to Stafford from the South East, past the Bete Noir of Birmingham has become. So, this year I made my way up on the preceding Friday, via TSSC HQ and likewise returned on the Monday via TSSC HQ and John Kipping's emporium. It really is a different world, when you're not under any pressure to hurry, and the comfort of my secluded B&B is something I would not want to forgo, ie, soft beds, hot showers and a cooked breakfast, is something that really does grow on you.

I've managed to keep the location of said B&B fairly quiet so far, but it's getting more difficult, as the local pub landlady has just bought a Herald 13/60 convertible in white and joined the

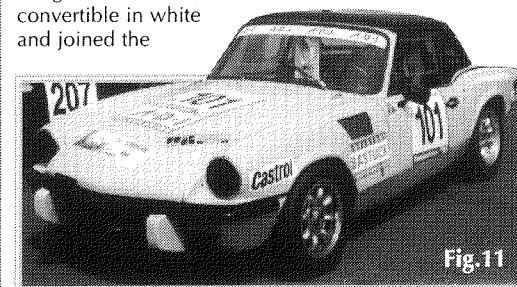


Fig.11

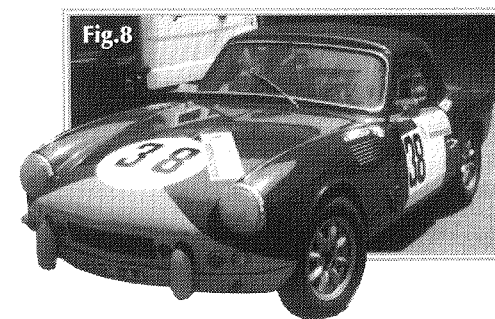


Fig.8

TSSC. I'm beginning to wonder just who ISN'T in the TSSC these days!

On my return from Stafford, at TSSC HQ, Paul Robinson, his spouse and pair of young anklebiters turned up and shared a pleasant sunny luncheon together at the Sun Inn in Marston Trussell, but a stone's throw from Lubenham. They were all over in Paul's rather magnificent Valencia Blue 2 Litre Mk1 Vitesse convertible, which Paul tells me, he is adding to his fine collection of Classic Triumph Motor Cars (sounds like Billsheet to me Paul! - with apologies to Norman, AKA: Saddams' regret) (fig.6).

Here I'll apologise for my being unable to attend the Belfast Areas' Totally Triumph Show, on 10th-11th August, but I just don't have the money this year, and I must attend the Triumph World Picnic at Hickstead to liaise with various expected overseas visitors etc, and to persuade Triumphists to attend our major STER show at Venlo, next MAY 97, not far away now, you'd better believe it!

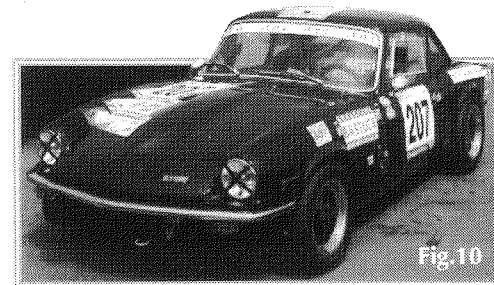


Fig.10

Talking of Europe, last weekend, I took a long one and set off in my Herald of its' 13th overseas jaunt for the circuit of Zolder, near Hasselt in Belgium for the 22nd European Historic Grand Prix (fig.19).

I was very kindly accommodated by my good friend, the TSSC Belgian Area Organiser, Stefan Vandendijk, of Tongeren, and entertained by members of TSSC Belgium – something they



have become quite good at of late (with my help!?), practice makes perfect!

The Herald's hood stayed firmly down from when I left home on the Friday morning, and was still down when I returned home on the Monday evening. The P&O crossing was smooth as silk and without any problems.

Even the P&O man at Dover, directing cars into line for the ferry was a TSSC member with a Herald (you see, I told you that everyone I meet is a Club member!). In all, I covered some 686 miles in four days, at an average fuel consumption for the trip of 33.19MPG, which is just as well, considering the present price of Belgian 'Super' at £3.66 per gallon. The excellent average fuel consumption achieved on this trip has finally taken my overall average for the last 3229 miles, three and a half months, to 30.10MPG ie: a full 7 MPG better than the average for the whole of the five year period 1991-95 inclusive!

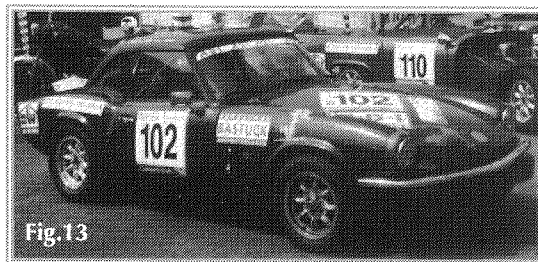


Fig.13

There was so much to see and do at the Historic Grand Prix, I hardly know how to describe it in a few words, but I'll try, OK Articulated Lorries / Semi Trailers crammed full of various racing Triumphs, TRs and Spitfires, MGs, Lotus's, TVRs, Minis, Marcos's, Alfa Romeos, Volvo P1800, Morgans, FIAT 500s, Ford Cortina MkIs, Anglias, Mustangs, Galaxies, Renault Alpines, Jaguar XKs, Austin Healeys, Porsche 356s and 1960 Skoda Felicias of the Czech Racing Team etc, also Maseratis, Ferraris, Alfa Zaato, Touring and other very rare models to behold, and not least, a certain Silver Arrow Mercedes W154(?) being

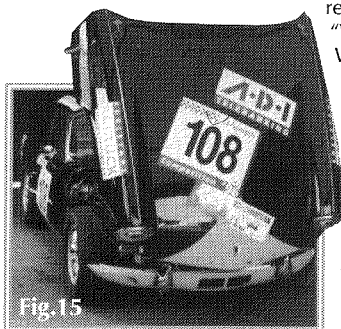


Fig.15

revved up, "WHAM, WHAM, WHAM, WHAM", not to mention the evening demonstration runs of this awesome beast, what with the combined

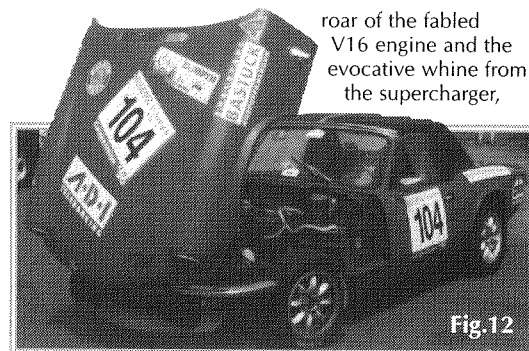


Fig.12

roar of the fabled V16 engine and the evocative whine from the supercharger,

closely followed by the machine gun like RAT-A-TAT-TAT from the popping exhaust as it slowed for the chicanes and bends – oh deep (Motorhead) joy!

In fact, I went to Zolder at the suggestion / invitation of Arthur Denzler and Ina de Hoop AKA 'Bomb Racing' (fig.7) with their Le Mans Replica Spitfire which was entered in Group 2 (fig.8) of the FIA Cup for historic Grand Touring Cars. His fastest speed in practice was 108.85kmh/ =67.64mph, which may not have been the fastest time of the day, understandable when you see the type of cars he was up against and of their enormous engines etc., but he was the only Triumph entered and he drove a superbly consistent and smooth race. The Spitfire was 100% reliable and Arthur improved about 7 seconds on last years time, he is still improving and most importantly, enjoying his racing, and that is what it is all about after all! – as the saying goes, 'It's a speed thing, you wouldn't understand'.



Fig.14

I'm sure that we all give Arthur our support and best wishes for his future racing with his Spitfire. Oh, and should you wish to see him race, the next round is at Zandvoort on the Dutch coast, near Utrecht, on the weekend on 31st August - 1st September, ie, the weekend prior to the 14th Spitfire Weekend at Hilvarenbeek. I plan to be there myself!



Fig.16

I was also more than slightly impressed by the Bastuck-Triumph team in Group 4 (Triumph-MG challenge race), which took place over the same weekend at Zolder, comprising: 2 x Spitfire 4, 2 x Spitfire MkIV, 1 x Spitfire 1500, 2 x GT6, 1 x TR3A, 1 x TR250, 1 x TR5, 2 x TR6 (both English), 2 x Austin Healey Sprites, 2 x MGA, 1 x Morgan 4/4, 1 x MGC and 2 x Morgan +8.

All cars are German registered except for the two TR6s brought over by TR Enterprises. A most excitingly competitive and closely fought race! The cars were all prepared to a typically high German standard (figs 9,10,11,12,13). The TRs were largely reliable and all apart from a couple of DNFs completed the race towards the front of the grid.

The BRG/'Red-nosed' 1964 Spitfire 4, looking just like Le Mans Spitfire ADU2B (fig.14) and driven by Rainer



Fig.18

Bastuck himself and prepared by Team Bastuck was incredibly fast, averaging some 118.75km/h =73.79mph and consistent, faster, in fact, than Arthur Denzler's car, but I understand that is because Arthur is very restricted to using an 1147cc engine and eight port 1200 cylinder head on his 'historic' spec' car and is severely limited on minimum weight and other restrictions such as tyre type etc. Not forgetting Donat Bastuck's '63 Spitfire with its 'yellow nose' (fig.15).

The MGs and Frogeyes were surprisingly(?) slow and even the more powerful V8 Morgans were no real match for the might of the TRs in the race itself. I suspect a lack of torsional rigidity in their

wooden chassis and resultant suspect handling may have affected their final positions rather. Still on its way to becoming competitive was the GT6 III of Peter Korinek (figs 16,17,18). But personally I think he should change that heavy and restrictive standard cast-iron exhaust manifold if he is allowed to do so.

I even got to drive my Herald around Zolder circuit for the 'Historic Parade', for about half a dozen laps, this was indeed a nice experience and although rather crowded at the start, it soon thinned out a bit, and some fairly sensible overtaking took place, notwithstanding the quantity of irreplaceable classic cars on the circuit (fig.19).

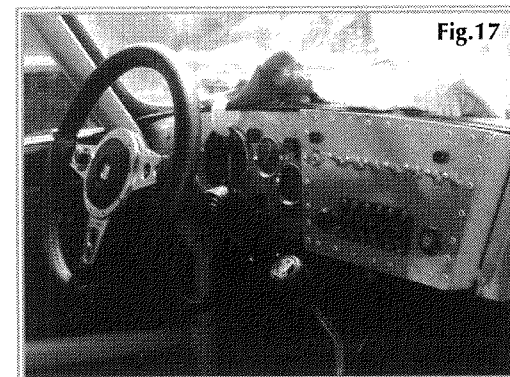


Fig.17

Anyhow, it proved to be a real driver's circuit and great fun indeed. I'll add it to my list of circuits I've been fortunate enough to take my Herald around so far, ie, Mallory Park, Castle Coombe, Silverstone, Castle Donington, Nurburgring, MIRA and the little bit that's left of Brooklands! I still maintain that any race circuit is very much safer to drive on than the majority of public roads.

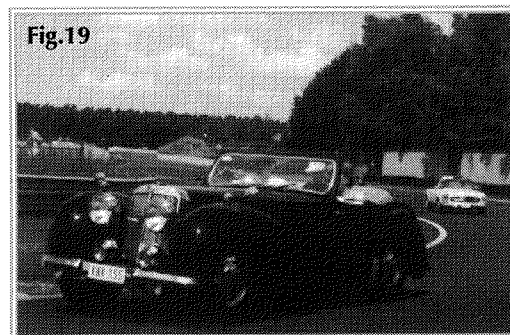


Fig.19

As for the European Historic Grand Prix at Zolder, (fig.19) it was a most enjoyable event indeed:- I'd certainly recommend it to anyone, well worth the trip. Until next time . . . . drive your Triumph with pride! ★



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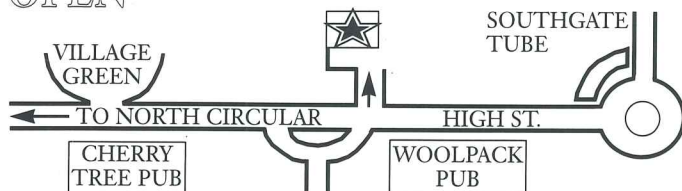
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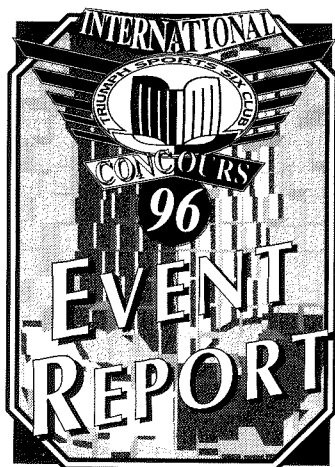
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# Concours Results 1996



Vitesse category:  
John Bloom      Hugh Roberts

Hugh Roberts' famous dolphin grey Vitesse.

Herald category:  
Annis Green      Victor Thompson  
Vivianne Thompson



The interior of Ken Rathborne's modified Silver Spitfire 1500.

The International Concours held in Bingley Hall, Stafford on July 14th 1996 was an event to remember, with some excellent cars entered and some as good, if not better in the line ups outside.

Although entrants were noticeably missing, the standard was as usual incredibly high, giving me and the judges some tough decisions to make, I would like to thank all the judges for their time and effort in helping make our first concours a reasonable success.

For your own information the class Judges, who judged both Modified and Original Classes, were:-

**Masters category:**  
Martin Morrison      Peter Green

**GT6 category:**  
Sue Bagshaw      Andy McGowan

**Spitfire category:**  
Dave Stribling      Evonne Bloom

**Bond & Specials category:**  
Phil Wilson      Bob Rowland

**Guest Category:**  
Phil Wilson      Bob Rowland

<b>Car of Show</b> <b>Winner:</b> <b>Runner up:</b>	<b>Sponsor:</b> Footman James Insurance Graham Nobbs	BDU 974T	Spitfire 1500	Pageant Blue
<b>Masters Class</b> <b>Winner:</b> <b>Runner up:</b>	<b>Sponsor:</b> Rimmer Brothers Hugh Roberts A Colabella	KOD 257F GDA 145C	Vitesse Mk I Herald 12/50 SAL	Dolphin Grey Green
<b>Original Herald</b> <b>Winner:</b> <b>Runner up:</b>	<b>Sponsor:</b> John Kipping Steven Pain	BYE 696H	Herald Convertible	Blue
<b>Modified Herald</b> <b>Winner:</b> <b>Runner up:</b>	<b>Sponsor:</b> N/A David & Lesley Beechey	LFB 730K	Herald 1360 Estate	Blue
<b>Original Vitesse</b> <b>Winner:</b> <b>Runner up:</b>	<b>Sponsor:</b> Triumph World Magazine Margaret Hobbs P Dunne	FYY 260J KEC 398J	Vitesse Convertible Vitesse Convertible	Red White
<b>Modified Vitesse</b> <b>Winner:</b> <b>Runner up:</b>	<b>Sponsor:</b> Chic Doig Mike Ward Richard Dredge	KXC 202H PTA 631G	Vitesse Convertible Vitesse Convertible	Jasmine Black
<b>Original Spitfire</b> <b>Winner:</b> <b>Runner up:</b>	<b>Sponsor:</b> Six Spares Stan Robottom PJ Moore	UFK 203X FVJ 220W	Spitfire 1500 Spitfire 1500	Red Blue
<b>Modified Spitfire</b> <b>Winner:</b> <b>Runner up:</b>	<b>Sponsor:</b> Burlen Fuel Systems Ken Rathborne Andrew Jorcenko	WLA 989X VNM 4S	Spitfire 1500 Spitfire 1500	Silver Green
<b>Original GT6</b> <b>Winner:</b> <b>Runner up:</b>	<b>Sponsor:</b> Anglian Triumph Spares David Steward	EMH 762J	GT6 Saloon	Red
<b>Bonds &amp; Specials</b> <b>Winner:</b> <b>Rnner up:</b>	<b>Sponsor:</b> Bells Silencers John Thomason	SAM 1	Special Convertible	Red
<b>Paint</b> <b>Winner:</b> <b>Runner up:</b>	<b>Sponsor:</b> Moss Classic Car Colours David Bailey A Colabella	NYX 195 D FPP 657G	Herald 1200 est Herald 12/50 SAL	White Red
<b>Engine Bay</b> <b>Winner:</b> <b>Runner up:</b>	<b>Sponsor:</b> Triumph Tune Kevin Williams	SWP 261V	Spitfire 1500	Inca
<b>Interior Class</b> <b>Winner:</b> <b>Runner up:</b>	<b>Sponsor:</b> Newton Commercial Simon Coldbreath Roger Footner	FVB 546J VOD 707J	Herald 1360 Conv Vitesse Convertible	Blue White
<b>Unrestored</b> <b>Winner:</b> <b>Runner up:</b>	<b>Sponsor:</b> John Kipping John Cotton Ling D	VYE 701G YYF 339H	GT6 Saloon Spitfire Mk 3	Blue Blue
<b>Guest</b> <b>Winner:</b> <b>Runner up:</b>	<b>Sponsor:</b> N/A Mark Colclough	TWR 976M	Dolomite Sprint	Yellow ★



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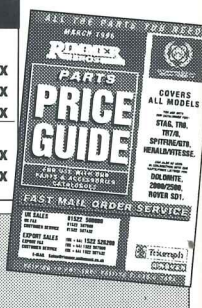
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SPITFIRE MK IV/1500	£40.54	£97.50	£27.50	£22.25	£210.00	£210.00	£523.76	£154.00	£53.76
GT6 MK3	£40.54	£97.50	£27.50	£22.25	£210.00	£210.00	-	-	£53.76
HERALD	£62.50	£77.00	£42.50	£18.50	Car Set £99.95		-	-	-
VITESSE	£85.00	£77.00	£42.50	£18.50	POA	POA	-	-	-

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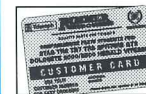
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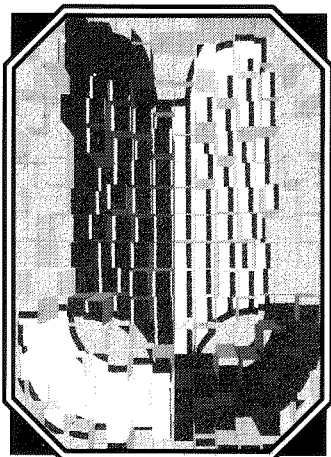
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HELPING TO PRESERVE BRITISH CLASSIC CARS





# “To Concours or not to Concours?”

## That is the question!

### The International 1996

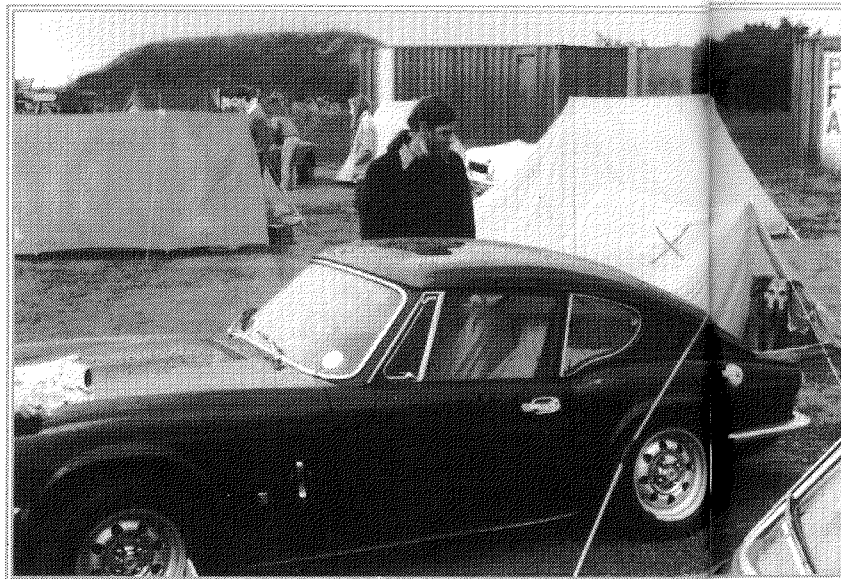
### *The Journey Home.*

**I** asked myself that morning at 6am (Monday) as we drove up our lane - Cornwall couldn't be THAT far away, but it was. Angela and Andy it is an awfully long journey, you end up having a love / hate relationship with the miles that separate you from all your friends and events!!

I was so thrilled that so many of you had mentioned you'd read the "long suffering wives" article, I hope you will read this one too, and be encouraged to join in the fun at the next (1997) International and enter the concours as well. Hugh and I left Stafford Showground at 10pm (Sunday) to miss the worst of the traffic, and I suppose we left later rather than earlier because we didn't want to miss having a meal with our friends either.

Our first encounter with the TSSC was in 1986 with our first visit, which was the International at Cranfield, and I've loved the event ever since. I've missed a few but Hugh hasn't missed one. Over the years we have made some wonderful friends, and do you know most of those were in the early days 1986/87. We all met up every year at one event or the other, like at the International or Doune (Scotland). I've seen David, Steve and Bernie grow up from young teenagers full of Spirit and with their pride and joy. Bernie had a purple black convertible with loads of gold in the engine and this year he entered a red convertible in the concours. He's also getting married in a few weeks time to another

**Cranfield June 1986 - how it all began. Our tent "X", dog and car, oh and Hugh. Concours to the left 50 yards outside!!**



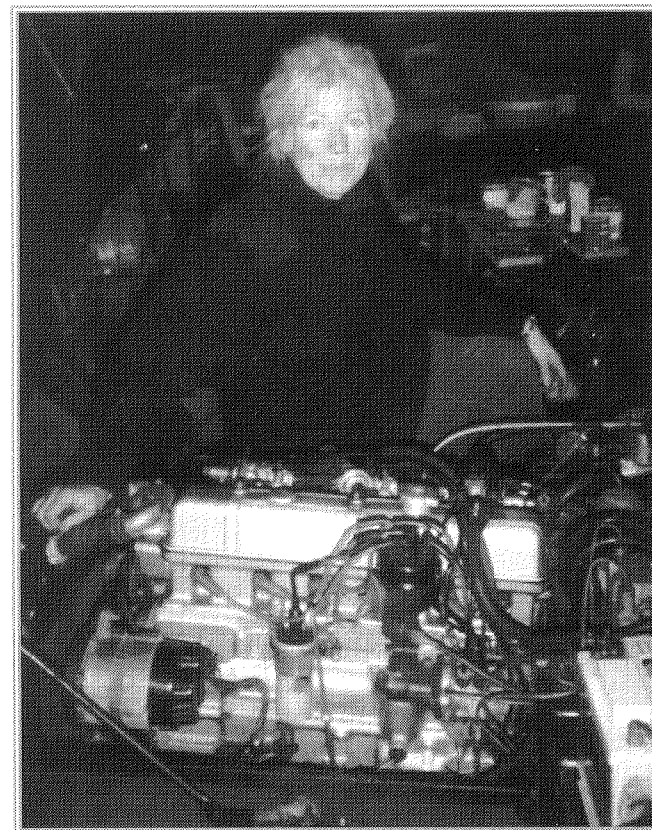
car enthusiast, I could go on and on, there is definitely a family feel that goes with the International.

This year's journey really started well for us. Hugh went up ahead of me to pick up the car "Kod fish" which was at TSSC, HQ he had some work to do, then he took it onto Birmingham to have the car's hood done. He arrived at the showground on the Thursday night early because he wanted to miss the bad weather forecast for the Friday.

His journey however wasn't trouble free - imagine this, Hugh (ponytail and all) driving his little Vitesse along the M6 with the wheel arches "bubble wrapped" to protect it etc. when out of the Blue comes a little blue light "flashing" - now those of you laughing please stop, this is definitely not a laughing matter. I would've loved to have been a fly on the hood to see him explain why he was driving along the M6 with a gift wrapped car!! He did make it, so I guess they believed him -

I wonder what they thought was under the bubble-wrap? Poor Hugh!

I almost missed this year's show, but a big thank you to Mac Reynolds who very kindly came all the way down to collect me and then gave me a superb guided tour of England and a big thank you to Lewis for showing me how beautiful the roundabouts (one in particular) of Kidderminster were!! We arrived at 7.30pm.



As the mornings activities got on the way, the dulcet tones of the organisers came across the airways telling us the weekend had begun.

Saturday was a day of preparation and reviving old friendships, it was wonderful. But Sunday was even better, what a day. Hugh was asked to judge the Vitesse's, I was told to look after the car!!

It was awful, I was asked so many times about people hearing that we trailed the car to the ground, WE DON'T! Or that Hugh hadn't done the work, he did ALL of it including the painting. At least by being with the car you can tell them about the rebuild, which can only be done if you had done the work. It was great that I could talk about "this car" and "that man" until the cows came home!

I also had the chance of seeing some of the superb cars on display and meeting the owners - two really stood out, one was Richard with his beautiful black Vitesse convertible, who is going to convince Hugh my Herald convertible would look brilliant in "black", I think that was until I saw that

**May 1986, Chris & the engine. "She painted it!"**

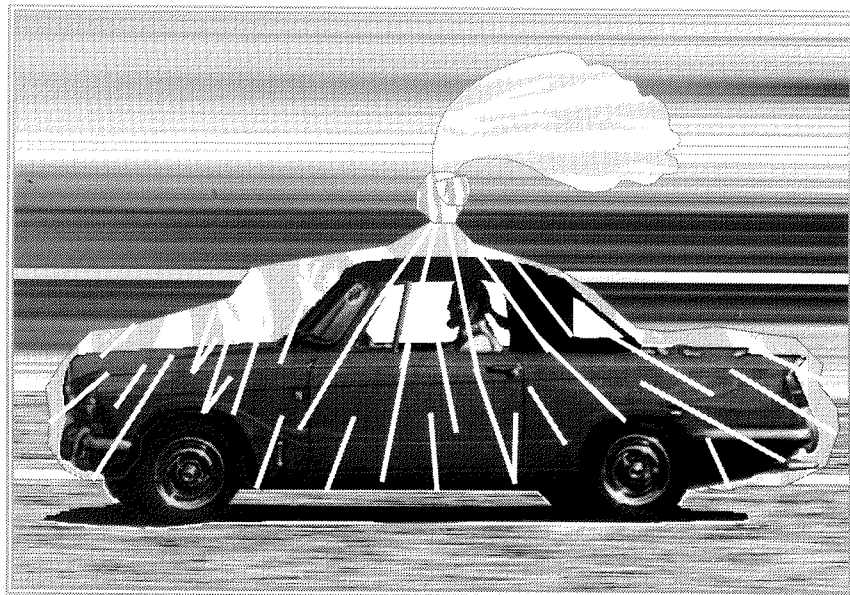


iridescent blue GT6 of Mick Cunningham's. He shared the same opening phrase as Prince Charles a month ago (but that's another story). I loved the colour of his car and now I'm not so sure if my Herald is to be black or blue, - HELP!

The sad thing about this year's International was that outside, there were some really good, no, superb cars that *should* have been inside in the

competing with other winners, also please remember that KODFISH had only just been completed and only been entered in 4 shows, the same as the GT6 so they were both still very new to the scene. Hugh I think excelled himself with her, but it must not ever put people off, your cars are the most important element of the Club, as are our cars. We are all TSSC members and very proud to be so. Don't ever let a bit of competition stand in the way of showing your hard work off - learn from anyone who might have achieved a win, we can all do it.

Next year if the Club will have us, the car could be on show and the owner there to answer any



Well, at least it wasn't trallered there!

concours. I am writing this article because so many people came up and mentioned to me they felt they didn't stand a chance with our car there. Firstly, let me reassure people for next year's International that KODFISH, the grey Vitesse Convertible, will not be in any concours at Club level - she was only in this year because it would have been difficult for us not to have been there. How would it have looked to have not turned up, I think that it would have given the wrong impression. By being there, not in the ordinary concours but in the Master Class, the car was

questions you might wish to ask. But please do not, not enter because you think that we might be entering!!

Also feel a little sorry for the poor "old" lady from Cornwall who is writing this article, and now not only (after a nights lost sleep & the others!!) feels 110 but looks it!!

The photo shows me younger, but also gives the impression, I might just help as well (I painted the engine!!)

A tip for those of you who wanted to know where the original keyfob came from; a car boot sale in Truro for £1.50, so not everything needs to cost a fortune, that could be the reason it took Hugh 6 year's to find the bits!! ★

# FITCHETT

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# EVENT REPORT

**H**aving dropped the dogs off at the kennels on the Friday, Doug and I eventually set off for Rosedale Abbey. We arrived at the B&B (the village Post Office) and settled ourselves, then we went to find everyone – Where were they? where were Paul and Lyn? Had some awful fate befallen them?

Eventually after a lot of soul searching(!) we went to the pub with Pete and Kay. This was not quite as easy as it sounds as it involved a very steep climb up a 1 in 1 hill (or so it seemed), we needed oxygen every ten steps!

The pub/hotel is owned by a member of the TSSC, Howard Procter, who made us most welcome and promised to drop down (probably by hang glider considering the hill) and see us,

## The Annual North Yorks Concours & Convoy 1995



Brian's Mini convertible.

business permitting – he also promised a special deal for any members wishing to stay (ropes and crampons inclusive).

Well, we had a super supper and a most enjoyable evening; Tony, who had stayed a little longer at the site reported that Paul and Lyn still hadn't turned up so we drowned our sorrows.



Brian's TR8.

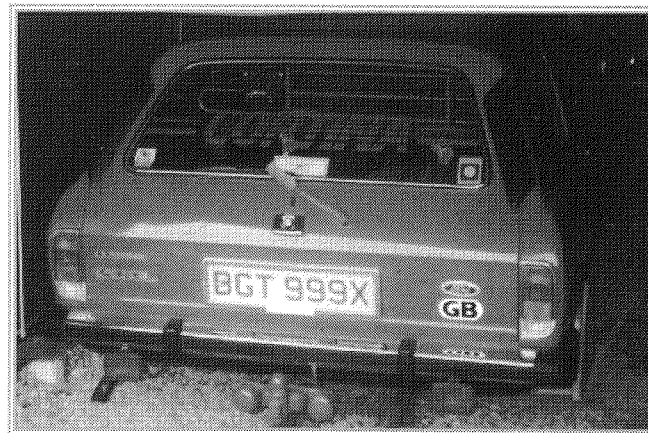
Saturday morning arrived and it threw it down, Paul and Lyn finally arrived – they'd got within 10 miles of the site, stopped for a meal and ended up staying the night rather than attempt to erect the trailer tent in the dark – spoil sports – it could have been fun!

More and more people gradually arrived – Doug and I shot off to Pickering and bought Kagouls (guaranteed to make the rain stop if we'd just bought them – Sod's Law I believe it's called). Lo and behold as we got back to the camp-site, it did stop raining just in time to take the tops off ready for the convoy.

The North Yorks Moors must have some of the most beautiful scenery in the country and this year our tour was around the forest trails of Dalby Forest. The original route which Doug and I had plotted on the map and tried on a recce, was, very sadly, just too narrow with too few passing places to attempt to run a convoy, so we had to travel that bit further along the main road. As usual, we turned more than just a few heads along the route which culminated at Bridale Manor, the home of Brian Turnbull, one of our members, who kindly invited us to view his private car collection.

Oh boy! what a collection – starting some years ago with his Ford Cortina

MkII, including a Mini, a Pontiac, Bentley Mulsanne, an MGB GT V8, an old Ford Popular (bought from an old lady owner who only agreed to sell after Brian agreed to dry it with a hair dryer every time he washed it), a TR8 and the Panther Callister that was used in the Pink Panther film (plus the Pink Panther) not forgetting of course, Brian's beautiful Spitfire MkIII. Each car is taxed and tested and driven in turn, all with their own history and lovingly looked after by Brian.



2.0 Litre Ford Cortina.

After a brief stop for afternoon tea in the village, we made our way back to Rosedale and thence to the pub where we exchanged stories, anecdotes,



The old Ford Poplar.





Some of the cars setting up for the concours.

Brian's Spitfire. (right)

jokes and generally had a good time until closing time. Our B&B worked on the principal of last one in locks the door depending on whether or not a piece of card was wedged in the door, novel, but it seemed to work, anyway, we locked the door and no one complained!

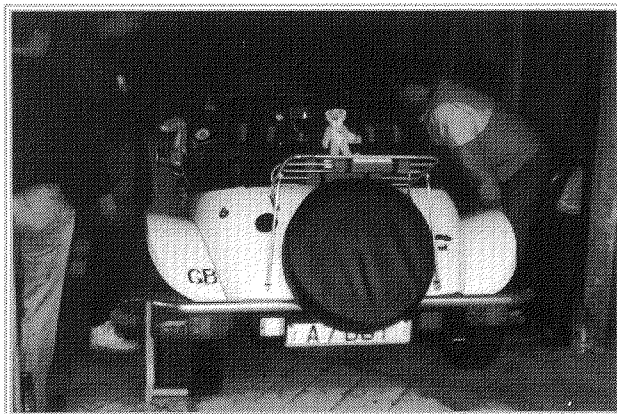
Sunday morning was grey and that's never promising in the middle of the moors, but I'm pleased to say, as the day wore on so the clouds wore off and the Concours and Barbecue got underway. We had perhaps fewer

moment that really put the icing on the cake was, as we were driving along the A169 out



of Pickering, a Rolls Royce heading towards us flashed our convoy – we of course replied in a like manner – it was Brian Turnbull returning from a rally in his Rolls! Bet that gave the Euroboxes something to think about!

All that remains is to say thanks to one and all involved, and here's to the next one, 7-8th Sept, same time, same place. Why not come and give it a try? ★



The Pink Panther Callister.

cars than of late but the quality was excellent. Pete and Steve, our judges, were especially thorough and in one case even managed to spot a problem of which the owner was unaware.

Well after the prize giving, raffle and general thanks, it was time to pack up and head for home. We set off in a small convoy, and the

# Tommy THE Triumph

DON'T LOOK AT ME FOR SYMPATHY...



YOU ONLY HAVE YOURSELF TO BLAME



I TOLD YOU TO IGNORE HIM, BUT NO...



JUST BECAUSE HE CUT YOU UP A BIT...



YOU HAD TO CALL HIM A PEA-BRAINED HALF WITTED, DOZY PERSON OF DOUBTFUL PARENTAGE!



DON'T YOU KNOW THAT —



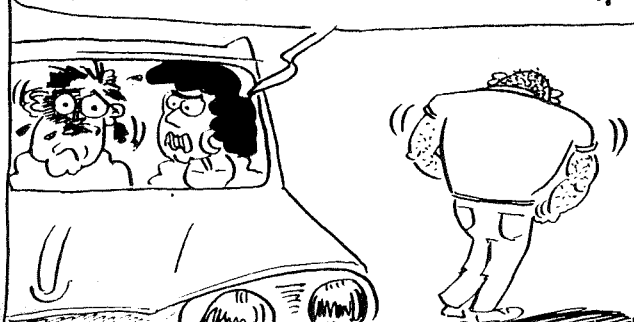
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BY CHRIS SHERIDAN

— RULE ONE OF THE ROAD RAGE HANDBOOK SAYS —



"ALWAYS MAKE SURE THAT YOU ARE BIGGER THAN THE OTHER GUY FIRST"!!





## SERVICES 1996

### CLUB HEADQUARTERS

The following services are available from the Club Headquarters.

#### TSSC MEMBERSHIP

£31.00 UK £32.00 EUROPE £36.00 OVERSEAS

#### RENEWALS.

£29.00 UK £32.00 EUROPE £36.00 OVERSEAS

TSSC REGALIA MAGAZINE BACK ISSUES  
TSSC INSURANCE INFORMATION PACK  
TSSC - Main Street, Lubenham,  
Market Harborough, Leics. LE16 9TF  
Tel: 01858 434424  
Fax: 01858 431936

e-mail :

tssc@tssc-hq.demon.co.uk

### TSSC Insurance

QUOTATIONS - FOOTMAN JAMES & CO LTD  
TEL: 0121 561 6262 FAX: 0121 559 0814

VALUATION SERVICE - TRUDI SQUIBBS  
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TEL: 01858 434424 FAX: 01858 431936

### TSSC HANDBOOK

TSSC, Main Street, Lubenham, Leics. LE16 9TF  
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### TSSC VIDEO LIBRARY

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### TSSC OFFERS

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### MAGAZINE COPY DATE

All magazine material must be received by the 15th of each month prior to the month of publication.

DEFINITION OF DEADLINE - Last date by which copy can be included in the publication, assuming space is still available. Always try and work well in advance of the deadline.

TSSC, Main Street, Lubenham, Leics. LE16 9TF  
Tel: 01858 434424 FAX: 01858 468228

### TSSC ACCOUNTS

BILL SUNDERLAND (Club Manager)  
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Tel: 01858 434424 FAX: 01858 468228

## TSSC OFFICERS 1996

Please only contact the relevant secretary with specific questions on each model and ONLY at reasonable times. Remember this is a voluntary service and each secretary will only deal with problems and enquiries in his own specific area and car model. Whilst any information given by the following officers is provided in good faith, no responsibility is accepted by them or the TSSC in the event of problems arising after acting on advice given.

#### TECHNICAL SECRETARY:

Carl Heinlein, St Davids, Chepstow Road, Langstone, Gwent. NP6 2JR.  
Tel: 01633 412377 (between 6-7pm)

#### HERALD 948/1200

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#### HERALD 13/60

Phil Willson, 37 The Grove, North Cray, Sidcup, Kent. DA14 5NG.  
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#### SPIRITFIRE Mk I/II/III

Brett Dennis, 284A Stanstead Rd., Hoddesdon, Herts. EN11 0RX.  
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#### SPIRITFIRE Mk IV/ 1500

John Thomason, 154, Coleford Bridge Road, Mytchett, Camberley, Surrey. GU16 6DS.

#### VITESSE 1600/ Mk I/ II

Mac Reynolds, 'Burrows Mill', Beeny., Boscastle, Cornwall. PL35 0HL.

#### GT6 MkI/ II/ III

Mike Scott, 33 Swale Road, Farnborough, Hants. GU14 9NH.  
Tel: 01252 514509

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Bruce Pilbrough, 16 Arnham Rd., Preston, Lancs. PR1 4QL.  
Tel: 01772 791378 (7-9pm)

#### SPECIALS

Trevor Collett, 14 Lodge Rd., Fetcham, Surrey. KT22 9QY.  
Tel: 01372 376661

#### AMPHICAR

David Chapman, 5 Sheringham Rd., Worcester. WR5 3RA.  
Tel: 01905 763192

#### TOURER'S TALK

Rick Roberts, 55 Shelbourne Rd, Cressex, High Wycombe, Bucks. HP12 3NQ.  
Tel: 01494 444373

#### INTERNATIONAL LIAISON SECRETARY

Le'on Guyot, 5 Kenilworth Ave., Wimbledon, London. SW19 7LN.  
Tel: 0181 947 7659 FAX: 0181 947 7659 (12 mid. 7.30 am only)

#### EQUIPMENT STORES - LIAISON OFFICERS

Stuart Newbould, 242 Bradford Rd., Otley, West Yorkshire. LS21 3LT.  
Tel: 01943 463240

Tony Lancaster, Rignall Barn Cottage, Rignall Rd., Gt.Missenden, Bucks. HP16 9PE.  
Tel: 01494 890272

#### EVENTS AND EQUIPMENT

TSSC OFFICE, Main Street Lubenham, Leics. LE16 9TF.  
Tel: 01858 434424 FAX: 01858 431936

#### ARCHIVIST & LIBRARIAN

Mike Costigan, 'Dumble Rise', 38 Ridgeway, Southwell, Notts. NG25 0DU.  
Tel: 01636 814050

#### NATIONAL CONCOURS ORGANISER

Chris Mills, 29 Carisbrooke Ave., High Wycombe, Bucks. HP12 4NL.  
Tel: 01494 463422

#### SHOW CAR REGISTER

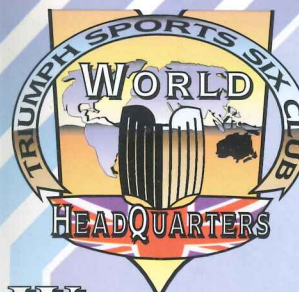
Vicki Benson, 22 Romisley Close, Rubery, Nr Bromsgrove, Worcs. B45 9UX.  
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#### AREA LIAISON

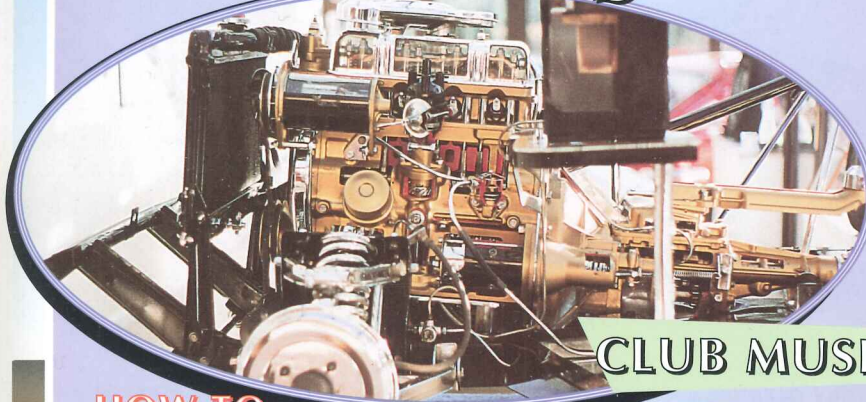
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Tel: 01226 745637

#### COMPETITION SECRETARY

Jo Field, 69 Neuville Way, Springfield, Desborough, Northants. NN14 2XT.  
Tel: 01536 763799



## WORLD HEADQUARTERS



### CLUB MUSEUM

### HOW TO FIND US

Leave M1 at Junction 20, take A4304 to Market Harborough. We are situated on right side of the road just before leaving the Village of Lubenham.



### CLUB SHOP

### OPEN

9-5 Monday - Friday  
Phone first for Goods availability.



### VIDEO LIBRARY

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(01858) 434424