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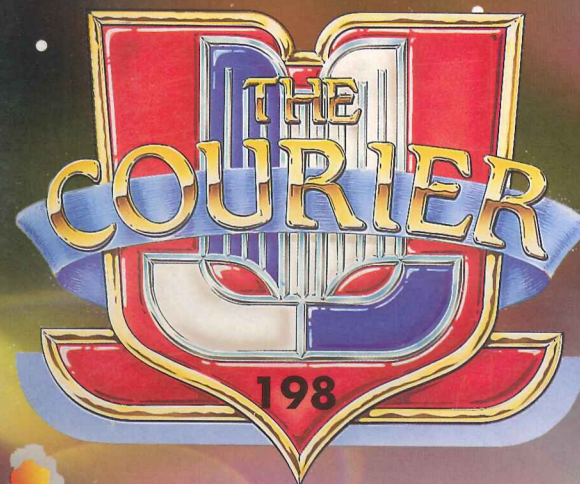
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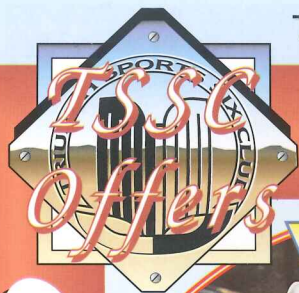
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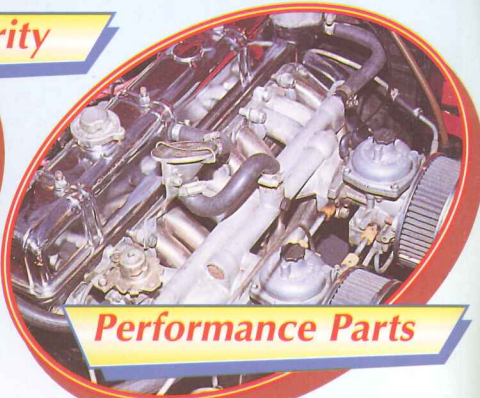


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THE COURIER

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB
Vol 17. No.198. December 1996.
Price £1.75 Free to Club Members.

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We will only accept TXT files **NO** Attachments

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COUNCIL MEMBERS 1996

David Aspinall, Mike Costigan, Mike Crewes,

Annis Green, Leon Guyot, Tom Longley,

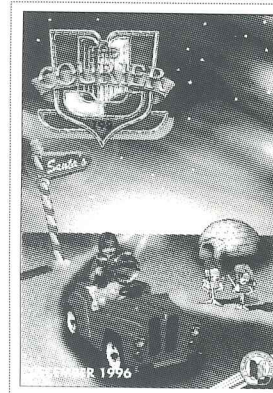
Chris Mills, Stewart Newbould,

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:
Samantha Thomason on her way
back from Santa's.
Photo: Pete Williams & Matt Squibbs

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Plus Area News Review/ Classified Newspaper.

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

T.S.S.C. EVENTS 1997 CALENDAR

This 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 '97**
JANUARY 1997

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

FEBRUARY 1997
SUN 16th LONDON ORBITAL MEET,
Wheatsheaf, Old Windsor at 12 noon.

MAY 1997
SAT-MON 3rd-5th
MERSEY AREA 3rd ANNUAL SOAPS TOUR.
SAT 10th
MERSEY AREA OULTON PARK CLASSIC CAR SHOW.

MAY continued...

SUN 11th
MERSEY AREA CHESTER FESTIVAL OF TRANSPORT.
A BRAND NEW EVENT FOR EUROPE
SAT/SUN 24th/25th STANDARD TRIUMPH
EUROPEAN RALLY, Klein Vink Holiday Park, Holland
Tel: 01858 434424.

JUNE 1997
SAT/SUN 7th/8th
MERSEY AREA TATTON PARK CLASSIC CAR SHOW.

JULY 1997
SAT/SUN 12th/13th TSSC INTERNATIONAL WEEKEND. Contact: Club H.Q. Tel: 01858 434424.
SUN 27th MERSEY AREA - ST. HELENS SHOW.

AUGUST 1997
SUN 3rd MERSEY AREA, WOODVALE RALLY
Fosse Manor Hotel, Stow on the Wold.
Contact Mary: 01621 783143.
SAT 9th TOTALLY TRIUMPH SHOW,
Cook Rugby Club, Belfast.

SEPTEMBER 1997
SAT/SUN 6th/7th MERSEY AREA
WOODVALE RALLY, Cook Rugby Club, Belfast.

**NATIONAL & LOCAL
TSSC INVITED
1996/97
DECEMBER 1996**

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

MAY 1997
SAT/SUN 10th/11th
THE WEATHERBY CLASSIC CAR WEEKEND.
Wetherby Race Course, adjacent to the A1 in Yorkshire.

JUNE 1997
SUN 15th
BRISTOL MOTOR SHOW & HISTORIC TRANSPORT
PAGEANT, ASHTON COURT, BRISTOL.

AUGUST 1997
SUN 17th VINTAGE TRANSPORT DAY, Rally of the
Vintage Sports Car Club and the Transport Trust, Old
Warden Aerodrome, Biggleswade, Beds.

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

"COMMENT" Bill Sunderland

1996 - ON REFLECTION



As another year ends, reflecting on the Club's year reminds me of the success Triumph has had. Not only is the Club fitter, it has continued in its support for parts remanufacture and more Triumph parts are available today against last January.

Some will wonder why the further growth? Well I believe it is the unmistakable interest in Triumph cars, their ease of maintenance and the better climate in which classic cars may now be seen. The zero Road Tax which has saved many members and cars, using them more regularly has made owning a classic financially cheaper. As more parts become readily available, more members are taking on major rebuilds and thus the standard of Club cars rises further.

At the start of 1996 the Club had lost ground and our membership was levelling out, in fact it had gone down slightly. This has been reversed and since August we have seen gains in membership, this partly due to a much improved Details Pack and membership campaign.

I have commented recently on the onslaught of technical innovation and do we need it, well apparently we do. Not only are we now fully operational with E-mail, we now have an ever expanding web site to which Peter Williams is busy adding to daily. This new form of communication now includes the studio and from 1st January 1997, we will be able to accept TXT files via your computers, our address e-mail: courier@the.studio.demon.co.uk

This new facility will also be used to create further pages on our web site giving the Club even better world-wide communication in 1997.

1996 has seen improvements throughout the TSSC, I thank all TSSC Officials and Area Organisers for their hard work. 1997 should take us further.

Happy Christmas and an exciting '97.



TSSC OFFERS OPEN DAYS

**THE CLUB SHOP WILL BE OPEN AS USUAL
UNTIL DECEMBER 23RD
9-5 WEEKDAYS, 9-1 SATURDAYS.**

**FOR THOSE OF YOU WHO LIKE TO DO YOUR
SHOPPING AT THE LAST MINUTE, THE SHOP WILL ALSO BE OPEN ON
SATURDAY 14TH AND 21ST DECEMBER FROM 9-4PM.**

**TSSC HEADQUARTERS WILL BE CLOSED FROM DECEMBER 23RD
UNTIL JANUARY 3RD FOR THE FESTIVE BREAK.**





NEW PRODUCT

TRGB Ltd. after the very successful launch of their budget roll over bars earlier this year have just added a padded version to the range. Both types of roll over bar are made by a roll cage specialist and come with all fittings and bolts. The unpadded version is still offered at £49.95 (plus VAT) while the padded black version costs £89.95 (plus VAT).

They are available for: Herald/Vitesse, Spitfire IV/1500 and TR4-6. TRGB Ltd. can also have a roll bar padded to match your existing trim. For more information, contact TRGB Ltd. on 01487 842168.

NEW PRODUCT II

NEWTON COMMERCIAL LATE SPITFIRE & GT6 SUN VISORS

Along with our original specification sun visors we have been able to supply you for sometime, we are now manufacturing the bracket as well. For more information and prices contact.

NEWTON COMMERCIAL
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England. Tel. 01728 832880
FAX 01728 832881
e-mail:
newtoncomm@anglianet.co.uk

ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of the Triumph Sports Six Club is to be held on Sunday March 9th 1997 at the Posthouse Hotel, Crick, Northamptonshire. Any member wishing to put forward any resolution to be considered for inclusion in the AGM agenda is required to put said items in writing, to be signed by at least two members. These should be forwarded to the General Secretary to be received by 21 December 1996. Any item received after this date will be regarded as null and void. General issues can of course be raised at any time through, for example, the General Secretary or Area Liaison Officer for discussion at Council of Management meetings. Alternatively, issues may be put forward for discussion at the Area Organisers' Seminar to be held in the morning prior to the AGM - see your AO. In the past, a number of wide ranging issues have been discussed and implemented during this more informal meeting. If any member should wish his or her name to be put forward as a candidate for the Council of Management please give me a call and I would be happy to inform you of the duties and responsibilities involved. Please contact me - again by 21 December 1996. A few lines describing prospective candidates will be published in the Courier along with the AGM agenda. All enquiries regarding the above should be addressed to the General Secretary, address and telephone number as given in the inside front cover of the Courier.

Peter Williams, General Secretary.

TRIUMPH WORLD

There's a fantastic free gift with the next issue of *Triumph World* magazine! A giant, full colour, double-sided poster that makes either a beautiful calendar or a practical year planner. Featuring brilliant photographs of a huge variety of Triumph models, no Triumph enthusiasts' office/garage/bedroom wall will be complete without one of these posters on display!

The December/January 1997 issue (No. 11) of *Triumph World* goes on sale from 21st November at all good newsagents.

The contents of the December/January 1997 issue of *Triumph World* includes:

Mega-volume Vitesse - What has six cylinders and is LOUD!
1968 GT6 Mk1 - rolling restoration in red.
The Zebu Story - on the road to nowhere.
Showtime - Stafford and Shepton reports.
Running Reports - Spitfire/Herald etc
1954 TR2 - Not a Concours Trophy Winner?

Plus all the regular features - *Robson*, *Memories of Coventry*, *Reader's Cars*, *Letter from USA*, *Ted's Triumph Trivia*, *Dolly's Diary*, etc, etc.

STANDARD TRIUMPH EUROPEAN RALLY UPDATE

In order to avoid disappointment, all visitors to the show who require chalets are requested to please make their deposit bookings preferably by December 1996.

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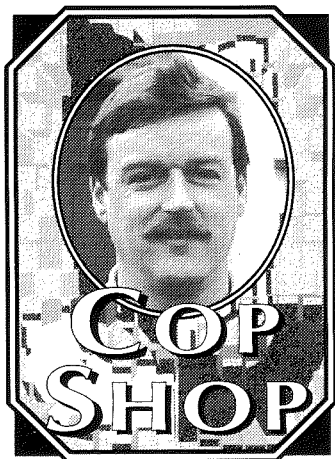
If you've ever attended a Club meeting or rally, you'll appreciate that Triumph enthusiasts are a breed apart. We know you love everything Triumph... so we're pretty sure you'll be excited about the new Triumph Sports Six Club Visa Card as we are!

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.

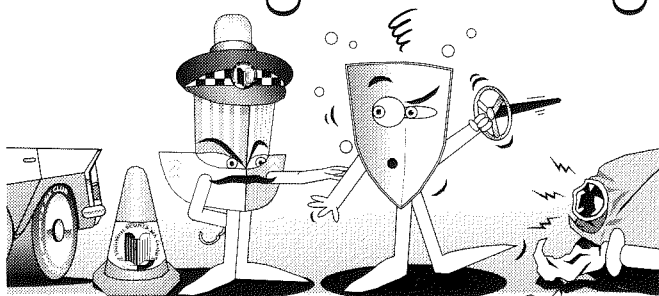
Why not take a peek under the bonnet and see why we recommend it as the accessory every Club member should carry?

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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.



Drinking & Driving



Although a cartoon of Chas apprehending an offending drink driver may be humorous to some degree, the subject itself of course is no laughing matter. As we approach the season of office parties and yuletide celebrations, it makes sense to remind ourselves of the consequences of that festive drive to the pub.

THE CONSEQUENCES OF DRINKING & DRIVING

ACCIDENTS . . .

ONE TENTH of all injury accidents result from driving with excess alcohol in the blood.

ONE THIRD of drivers and motorcycle riders killed have alcohol levels above the legal limit.

On Friday and Saturday nights, between 10am and 4am, **TWO THIRDS** of drivers and riders killed have alcohol levels above the legal limit.

More than **ONE THOUSAND** people are killed each year as a result of drinking and driving - equivalent to three 'jumbo' plane loads of people.

THE EFFECTS OF ALCOHOL ON PERFORMANCE

Alcohol may give you a feeling of well-being; actually it is a depressant, slowing down the processes in the brain.

- It lessens muscular control and co-ordination, and lengthens reaction time.
- It blurs vision and decreases awareness, especially in the dark.
- It impairs the ability to judge speed and distance, and to deal with the unexpected.
- It also impairs your judgement of how fit you are to drive, so that under the influence of alcohol you may genuinely believe yourself to be driving better than you really are.

The consequence is a higher risk of accident.

Alcohol in the blood is measured in milligrams (mg) of alcohol per 100 millilitres (ml) of blood: the legal limit is **80mg/100ml**

The corresponding limit for urine is 107mg/100ml.

Alcohol in the breath is measured in micrograms (ug), the legal limit is **35mg/100ml**

Young and inexperienced drivers, or those who drink infrequently are seriously impaired **well below** legal limit.

After taking a drink the liquid passes quickly from the mouth into the stomach, and then into the small intestine, where it is absorbed into the blood.

Absorption of alcohol is rapid if a drink is taken on an empty stomach: it will be slowed if the route to the small

intestine is impeded by food, taking up to ninety minutes to be complete. From the small intestine the blood first passes through the liver where a small quantity of alcohol is constantly removed, and then on into the general circulation; so to the heart, lungs - where a small

amount passes into the breath and the brain.

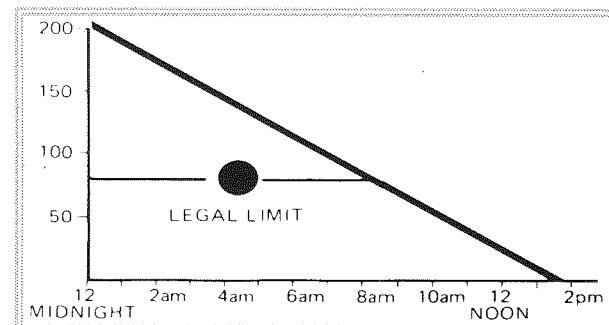
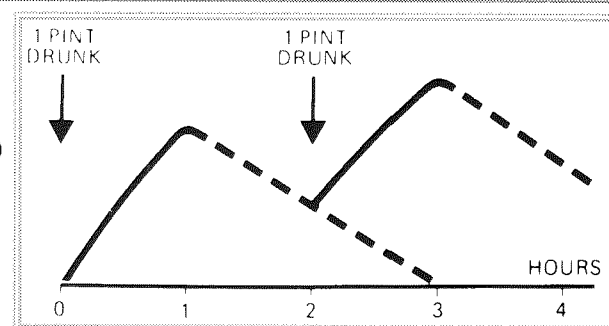
The **elimination** process is slow, but eventually most of the alcohol is removed by the liver as the blood flows back from the general body circulation: some finally passes out through the urine.

CALCULATION OF ALCOHOL LEVELS

It is not possible to forecast blood alcohol levels reliably on the basis of what has been drunk.

As a rough guide, for an 11 stone man drinking one pint of beer (2 'units') quickly on an empty stomach, the alcohol content of his blood will rise to a peak of 30mg/100ml after about an hour: it will then reduce at the rate of 1 'unit' (1/2 pint beer) per hour. Another pint drunk quickly after 2 hours will again increase the level. This is an idealised picture as rates of absorption vary so much.

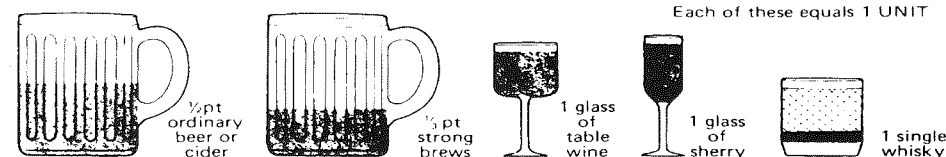
The elimination rate is more predictable at 1 'unit' per hour: so the only sure guide to being free of alcohol is to calculate the number of hours from the time of drinking on this basis. This may take several hours: someone who has had a heavy drinking session during the late evening may still be over the limit when he goes to work at 7am the next morning.



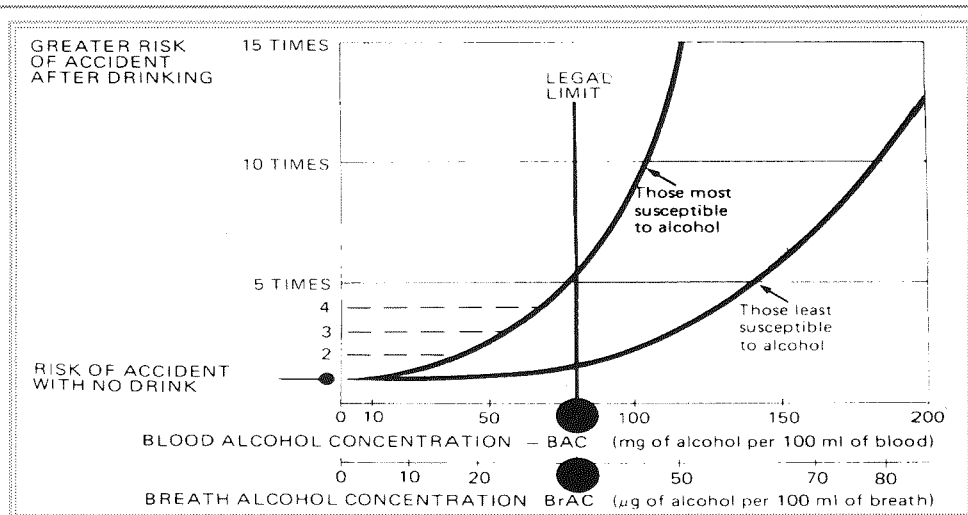
ALCOHOLIC CONTENT OF DIFFERENT DRINKS

	Volume of alcohol	Normal English measure	Quantity of alcohol
Beer or cider - ordinary	4%	1/2 pint - 284ml	11ml
- strong	6%	1/2 pint - 284ml	17ml
Table wine	10%	glass - 125ml	12ml
Port, Sherry, Vermouth	20%	Glass - 50ml	10ml
Spirits (whisky, gin, vodka etc)	40%	Glass - 25ml	10ml

Scottish measures of spirit are 20 per cent greater than English ones: measures in Northern Ireland are 50 per cent greater. Measures in the home are frequently more generous than any of these. Comparing **NORMAL** measures, the following are roughly equivalent.



RISK AND ALCOHOL LEVELS



FACTORS WHICH AFFECT ALCOHOL CONCENTRATION.

The more alcohol a person drinks the higher will be the maximum blood/breath alcohol concentration. Other factors are also important:

TYPE OF DRINK: The most rapid absorption into the blood occurs with drinks having about 20% alcohol by volume, such as sherry or gin and tonic. Less concentrated drinks such as beer or cider are absorbed more slowly. The slower the rate of absorption, the lower the maximum blood/breath alcohol concentration.

TIME: Alcohol is eliminated from the body at a rate approximately equivalent to half a pint of beer or a

single measure of spirit each hour. If alcohol is consumed at a greater rate than this it will lead to increasing quantity of alcohol in the body.

STOMACH CONTENTS: The presence of food in the stomach, particularly fatty substances, slows absorption of alcohol and so lessens the maximum blood alcohol level attained.

BODY WEIGHT & FATTY TISSUE: Absorbed alcohol is distributed by the blood and mixes evenly with the water in the body, and will, therefore reach a higher blood alcohol level for a given consumption than would a heavier person. Women average proportionately more fatty tissue than men of comparable weight; so for the same amount of drink they will reach a higher blood alcohol level.

THE CONSEQUENCES OF DRINKING & DRIVING 2 CONVICTION OF OFFENSE

Legal Penalties: ● Minimum 1 year's disqualification from driving (first offence) plus fine up to £2000.

Other penalties: ● Increased insurance costs. ● Inconvenience and increased costs of travel.

● Possible loss of livelihood (professional drivers).

DRIVING AFTER DRINKING...

Ideally don't drink and drive: even small quantities of alcohol can impair performance. Wait until all alcohol has been eliminated from the body. ● Sensible guidelines to follow are:

- DO NOT DRINK ON AN EMPTY STOMACH.
- DRINK SLOWLY AND LIMIT THE AMOUNT YOU DRINK TO NOT MORE THAN 3 'UNITS'.
- EAT WHILE YOU ARE DRINKING. ● STOP DRINKING ALCOHOL SOME TIME BEFORE DRIVING.

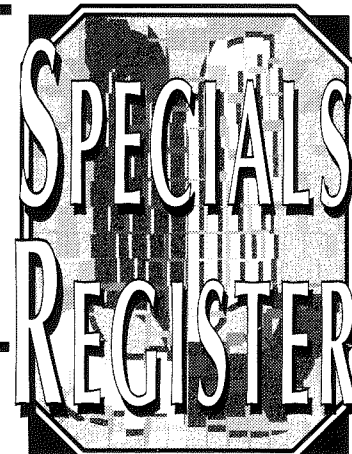
REMEMBER: ● Elimination of alcohol cannot be speeded up: coffee may keep you awake, and make you slightly less impaired, but it does not reduce the alcohol level. ● Self-testing shortly after drinking is NOT reliable: it takes time to reach the maximum blood alcohol level.

TRANSPORT AND ROAD RESEARCH LABORATORY.

If you have a query or topic on Road Traffic Law write to Mike Crewes, 112 Blackmoor Wood, North Ascot, Berks. SL5 8EM enclosing S.A.E. please. Remember help is only 30p away. ★



A Rare Beast



I have recently received some words and pictures from Alan Coombe who lives in Lydd in Kent. The subject is his recently completed Locust. Before we get into Alan's story let me give you a brief history of the Locust kit car.

First introduced round about 1985 this Lotus Seven-style car was a brainchild of John Cowperthwaite, the man responsible for the Moss range of cars (which at one time included the original Roadster, the 2+2 Malvern, the Mamba and the Monaco) and the Midge. The Locust follows the Midge in its mode of construction in that the main body tub is made from plywood which is cut to shape using full size paper patterns. The body is then skinned in aluminium sheet. The Midge and Locust were originally marketed by JC Auto Patterns but were taken over by a company called T&J Sports Cars. The current owners of the production rights to both these

models are, as I have reported previously, White Rose Vehicles from Gillingham in Kent (telephone: 01634 281736).

During their lives Ford based versions of both cars have been developed and White Rose Vehicles are only actively marketing the Ford chassis; they freely admit to having no experience of Triumph running gear - Alan's story bears this out.

Alan's tale is something of an epic, several thousand words in seven parts which has been used by the Locust Enthusiasts Club. I have decided to edit it heavily, not because I think it is badly written or uninteresting it's just that the majority of it is about the trouble Alan had with the chassis, supplied by White Rose Vehicles to take his Spitfire mechanicals. I found the trials and tribulations fascinating, and frightening - I'm glad I built my car on a proper Triumph chassis. Alan had been lead to believe that the chassis supplied was "jig built" but he found that virtually every aspect of the geometry was wrong and mounting points were wrongly positioned or badly welded.

Here is Alan's contribution, minus the "sorting out a wonky chassis" bits. I should warn anyone reading this who has a particular affection for the Spitfire, there is one bit you might find distressing:

BACKGROUND

In the late eighties I bought two Triumph Spitfires in a rather poor state of repair with the intention of making one good from the two.

Once I got into the project I could not see how to protect the inside of the new sills etc. after welding to stop them corroding again. In conversation with "experts" I was told this was extremely difficult to achieve and that once you start to restore these vehicles it becomes a continuing process.

Trevor Collett

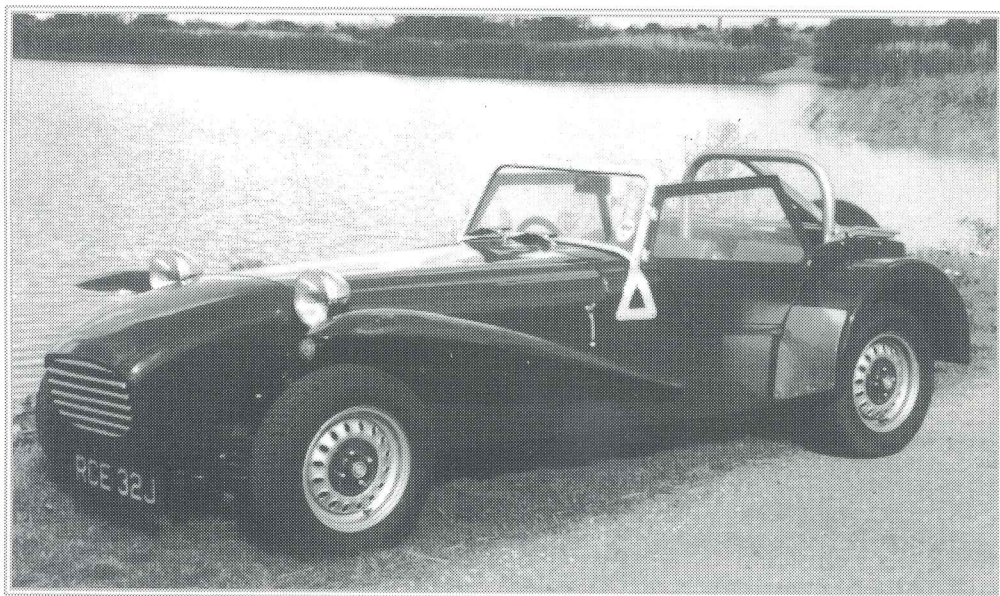
Locust

Having previously built two kit cars, a Series One Dutton Phaeton and a Mark Two Mini Scamp, my thoughts once again turned in this direction as a way of using the Spitfires. I had long envied the looks of the Vincent Hurricane which fits directly onto the Spitfire chassis and I found out that it was intended to put the kit back into production. However for over two years the start of production was always two months away until it was finally abandoned due to the ill health of the vendor. Out of interest in the autumn of 1992 I bought a set of plans from

of the newly formed Locust Enthusiasts Club, this I did and after a visit to look at his impressive Ford based version, the decision was made to proceed and make a fake Seven.

An order was placed in early November 1994 for the chassis with a proposed availability of three to four weeks. The chassis are made in Sheffield and I was expecting to drive from Romney Marsh in Kent to Yorkshire to fetch it. At the end of the month a note was received from White Rose Vehicles to say that the chassis might be delayed due to equipment problems at the manufacturers. The Wednesday evening before Christmas I was thinking that perhaps I should start to chase up the chassis when Mike Trim phoned to say that he had my chassis in his van and that he could deliver it the next morning if I liked.

"I found the trials and tribulations fascinating, and frightening - I'm glad I built my car on a proper Triumph chassis."



T&J Sports Cars for the Locust, having first stipulated that it was for a Spitfire based version. Whilst not my first choice, it did seem to be an interesting project. In the meantime White Rose Vehicles had taken over marketing the Locust and after discussion with Mike Trim of White Rose Vehicles, it transpired that the original Triumph based chassis could still be manufactured. Mike suggested that I should talk to Peter Lathrope

Yes I did like and he duly delivered at 09.00 for which we agreed a nominal fee. Having been taken by surprise I had not had time to prepare a working area in the garage, so I decided to paint it outside. You guessed it, by 10.00 it was pouring with rain and the chassis was dripping wet!

GETTING STARTED

Breaking of the Spitfire commenced. The combined engine and gearbox was removed first, without any problems. Next came the differential which should have been simple; undoing the three transmission shafts, three mounting bolts and the four leaf spring nuts should allow the differential to drop free. Mine steadfastly refused to separate from the leaf spring. The only way I could see was to take the body tub off. Holding down bolts were removed and the



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steering column released. An engine crane was then connected to the back bumper and lifting commenced. Both doors were open and the tub quite neatly folded in the middle, good job I didn't want to keep it! At last the spring and differential were fully exposed and it was an easy matter to separate the two. No more serious problems were experienced when removing parts from the donor vehicle, like so many other people I find this range of Triumphs a delight to work on due to their easy accessibility.

I did not follow the suggested sequence of building but instead built most of the shell by gluing and screwing the edges of the ply - about 300 screws. To avoid building in unnecessary stresses, the angle iron and 1" wood reinforcing pieces were fitted afterwards when the body was fixed on to the chassis.

if the silencer was mounted such that it was parallel to the prop shaft tunnel. The final system consisted of a modified Spitfire down pipe which passed through the middle of a purpose built gearbox mount, a VW Jetta silencer, followed by 90 degree, 45 degree, 90 degree and 45 degree bends to route the pipe over the chassis rail just in front of the differential and out the back on the passenger side. A heat shield, as yet unproven, has been made up to protect the prop shaft tunnel etc. from the heat of the silencer. There is so little room to play with I think it would be a nightmare to change the system at a later date.

THE SKIN

In early December I decided it was time to skin the body tub with aluminium. The nearest supplier of half round aluminium was in Tonbridge, 40 miles away, luckily the nearest stockist for the 3M glue was in Paddock Wood, which is close to Tonbridge. Nice day out to get the bits. Fortunately I asked for a product data sheet when I bought the glue. This informed me that the glue should be used above 18 degrees Celsius - why is that information not in the construction manual. In December it was snowing and we were in

sub-zero temperatures. The construction of the body tub had been completed in March and the aluminium for the skinning was bought in April so I could have easily done the job at any time during the summer. No prizes but guess who was a very unhappy bunny at this point. I waited until there wasn't much wind to chill the outside of the garage and put on 6 kilo-watts of electric heating to get the temperature up. All the aluminium was thoroughly degreased and flatted before it was glued on. I had no problems what so ever skinning my body tub, which was also skinned in the engine bay.

THE BONNET

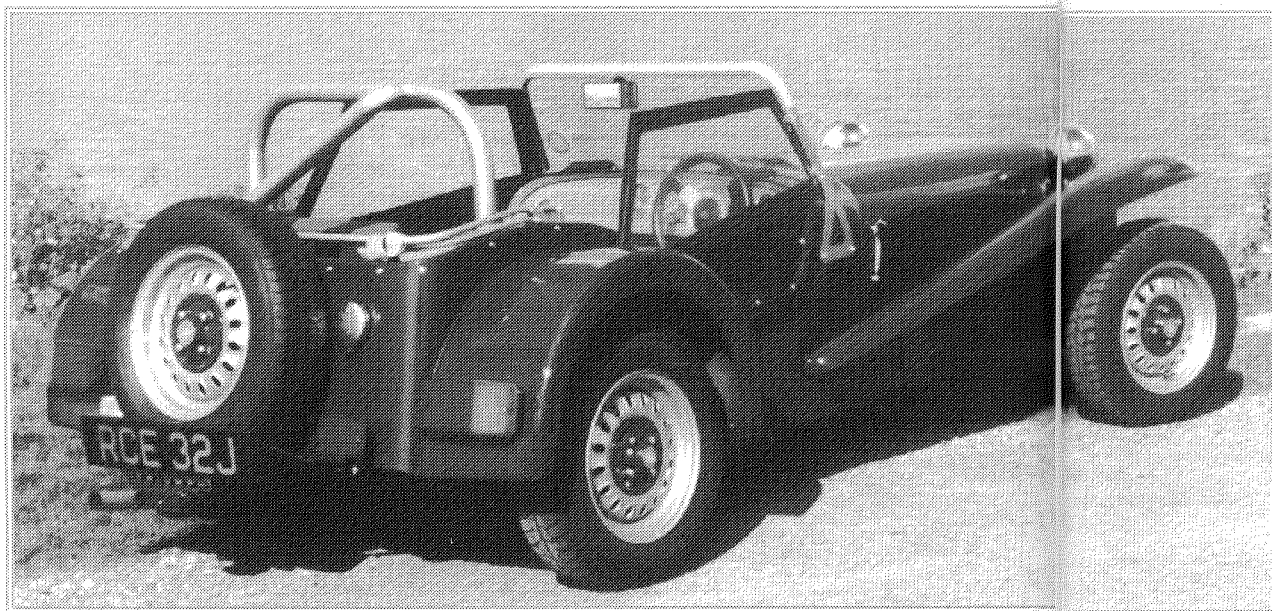
I initially tried to form the bonnet from aluminium sheet using a gas cylinder as suggested. Unfortunately the required radiuses are tighter than a standard gas cylinder allows. After quite a bit of messing about I finally hit on the following method which worked for me. First I screwed a 5 foot

length of 6" by 1" wood onto the top of my Black & Decker Workmate. A 50" length of standard round plastic drainpipe was reinforced with a length of angle iron through the centre and clamped with G clamps and 6mm ply spacers at each end onto the wood. This gave me a slot approximately 48" by 1/4" through which I could slide the body panel and work it against the reinforced drainpipe until I obtained the curvatures I required. After the bonnet had been checked for size on the body tub the sides were folded over and then reinforced with lengths of 18mm U section aluminium. The area around where the body clamps would fit was reinforced on the inside with 3mm thick pieces of aluminium (road sign off-cuts).

"The body was flatted, degreased, etch primed, undercoated and finally top coated with two pack by a friendly neighbour who had recently retired after a lifetime of paint spraying."

The body was flatted, degreased, etch primed, undercoated and finally top coated with two pack by a friendly neighbour who had recently retired after a lifetime of paint spraying. I initially thought the colour was wrong because it had a khaki undertone to it but after 2 or 3 days the true colour developed. Seems you need an oven to get the proper colour straight away, not a luxury I have in my own garage.

Thanks Alan, and well done, very well done. The finished car looks excellent in the photos, I hope to see it in the flesh some day. Isn't it marvellous what some people can do with a down and out Triumph, some bits of ply-wood and a lot of graft. Even the grille on this Locust is made out of wood; 12mm quadrant onto a 6mm ply frame, coated with polyester resin and sprayed silver for the bars and matt black for the ply - ingenious or what. ★



All parts removed were degreased and pressure washed with the intention of wire brushing or shot blasting as necessary before painting and fitting to the new chassis. The first units to be treated were the differential and prop shaft. During the painting of the differential it rolled off a milk crate and onto my foot, catching me just behind the steel toe cap of my Toetectors and breaking my little toe - OUCH. This is supposed to be fun.

THE LOCUST BODY

I chose ply in preference to MDF because I feel in an accident the ply would absorb much more of the impact by delaminating - you pays your money and takes your choice, as they say. Personally I would prefer to work from a proper plan and measure everything onto the wood directly which is both quicker and more precise than using paper patterns. Having said that the actual construction went very well and without any real problems. The only exception being the rear deck which was too long.

EXHAUSTING

Not content with having life made difficult for me by the poor quality of the supplied parts, I also contrived to make it difficult for myself. The exhaust ports are on the offside of the Triumph engine so the exhaust pipe would come out on the driver's side if a side mounted unit was fitted. I did not want that racket beside me when I was driving along so I decided that I would fabricate a system to go inside the main chassis rails. It has to go inside because of the limited ground clearance under the chassis rails. Preliminary measurements indicated that it was just possible

Locust

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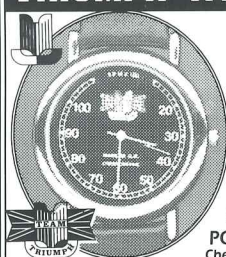
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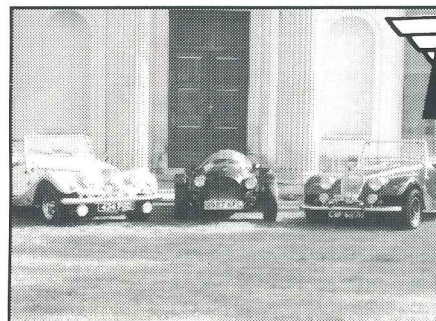
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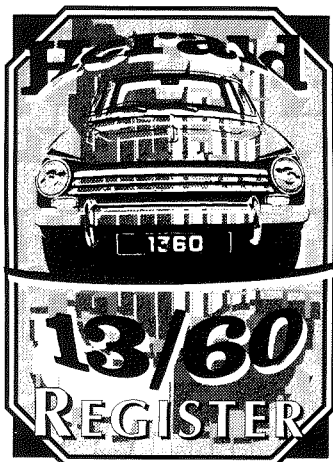
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Last month I brought the series of articles on servicing your 13/60 to a close. There is only one item left outstanding and that is the service schedule that can help ensure that you don't miss anything important at the regular maintenance intervals. It will be printed as the centrefold of the January 'Courier' along with some explanatory notes in the Register article.

You will, of course, be able to photocopy it and it should, broadly speaking, be useful for all Club cars - with the notable exception of Amphicar's, of course. Dave Chapman's followers will have to design their own!

This month, however, I shall return to the more usual mode of showing you photos of members' cars. First up is a Saffron convertible captured at Stafford in July. It struck me at the time as being a bit odd that it was fitted with a hardtop in mid-summer, but it was interesting all the same. Occasionally I get enquiries about hardtops for Heralds and it would be useful to know who makes them. The only company that comes to mind is Honeybourne Mouldings in Alcester. I imagine that these days it's a low volume sales item so there won't be too many other manufacturers around. However, the photo in the Honeybourne advertisement (Courier, November '96 page 56) does not appear to show the triangular shape rear quarter window seen here - or is it an extra-cost option? Does anyone else still make them? Any information will be gratefully received.



Next up is a recently restored Valencia Blue estate car belonging to Ewen MacKenzie from Ullapool, way up in the north of Scotland. Ewen was prompted to write to me when he saw my photos of Cliff Arliss's estate car in the August issue. Since then, of course, it's been seen in full glorious colour

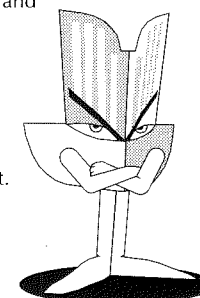
on the front cover of the November 'Courier' as well as being featured in 'Triumph World' - it's probably the most famous Herald estate in the universe by now. He quite rightly says that the estate car is relatively rare item nowadays - they form a mere 12% of the Register - 65 out of the total of 550. Not to be outdone, Ewen has sent me a 'wee snap' of his Edinburgh registered car which he was aiming to exhibit at meetings at Fochabers, Dunrobin and Forres this summer where he reckoned he'd be flying the Herald flag all alone. Are there any other members in that far off region who can help fly the flag next year? I can pass details on so that Ewen and his Herald won't feel so lonely in the future. Living down here in the heavily over-populated south-east, it's hard to appreciate that our cars are so few and far between in some areas of the UK, let alone the rest of the world. I have to

"One of my pet hates is the phenomenon whereby people answer advertisements for cars etc. for sale, saying that they are interested in coming to have a look and then not turning up!"

mention, though modesty should prevail, that Ewen enjoys the 'Courier' very much and urges us to 'keep up the good work'. So, on behalf of the Editor and all the crew, I would like to say 'Thanks' for the pat on the back - it's nice to know that we're appreciated.

And just to show that they're dead common really, here's a snap of Jon Beeston's estate at Stafford '96.

Soap box time: One of my pet hates is the phenomenon whereby people answer advertisements for cars etc. for sale, saying that they are interested in coming to have a look and then not turning up. If they have no intention of coming, why say they are? If they change their mind, why not ring and say so? It happened to me twice recently when I advertised parts for sale in the 'Courier'. One guy assured me that he was very interested in my 12/50 engine and would be leaving immediately to come and see it. Believing him, I moved my 2.5 (which was not a runner at the time - and it's no joke, move a ton and a quarter of dead weight up an incline) and quite a lot of other gear so that the engine was ready and waiting when he arrived. Well, you can guess the rest, and I was not best pleased. I do have



better things to do in the evening than deal with such time wasters. Are there any psychologists out there who can explain this phenomenon? That can be my plea for this month - Why not treat our fellow enthusiasts as we would like to be treated ourselves (sounds biblical - almost an 11th commandment).

As a consequence, I still have the parts - including a partially repaired rear tub for a saloon, the centre bulkhead and the aforementioned engine and exhaust system still hanging around. Any offers? It seems a shame, but it'll all have to go for scrap if it hangs around much longer.

Next month I hope to be showing you a number of ways (3 so far) of fitting a K&N filter to your 13/60. Fascinating stuff, eh? In the meantime, I would like to wish you all (even the time-wasters) the very best for Christmas and the New Year and Happy Classic Motoring in 1997. ★



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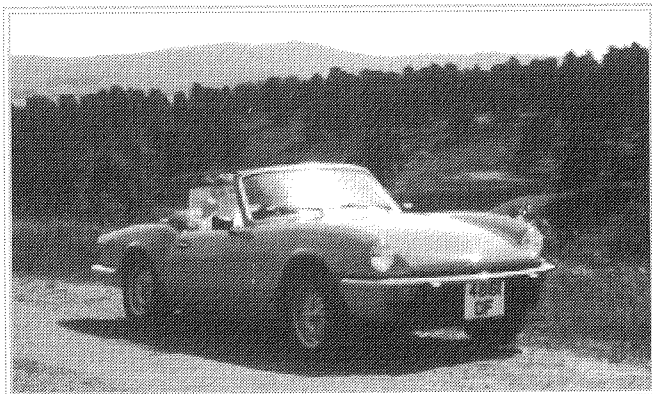
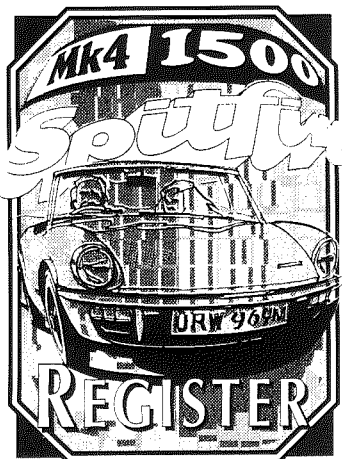
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This month's photo is sent in by Ann Ferguson of Auchterade, Perthshire and features her very nice Vermilion 1500 enjoying the open roads and beautiful countryside of Scotland.

ALL CHANGE!

After a week to recover from the shock of an MoT. OSW was subjected to the turmoil of a heart transplant! After 8000 miles of running an engine without oil pressure, I didn't think I should push my luck any further!

In addition the engine had developed a very bad oil leak from around the crank / timing cover seal, spraying alarming amounts of oil onto the O/S tyre and brakes.

I could have rebuilt the engine but I had a 1500cc engine stored away that I'd taken out of a V-reg Dolomite 1500 some 8 years ago with only 35,000 miles on the clock, and so opted to fit this, as the easiest / quickest solution. I also had an overdrive gearbox that I wanted to fit at the same time, and so engine / gearbox were to be removed as a complete unit. All the usual things were disconnected to save time, the clutch slave cylinder mounting bracket was unbolted from the bell housing and tied up out of the way under the dash such

that the hydraulics did not have to be disturbed. The radiator assy. inc. hoses and frame was also removed as a complete unit. The exhaust was disconnected at the exhaust manifold, don't forget to disconnect the gearbox exhaust bracket! Another good one to forget is the earth strap to the chassis!

With everything disconnected, and the bonnet stay undone at one end to allow the bonnet to open that little bit further, the engine / gearbox can be removed as a single unit – just. With the engine removed, the exhaust down-pipe was blocked off with a piece of rag to prevent nuts,

Fig.1
Out with the old. N.B. the front wheel had to be removed to allow the engine hoist to be manoeuvred.

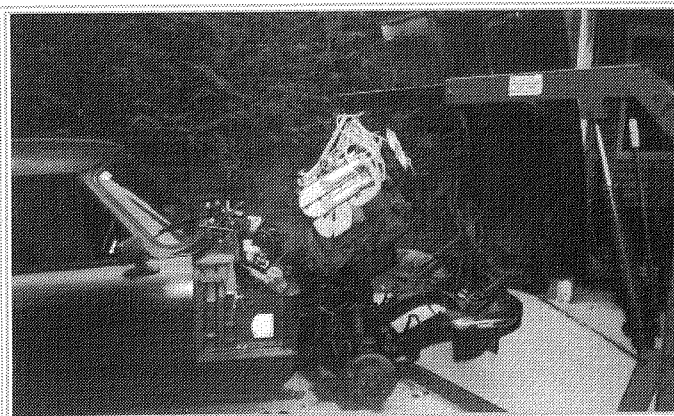
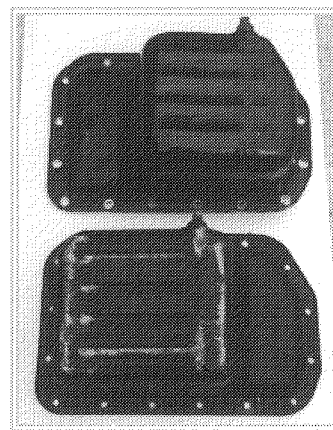


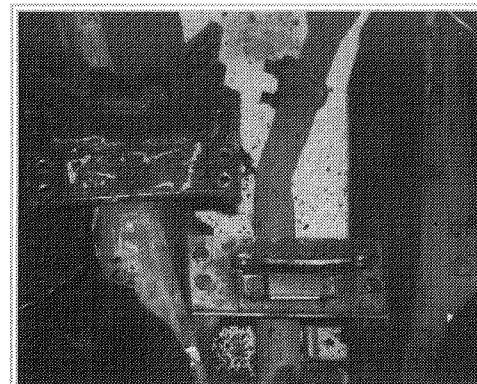
Fig.2
Differences between the Dolomite and Spitfire (top) sumps.



bolts etc accidentally being dropped down the pipe. The late Dolomite 1500 engine was to exactly the same specification as that of the Spitfire 1500 with the exception of the sumps (see fig. 2), which were easily swapped over. Even the front engine plates are the same, but use different engine mounts. New engine mounts were fitted, OSWs being past their best.

Whilst changing the sumps, (fig. 3), I was tempted to remove a bearing cap to check the bearings, but decided to leave well along. However, the rocker cover was removed to check the rockers, which turned out to be well "gummed up" and so I decided to fit the nearly new ones I'd fitted to OSWs original engine. Time was spent cleaning up

Fig.4
The O/D mounting bracket and mount bolted in place. N.B. the difference is the non O/D bracket and its location.

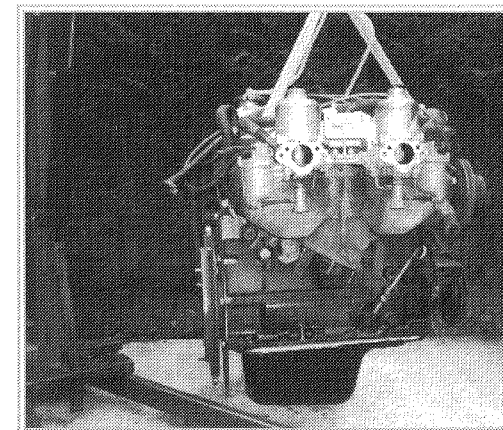


the exhaust / manifold / downpipe flange to avoid leaks later in this problem area. Finally the block / head was flushed out with a hose pipe.

A new clutch cover and plate that I'd obtained at SEM in anticipation of the engine change was easily fitted with the O/D gearbox the release bearing fulcrum was checked and lubricated. Checking OSWs old gearbox revealed that the fulcrum pivot pin had fallen out at some stage and consequently worn away the alloy fulcrum! Probably the reason for OSWs clutch feeling that it was on its way out! As a precaution on the O/D gearbox, a blob of filler was added to the bell-housing to prevent the pivot pin falling out!

Prior to fitting the engine / gearbox unit, the rear gear-box mounting bracket and mount had to be changed for O/D units. (Fig 4). The transmission tunnel did not

Fig.3
The "new" engine. N.B. the original cars heatshield and the original gallow and red oxide batch number on the block. How many original concours cars have this paint?

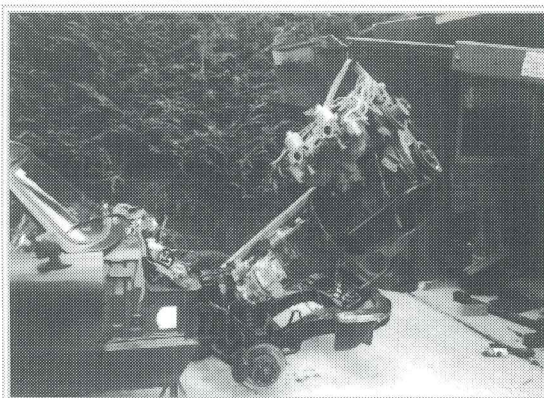


need to be cut back for the shorter propshaft as this was done as standard in all Spitfire 1500s.

With the engine slung at an acute angle, the engine and transmission were manoeuvred into position without too much trouble (fig. 5). All that remained was to re-connect everything. Don't forget to remove the rag from the exhaust downpipe!

The radiator was flushed out prior to fitting as was the heater before the heater hoses were connected. New items to be fitted included the shorter O/D propshaft, a longer speedo cable and the O/D wiring plugged into the reversing light wiring. (fig. 6).

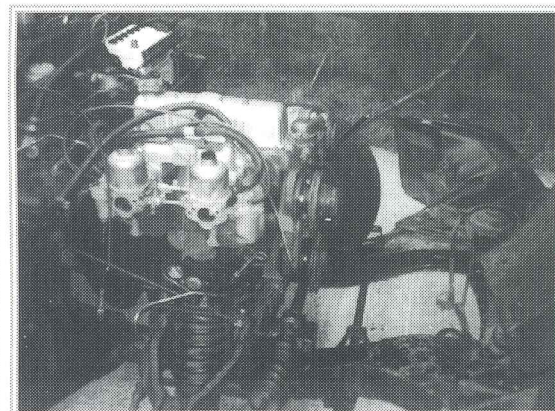
A week before deciding to fit the 'new' engine, the plugs were removed and a large cocktail of Redex and oil poured down the bores which had been idle for 8 years. Now, with the plugs still removed, it was time to turn the engine over with the starter motor to build up oil pressure prior to starting. After a couple of minutes of spinning the engine over, I still had no oil pressure. Oil in the sump, OK, try again. Still no oil pressure. I then noticed that although the starter motor was spinning around, the engine wasn't turning! It was then that I discovered / remembered that THERE IS ANOTHER DIFFERENCE between the late Dolomite 1500 and Spitfire 1500 engines! Although the two engines have the same clutch and flywheel the Dolomite is fitted with a finer toothed ring gear to accept a pre-engaged starter motor! Consequently, the standard Spitfire starter motor



Out on the road, the car was transformed, engine and gearbox noise being significantly reduced, especially with the use of the

overdrive. Oil pressure was a healthy 75 psi when hot and the temperature gauge never exceeding half way. The next couple of days were spent refining carb mixture until a steady 36-37mpg was achieved, a couple of mpg less than the old engine. This was probably due to the fact that I could now rev the engine without fear of a con rod coming and joining me inside the car, and that the O/D was allowing me to travel that much faster!

Anyway a satisfactory conclusion to 2 weekends of work, a new MoT, engine, clutch, gearbox and a radio! What could go wrong now . . . ??? ★



Isn't there a lot of room without the radiator fitted! I'd fitted wasn't meshing with the Dolomite flywheel ring gear or turning the engine. Very fortunately I had a pre-engaged starter motor and fitted that (fig. 7) because I really didn't fancy removing the gearbox again, just to change the flywheel.

With that little problem sorted, oil pressure was established immediately and the engine started not long after. A quick road test proved everything to be working satisfactorily, including the overdrive, and with the engine warm, the old oil was change for some nice new GTX. I could now treat myself to fitting an arm rest, knee pads, parcel shelves, centre console and radio! something I'd been putting off in anticipation of the engine, gearbox clutch change.

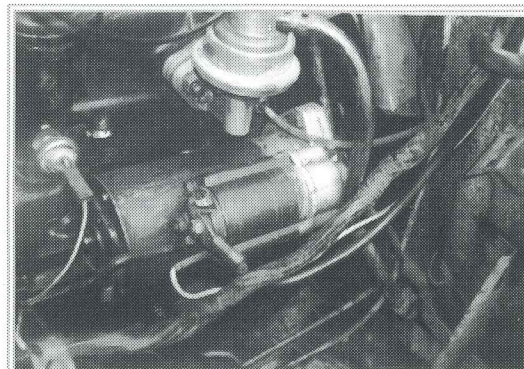


Fig. 6
In with the new, engine and O/D gearbox. N.B. the piece of wood holding the bonnet open that little bit more with bonnet stay removed.

Fig. 7
The pre-engaged starter motor fitted. Note the thick spacer needed on late fuel pumps and also the oil pressure gauge pipe at the rear of the oil gallery.

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ROTOFLEX SUSPENSION

214623 Inner Driveshaft	£88.12
152273 Rotoflex Coupling with Bolts origl Unipart	£42.24
149051 Rear Hub	£58.69
212867 Inner Flange	£25.26
214514 Outer Flange	£58.69
Rear Bearing Kit	£14.04
149769 or 149770 Wishbone	£24.95
308437 or 308436 Rear Vertical Link	£41.12
148795 or 148796 Bolt / Bracket	£11.69
Complete Bush Kit	£23.44
68939A Spring Eye Bush	£3.23

MECHANICAL & BRAKES

Front brake pads (type 12 caliper)	£6.99
Engine Mountings (4 cylinder)	£4.70
Engine Mountings (6 cylinder)	£6.46
Oil Filter (Spit/Herald hi spec Wipac)	£3.52
Oil Filter (6 Cyl (Except GT6) hi spec Champion)	£2.35
Oil filter (GT6)	£6.99
Fully reconditioned Engine (high spec any He or Spit)	£468.82
Gearbox (fully reconditioned, exchange)	£164.50
Differential (full recon, exchange)	£176.25
Front Brake Pads (other models) from	£8.16
Brake Discs (Her/Spit)	£15.21
Brake Discs (Vlt/GT6)	£17.03
Brake Shoes (Vlt/GT6)	£7.95
Brake Shoes (Spit/Her)	£11.69
Brake Drums (all models) from	£25.85
Copper Brake Pipe Kits from	£23.44
Rear Wheel Cylinder (Her/Spit)	£7.50
Rear Wheel Cylinder (1500/GT6)	£7.50
Silicon Brake Fluid (1 litre)	£19.91
Decoke Sets from	£14.04
Bottom End Sets (all) at	£9.34
Fuel Pumps from	£17.56

BRAKES

Fully Restored Calipers (as new (exchange) Her/Spit)	£53.95
Fully Restored Calipers (as new (exchange) Vlt/GT6)	£54.56
Caliper Seal Kit Type 12 (early spit/Her)	£11.74
Caliper Seal Kit Type 14 (late spit/Her)	£17.25
Caliper Seal Kit Type 16 P/PB (Vlt/GT6, state chassis no)	£10.51
Caliper Pistons from	£10.51
Front Brake Pads (type 12 caliper)	£6.99
Brake Hoses (state model and position)	£8.10
Front Brake Pads (other models) from	£8.16
Brake Discs Herald/Spit	£15.21
Brake Discs Vitesse/GT6	£17.03
Brake Shoes Spit/Herald	£11.69
Brake Shoes Vlt/GT6	£7.95
Brake Drums (all models) from	£25.85
Copper Brake Pipe Kits from	£23.44
Rear Wheel Cylinder (Herald/Spit)	£7.50
Rear Wheel Cylinder (1500/GT6)	£7.50
Silicon Brake Fluid (1 litre)	£19.91

BODY PANELS

We ONLY sell the best body panels currently available. Before you buy inferior panels elsewhere please call us for an honest opinion of what does and does not fit! Remember we fit our own panels in our workshop!

Spit MkIV/1500 Rear wing (excellent quality)	£82.19
Spit/GT6 Outer Sill	£21.09
Spit/GT6 Quarter Valance (fibreglass)	£23.44
Spit/GT6 Quarter Valance Teel	£46.94
Spit/GT6 Floor Pan	£50.46
Spit/GT6 Door Skin (high quality)	£25.79
Spit/GT6 Front Wing (high quality)	£28.14
Spit/GT6 Front Wing (original)	£39.95
Spit/GT6 Boot Floor steel	£58.69
Spit/1/2/3 Bootlid steel	£135.12
Spit Mk IV/1500 Bootlid steel	£152.69
Rear Valance (MkIV / 1500)	£35.19
Rear Valance (Spit I, II, III)	£43.41
Front Outtrigger (Spit/GT6)	£18.74
Front Chassis Crossmember (Spit/GT6)	£25.79
Chassis Outtriggers (Her/Vlt) (Heavy Duty) all	£16.39
Front Chassis Cross Tube with overdrive brackets (heavy duty Her/Vlt)	£64.62
Front Cross Tube Repair ends (Her/Vlt)	£17.03
Her/Vlt Front Valance (F/Glass high quality)	£28.20
Her 13/60 LH Front Wing	£67.56
Herald 13/60 RH Front Wing	£67.56
Herald/Vitesse Sills	£15.21
Herald/Vitesse Front Wheel/arch Lip Repair	£14.04
Herald/Vitesse Doorskins (original pressing)	£44.59
Herald/Vitesse Rear Quarter Valance (f/glass)	£213.51
Herald/Vitesse Rear Centre Valance (f/glass)	£22.26
Herald/Vitesse Centre Valance Original Pressing	£42.24
Herald/Vitesse Rear Quarter Valance (steel)	£18.74
Herald/Vitesse Rear Arch Lip Repair	£15.21

RADIATORS AND COOLING

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
Kenlowe Fan Kit (for the power hungry)	£88.12

RUBBER SEALS/BUMPER COVERS

Windscreen Seal (Spit 1/2/3 GT6 1/2)	£15.21
Bright Trim Finisher (for Spit I/II/III/GT6 I/II Her/Vlt)	£5.95
Windscreen Seal (Spit IV/1500)	£14.98
Pair of Bright Trims for (Spit IV/1500 seal)	£39.89
Windscreen Seal (Herald/Vitesse)	£18.80
Rear Screen Seal (Herald/Vitesse)	£25.85
Door Seal Furllex (per side) from	£12.69
Outer Door Glass Seal (all cars)	£5.81
Inner Door Glass Strip	£4.11
Boot Seals from only	£13.47
T Pedal Rubbers	£2.34
Herald Rubber Bumper Set (6 parts)	£99.87

EXHAUST SYSTEMS (STAINLESS STEEL)

Spitfire MkII (without front pipe)	£99.87
Spitfire MkIII (full system)	£105.69
Spitfire MkIV (complete system)	£111.56
Spitfire 1500 (complete system)	£117.44
Extractor Manifold (1500)	£124.95
Twin Pipe System (for above manifold)	£129.95
Twin Pipe System (inc adpt for std manifold)	£135.00
GT6 Mk3 (complete stainless system)	£136.24

HOODS AND TONNEAUS

Standard PVC Hoods, all at	£88.06
Vynide Hoods, all at	£99.81
Tonneau Covers	£57.51
Double Duck Hoods	£140.94
Mohair Hoods	£223.19

STARTER MOTOR / ALTERNATOR / DYNAMO

Starter Motor Exchange	£26.96
Starter Solenoid	£8.81
Dynamo Exchange	£23.44
Alternator Exchange	£23.44
Voltage Regulator (2 Bobbin)	£23.44
Voltage Regulator (3 Bobbin)	£33.95

CLUTCH KITS

Special Offer Herald/Spitfire II/IV 3 part Clutch Kits (new not recon)	£53.99
1500 Clutch Kit new (Brog & Beck)	£82.00

HIGH SPECIFICATION ROLL-OVER BARS HIGH SPEC. ROLL-OVER BARS FOR SPITFIRES, HERALD AND VITESSE. ALL ONE PRICE...£49.95 OR PADDED ALL ONE PRICE...£99.95 ALL COME COMPLETE IN BLACK PRIMER WITH ALL FITTINGS.

RUST FREE BODY PANELS FROM CALIFORNIA, LARGE SELECTION PLEASE ENQUIRE. (2nd Hand)

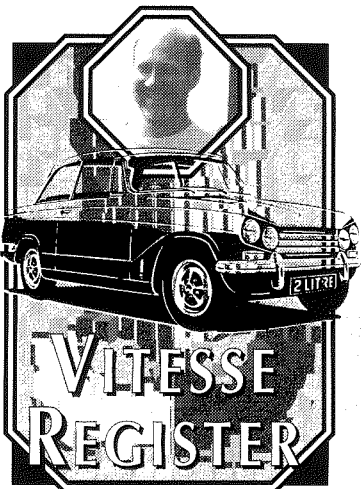
SPECIAL OFFER
SPITIRE MKIV & 1500
MILD STEEL REAR EXHAUST BOX
£55.00

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IT'S FREE JUST PHONE OR FAX.

Full workshop facilities at only £18.50 an hour (+VAT)

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H!!... Well! what can I say? ... here we go again in the land of mince pies and sherry ... hang on I'll just put another log on the fire ... OH! ... these long cosy winter nights ... but don't forget your vitesse in that cold, don't neglect her ... or you will have the 'Vitesse Support Agency' knocking on your door ...

I have a confession here ... as you know I do use my Vitesse daily ... and my how the miles go by ... (without one really realising!) (as do the years) ... so anyway ... strange noises from the gearbox? ... luckily at the same time that the speedo cable broke ... carpet out, tunnel out ... speedo cable fitted ... gearbox oil checked!!!! Oh dear!!!! I do I

admit this or not? Not a lot of oil in her ... a lesson to be learnt ... check regularly!!!! I have now thought that perhaps it would be rather a good idea to design and construct a small door/hinged opening in the gearbox tunnel, so that it would only be a matter of removing the tunnel carpet, to check and top up the gearbox oil ... something to think about on these winter evenings.

Before we continue with our featured Vitesse ... a quick tip if your Vitesse develops any leaks, quite a good way to locate their entry points is to dust the area with talcum powder, you should be able to see any damp/wet patches as they appear ... (well that's the theory!!) ...

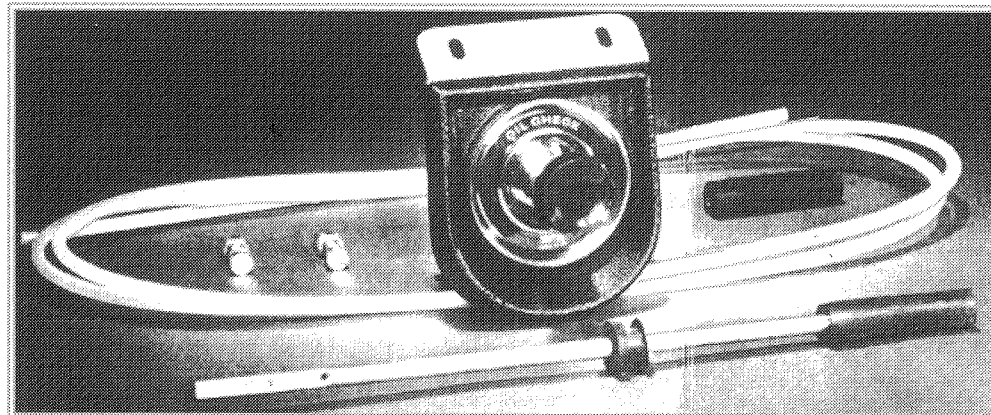
The featured Vitesse this month was previously featured in the July 1996 Register! What twice in one year you ask? Those are the benefits of actually writing to me with information on your Vitesse! (my files are rather depleted at present!), so thanks to Simon Cooper



(Cambridge) for sending in an update on TAR 388D ... Simon has now completed TARs re-fit ... several areas sorted ... an over-heating problem cured with a new radiator and Kenlowe fan, brakes improved with Goodridge Hoses, suspension completely rebuilt ... new bushes, lowered and stiffened springs (rear de-cambered) Spax shocks, Simon comments here that these improvements make her handle as a thoroughbred should, inspiring confidence in the tightest corner! He goes on to say that 'Overall I'm completely impressed with her, with the sunroof open on a hot day, who needs a convertible?' ... he is saving up for an overdrive box (going to write to Santa!) ... and that should make her the ultimate driving machine ... Simon signs his letter ... "Dedicated Vitesse Driver" ... yes I know Simon!!!! I'm one too ...

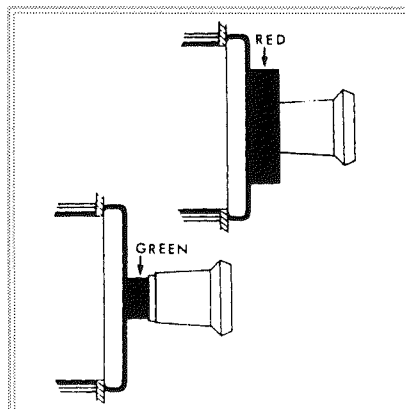
Another supplementary instrument fitment ... this is what I would call a real period extra ... slightly unusual ... a little quirky ... but goes in conjunction with last month's oil pressure gauge. This is the 'Smiths' oil check' ... it's simply a device that when

"carpet out, tunnel out ... speedo cable fitted ... gearbox oil checked!!!! Oh dear!!! do I admit this or not? Not a lot of oil in her ... a lesson to be learnt ... check regularly!!!!"



fitted replaces the archaic dipstick, working as a 'remote' dipstick ... how does it work? A small bore tube is installed in the sump in place of the dipstick, an adjustable collar is set on the tube in order that it drops into the sump to correspond with the minimum mark level on the dipstick (dipsticks have full and low marks, the distance between representing one quart of oil), a flexible

nylon tube runs from this dip-tube to the oil level indicator on the dash panel which is in effect a small suction pump ... pull out the knob on the panel and the pump will try to



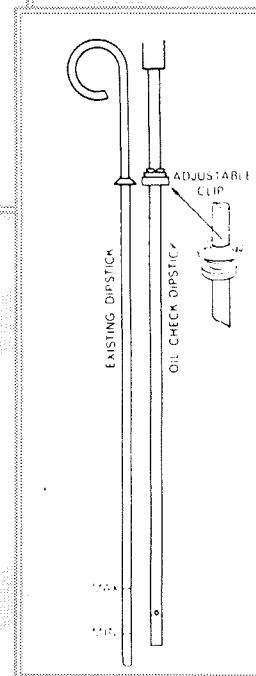
suck air up the nylon tube, one of two things will then happen, if topping up is not necessary the sump oil level will be above the hole in the dip tube, so when you pull out the knob the suction pump will draw oil instead of air ... so a float mechanism will be lifted by the oil sealing off the entrance to the tube, causing a partial vacuum behind the indicator thus holding back the red annular ring against a light spring pressure to reveal the green shank of the knob ... meaning all is well! ... if instead the oil level is low, air will be sucked into the tube, creating less pressure thus allowing the red outer ring to come forward, indicating that oil is required! ... these are ideal for

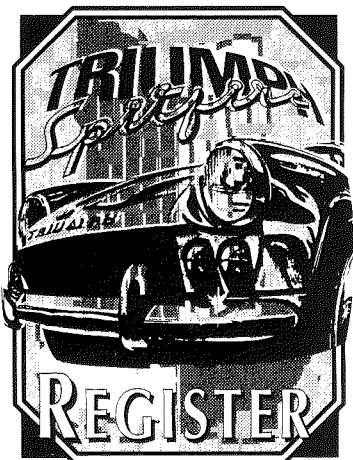
checking the oil on a daily basis (as one always should!) without the bother of opening the bonnet etc ... (especially if you don't have a garage and it's in the middle of the monsoon season!!) ... so there you are ... and yes they are still obtainable out there ... only last year at Yeovil a friend (Hi! Lewis) located one for what I believe was a give away price and it was still boxed complete! So if you are desperate for one, and you search long enough then I'm sure your efforts will be rewarded ... (alternatively you could ask Santa!!) ...

I must confess reading John Fairey's article in November's Courier (pages 74, 75, 77), I also love the smell of EP80 gear oil ... (along with a freshly gunked hot engine, new mown grass, rain on dust, fresh tar ... the list could go on ... but now I'm rambling!!)

Have a great Christmas ... do enjoy yourselves ... and your Vitesse ... ! ... no P.S. this month as I will remind you to take time to fill out your IVRs now!! please. Do send one in for 'YOUR' Vitesse ...

Thanks ... take care ... cheers ... ★





Triumph Spitfire Mk. I & II RECOMMENDED ENGINE CONVERSIONS

Over the last few months we have seen two very strange written articles for Triumphs from the 1970's. Now let's try and make sense of these. The list below is taken from SAH catalogue of 1979.

Please let me know your comments on any tuning parts that you have tried. Good bad or ugly, I am still looking from Matador Red trim for an early Spitfire can you help?

STAGE I. 10-12 BHP nett (SAE) increase.

Suggested as the First Stage of Conversion to obtain increased torque and improved acceleration throughout the RPM range. The conversion that gives no vices under any conditions. Highly recommended for the family road car.

Comprising:-

Twin 150 CD Stromberg Combined inlet/exhaust manifold Kit	950
SAH Dual Silencer Kit	953
Manifold Gasket	
Complete conversion fitted at our Works inclusive of labour	1316
Complete kit for installation by yourself or local garage	1316F

STAGE II. 20 BHP nett (SAE) increase.

This engine conversion offering upto approximately 20 BHP nett increase (at actual road wheels) mainly in the 2500-6500 RPM range, so being ideally suited to modern driving requirements where middle range torque is advantageous for quickly overtaking in greater safety and also gives a higher cruising and top speed, yet at the same time retaining a high degree of city driving flexibility.

Comprising:-

SAH modified cylinder head	Exchange	373
SAH 26 high lift road camshaft.....	Exchange	367
Competition valve springs. Set of 8		368
Twin 150 CD Stromberg combined inlet/exhaust manifold kit.		950
SAH dual silencer system		953
Lucas sports coil		020
Set of rocker shims (4 required)	Each	301
Set of special spark plugs Type B7HS. NGK	Each	204
Set of necessary gaskets		
Complete conversion fitted at our Works, inclusive of labour		487
Complete kit for installation by yourself or local garage		487F

STAGE III. 25 BHP nett (SAE) increase.

This particular form of tune is a refinement on the above Stage 2. Offering a further increase in power output by virtue of the Weber carburettor being used instead of the twin Stromberg but by retaining the SAH 26 camshaft (as compared with the SAH 46 in the Stage IV) a higher degree of torque is retained for lower RPM performance.

Comprising:-

SAH modified cylinder head	Exchange	373
SAH 26 high lift 'road' camshaft.....	Exchange	367
Set of competition valve springs		368
Rocker pedestal shims.....	Each	301
SAH Weber inlet manifold.....		395
40 DCOE weber carburettor		017
SAH exhaust manifold		389
SAH dual silencer kit		953
Set of SAH Weber throttle linkage kit		926
Lucas sports coil		020
Set special spark plugs type B7HS. NGK	Each	204
Set of Weber jets and chokes		
Set of necessary gaskets		
Complete conversion fitted at our works, inclusive of labour		1368
.....		1368F

STAGE IV. 40-35 BHP nett (SAE) increase.

With this form of conversion, upto 40 BHP nett increase (at actual road wheels), particularly in the 3250-6500 RPM range. This conversion is for the enthusiast who requires a 'Q' car with excellent performance in the middle and upper RPM range, but who is prepared to sacrifice a little torque below 2000 RPM, yet we would re-assure that this conversion still permits the car to be perfectly suited for town traffic conditions.

Comprising:-

SAH Stage II modified cylinder head	Exchange	374
SAH 46 high lift road camshaft		375
Competition valve springs. (Set of 8))		908
Set of Rocker shims. (4 required)	Each	301
SAH Weber inlet manifold.....		395
40 DCOE Weber carburettor		017
SAH exhaust manifold		389
Special distributor		383
Set of SAH Throttle linkage kit for Weber		926
Set of special spark plugs type B77HC. NGK.	Each	206
Set of Weber jets and chokes		
Set of necessary gaskets		
Lucas Sports coil		020
Complete conversion fitted at our Works, inclusive of labour		488
Complete kit for installation by yourself or local garage		488F

Note: The above quoted complete kit and labour costs is inclusive of carrying out free-of-charge, a final re-adjusting and tuning of the engine, after the first 800 miles, if returned to SAH.

All the BHP (brake horse power) figures quoted above are the improvements we have attained on our Dynamometer.

Please enquire further for full details of complete rally and competition preparation. (YOU CAN'T!)

It is a firm policy of SAH Accessories Limited that no road performance figure is quoted for any conversion unless a leading Motor Magazine has officially road tested one of our cars for an independent opinion and report, as there are many varying factors that can affect a road performance test. We consider in our opinion that Dynamometer BHP increase figures will give a more definite guide to the average driver to assess the actual performance most suitable for his particular requirements. Where such performance figures are listed, then these are as achieved under such Motor Magazine Road Tests.

All SAH Triumphtune parts, accessories and conversions are governed by our normal Warranty Terms, as contained in all our Catalogues. (THIS COMPANY IS DEFUNCT DO NOT CALL HQ FOR DETAILS) ★

N.B. THE ABOVE COPY IS FROM 1979

ENGINE CONVERSION KITS - 1300/1500 CC

For all models up to 1500 cc, SAH list below and overleaf a range of four complete engine conversions. These are the best complete forms of modification for this range, bearing in mind the power output obtained to outlay spent.

If required, the Stage II and III can be built up in stages - here we recommend the following as being the best procedure. Obviously this is only intended as a guide and can be changed around to suit your own particular circumstances. If in doubt, please contact SAH where we will be only too pleased to assist wherever possible. (SORRY, THIS IS NO LONGER POSSIBLE AS THE COMPANY NO LONGER TRADES)

Recommended procedure for the fitting of Stage II and III components:

	1147cc		1300/1500cc	
	Stage II	Stage III	Stage II	Stage III
Exhaust Silencer System	2	2	1	1
Exhaust Manifold	1	1	1	1
Twin Stromberg Kit	2		1	
SAH Modified Cylinder Head	3	2	3	3
SAH 262 Camshaft	4	4	4	4
SAH Valve Springs	3	2	3	3
SAH Weber 40 DCOE Carburettor Kit		3		1
plus ancillaries listed overpage				

STAGE I. Up to 20 BHP Increase at Rear Wheels.

This is for the average owner requiring a little more 'pep' without loss of economy if driven at some speeds. Especially suitable for increased mid-range torque and general improvement throughout the rev range. Highly recommended for the motorway or town driver as the improved performance enables higher cruising speeds to be attained whilst still giving good economy figures.

STAGE II. Up to 30 BHP Increase at Rear Wheels.

This conversion is an extension of the Stage I by improving the breathing still further with the use of the SAH gas-flowed cylinder head and 262 camshaft. Designed for fast road use whilst still retaining ample torque and low speed tractability for a general town car. A road test of the Toledo 1300 fitted with this conversion produced the following figures: 0-70 mph in 13.1 sec (17.3), 0-80 mph in 32.2 sec, and 26 mpg when driven fast. This can be improved for touring.

STAGE III. Up to 35 BHP Increase at Rear Wheels.

By the fitment of the twin 40 DCOE Weber carburettors the general increase of 5-7 BHP is obtained especially at the top end. This is recommended for the weekend competition enthusiast requiring a general town car also for weekdays. This still retains a good low speed flexibility but really comes into it's own above 3000 rpm. These carburettors can be jetted to suit town or competition motoring - general economy of 25+ mpg is easily obtained and can be improved if required.

STAGE IV. Up to 45 BHP Increase at Rear Wheels.

An extremely fast road/competition conversion which is designed for performance rather than economy, although still usable as a general road car if required. On the 1300 FWD model a saving of 15+ seconds on the 0-70 mph time and a maximum speed of 105+ mph which is 6500 rpm. These speeds will depend on model fitted and type of axle ratio used, etc.

Part numbers and components are used overleaf.

N.B. THE ABOVE COPY IS FROM 1979. SAH NO LONGER TRADES. PLEASE DO NOT CALL HQ FOR MORE DETAILS, THERE ISN'T ANY.

CONTENTS OF SAH ENGINE CONVERSIONS

	1200cc		1300cc				1500cc			
	Herald	Spitfire I&II	1300 SC/TC	Spitfire III/IV	Toledo Dolomite	13/60	1500 FWD	1500TC Dolomite HL	Toledo	Spitfire 1500
STAGE I.										
BHP Increase	15-20	15-20	20	10-15	18-20	18-20	20-24	10-15	20-24	10-15
Silencer system	863	930	365	930	1321	863	1322	1548	1321	1357
Exhaust manifold			1323	193	1320	913	1323	1320	1320	193
Carburettor kit			562A*	562B*	1333A	562E	1333		1333A	
Combined carb kit	950	950								
Gasket	GEG 615	GEG 615	GEG 648	GEG 648	GEG 648	GEG 648	GEG 648	GEG 648	GEG 648	GEG 648
CONVERSION FITTED	1316	1515	1416	1517	1413	1521	1410	1626	1654	1721
KIT ONLY	1316K	1515K	1416K	1517K	1413K	1521K	1410K	1626K	1654K	1721K

STAGE II.

BHP Increase	25-30	25-30	28-30	25-30	25-30	25-30	35-39	see 1-04	35-39	28-32
Silencer system	863	930	365	930*	1321	863	1322	1548	1321	1357
Exhaust manifold			1323	913	1320	913	1323	1321	1320	913
Carburettor kit			562A*	562B*	1333A	562E	1333		1333A	
Combined carb kit	950	950								
SAH Head Exch	451	373	769	769	769	769	1312	1495	1495	1495
SAH 262 camshaft Ex	367	367	561*	367*	561	561	561		561	561
SAH Valve springs x 8	368	368	368	368	368	368	368		368	
Plugs x 4	B7HS	B7HS	B7ES	B7ES	B7ES	B7ES	B7ES	B7ES	B7ES	B7ES
Coil	020	020	020	020	020	020	020	020	020	
Distributor							1376			
Special needles							1374			
Rocker shims x 4	301	301	301	301	301	301	301	301	301	301
CONVERSION FITTED	448	487	1519	944	1414	1522	1411	1627	1655	
KIT ONLY	448K	487K	1519K	944K	1414K	1522K	1411K	1627K	1655K	

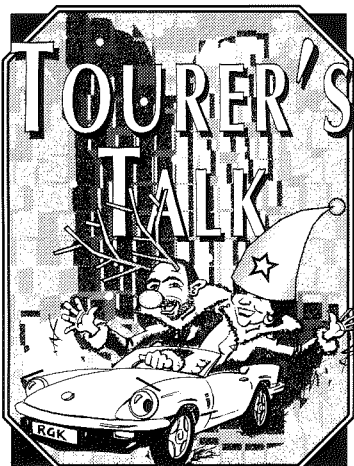
STAGE III.

BHP Increase	30-35	30-35	30-35	28-33	32-36	32-36	38-44	38-44	38-44	38-44
Silencer System	863	930	365	930*	1321	863	1322	1548	1321	1357
Exhaust Manifold	389	389	1323	913	1320	913	1323	1321	1320	913
SAH Head Exch	451	371	770*	770	770	515	1312	1495	1495	1495
SAH 262 camshaft Ex	367	367	561*	367*	561	561	561	561	561	561
SAH Valve springs x 8	368	368	368	368	368	368	368	368	368	368
Weber 40 DCOE	017	017	017x2	017x2	017x2	017x2	017x2	017x2	017x2	017x2
Inlet Manifold	395	395	1334	1334	1334	1334	1334	1334	1334	1334
Linkage kit	926A	926	1318*	981*	1335	971	1335	1335	1335	1314
Plugs x 4	B7HS	B7HS	B7EC	B7EC	B7EC	B7EC	B7EC	B7EC	B7EC	B7EC
Coil	020	020	020	020	020	020	020	020	020	020
Jets and chokes	A/R	A/R	A/R	A/R	A/R	A/R	A/R	A/R	A/R	A/R
Distributor					1371		1374			
CONVERSION FITTED	1368	1516	1369	1518	1528	1523	1400	1719	1655	
KIT ONLY	1368K	1516K	1369K	1518K	1528K	1523K	1400K	1719K	1655K	

STAGE IV.

BHP Increase	40-45	40-45	38-44	34-40	38-44	44+	44+	44+	44+	44+
Contents as Stage III but using the following alternatives:										
SAH 370 camshaft	375	375	788*	375*	788	788	788	788	788	788
SAH Valve springs x8	1111	1111	1111	1111	1111	1111	1111	1111	1111	1111
Plugs	B7HC	B7HC	B7EC	B7EC	B7EC	B7EC	B7EC	B7EC	B7EC	B7EC
CONVERSION FITTED	1465	488	1520	946	1495	1524	1412	1720	1656	
KIT ONLY	1465K	488K	1520K	946K	1415K	1524K	1412K	1720K	1656K	

N.B. THE ABOVE COPY IS FROM 1979. SAH NO LONGER TRADES. TRY RINGING THE TUNING COMPANIES IN YOUR HANDBOOK.



A Christmas Tourer's Talk

Pon my soul,
'tis nearly
Christmas.
Felicitous greetings,
compliments of the
gorging season and
fat tums to you all!

As usual Carol and I are waving to you from the top of the page, but this month of course she's a Christmas Carol. (ohhh dear. Ed) Christmas is a time for jolly japes and fun of all kinds, and making lists. Santa himself, as we all know, is making a list, checking it twice and he's going to find out who's naughty or nice.

Neville Carr of the Avon area is somebody else who makes lists. If you paid attention to the s September article "Travelling Light", you will recall that the alternative was to invest in a shoe horn and pot of Vaseline. Nev obviously subscribes to the Vaseline method, having listed an unimaginably huge amount of items that can be forced into a Herald.

I think the moral of the story is, the next time you nearest and



dearest says, "I'm not going touring in the Club car, it's far too small to fit everything I need into it." You show them this article. Either that or Nev just likes making lists.

Dear Rick,

Here is a list of items taken to the Isle Of Wight weekend and more recently Dawlish (a 16 acre campsite where our tent looked like a kiddies playtent compared to all of the caravans & trailer tents and awnings).

Seeing as though I'm 6'6" it is a miracle all these things fitted into our 13/60 convertible, having Amanda (expert packing wife) plus two small children helping (by staying out of the way) we managed it. We could have fitted even more in had we not taken trolley jacks, oil, water, brake fluid, spare wheel, HT leads & good tool kit but it

Neville's wife Amanda with daughters Nicole and Briony. The picnic table in front wasn't carried flat pack in the Herald. It was already on the campsite. I'm sure that's right 'cos it's not on the list.

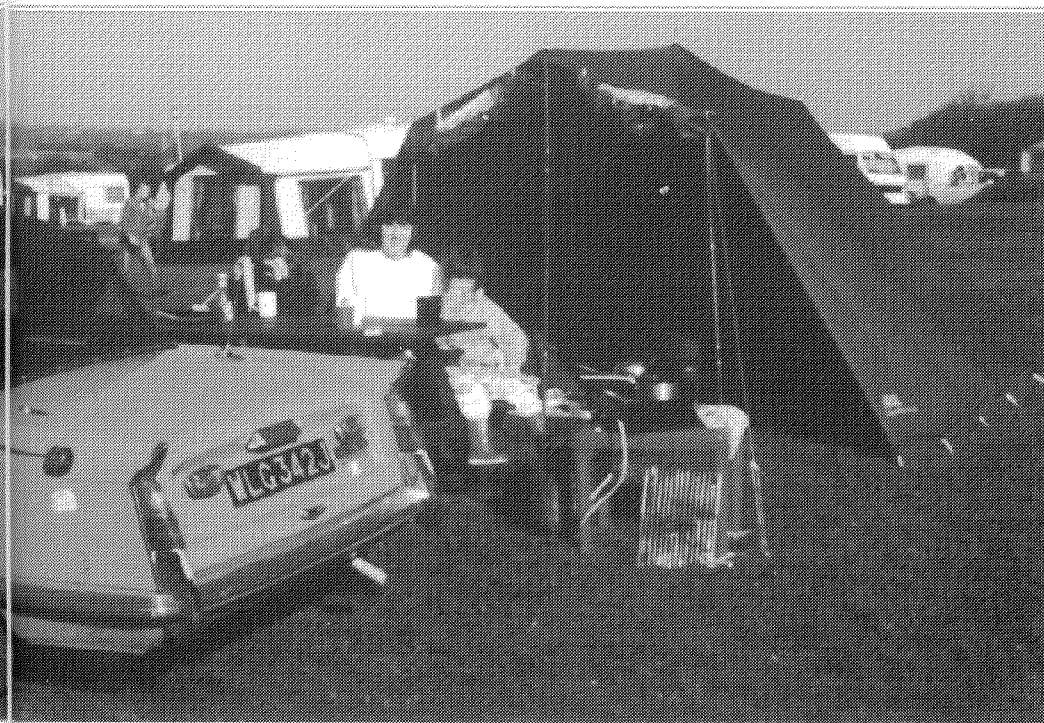
is daft to go anywhere without these.

We are now looking for a Trailer Tent, not sure what type, probably a Combi Camp with kitchen & awning but we'll wait 'till winter when prices

I was able to help Nev with his daughter's request for a photo, but I'm afraid I'm not the right man to write to wishing for towbars to be dropped down chimneys, so I've forwarded that part of the letter to Mr. Claus at the North Pole. Now without further delay: The list . . .

Myself & two changes of clothes.
Two children
Two children's car seats

Wife & four changes of clothes
& six changes of clothes each.
Four wooly boots (pairs? Rick)



should be cheaper (mine's for sale, Rick) and hopefully, Father Christmas will have dropped a towbar down the chimney. We aren't rushing it because at the moment we are happy filling the Herald up, even with the roof up to give us loads more space.

Finally, I don't expect you to get many requests like this but could Nicole & Briony have a photo of you and Carol (or as they put it, that man and that nice lady) strange things, children.

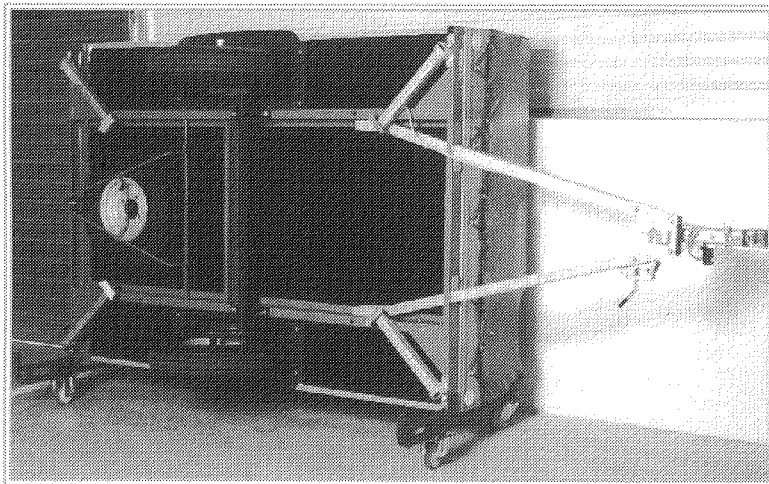
Happy Camping, Nev.

One 6 birth Chalet tent
Two ring cooker & grill
Cutlery
First aid kit
Kettle
Toiletries
Three sleeping bags
One double inflateable mattress
Folding table
Tins and vac packed food
Potty & two cuddly toys (honestly)
Anoraks, jackets & Postman's wet weather gear.

One ground sheet
10kg gas bottle
Four plates, bowls, mugs
Saucepan set
Torch
Four towels & swimming gear
One camp bed
One pump
Two cushions & two pillows
Large hammer
Tonneau cover

Christmas Quickie.

Several people with trailer tents have asked me about storing them on their sides. Some trailer tents are designed to be stored this way, others are not, presumably those asking have the latter. The answer (pictured) is a storage bracket with wheels. Very useful if you have



These storage brackets with wheels, retail at around £100.

limited storage space, but not cheap at around £100, so if anyone out there has made one out of a shopping trolley, obtained legitimately, send me the plans for future publication.

Christmas Cracker

Strangest request of the year has to be the chap who telephoned me to say that he had a 3500 Rover V8 engined automatic GT6 Mk II, that he wanted shot of. Puzzled as to why he had contacted me I asked how much he wanted for the car. "Oh, I don't want any money, I want to swap it for a five berth caravan" says he. I did punt his details around a couple of caravan dealers, but I don't know the result I'm afraid.

And finally, when I was a boy it was tradition in my family to gather around the fire on Christmas Eve, roast chestnuts and then each take a turn at telling a seasonal short story. It was a ritual that I always enjoyed and I would use characters that everyone knew for my story. I'd love to invite you all round to my house for Christmas eve drinks and story telling, but regrettably I think the lounge would be too small, so I'll do the story now.

A Tourers Talk Christmas Tale.

'Twas the night before Christmas and all at Lubenham were busy with preparations for what was to be the best Christmas ever. T.S.S.C. supremo Peter Williams and Uncle Bill Sunderland had decreed that all register secretaries, Club officers and council members were to present themselves at Club H.Q. on Christmas morn for a most excellent feast followed by an evening ball.

All guests were instructed to bring along offerings of food and drink for the festivities and everyone was happy to attend, bar one. Poor Mike Crewes who had to work the holiday, upholding law and order. Everyone say Ahhhhhhhhhh! (just like the pantomime).

Many guests lived near enough to be able to travel to the ball on Christmas morning, but those

who lived many miles away planned to travel on Christmas eve then stay the night at nearby Inns and hostelrys.

Amongst these was Mac Reynolds who would have to journey from the distant county of Cornwall. Alas when Mac phoned to reserve accommodation he found that there was no room at the Inn.

Seeking an alternative, Mac remembered the tourers Talk article which he had read the previous October. The answer to this problem was obvious, he would tow a caravan to the ball with his Vitesse and stay overnight in the Club car park. With the aid of a friend, yes, that one, he swiftly fitted a tow bar to the car. Next, he borrowed a caravan and finally he secured a large Cornish pasty, a flagon of Cornish mead and set off just as the first snow started to fall.

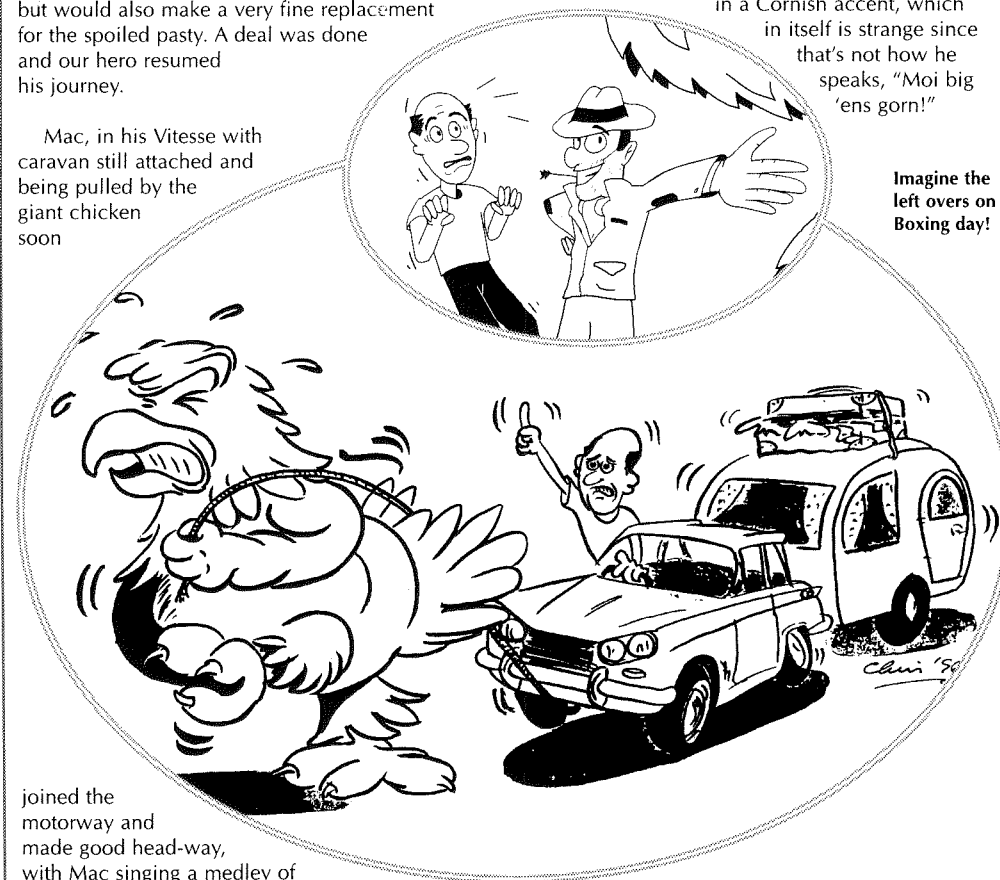
All went well for a couple of hours until with a cough and a splutter the Vitesse juddered to a halt, the pasty falling from its place on the rear parcel shelf and splitting on the floor. Unable to effect a roadside

repair, Mac walked to a nearby farm to summon assistance.

There being no telephone at the farm, Mac asked the farmer if he had a tractor or other vehicle with which he could tow the Vitesse and caravan to a garage. "No" said the farmer, "but you can harness up one of my chickens if you like". With this he presented a nine foot tall 450 pound chicken.

Attached by a stout rope the Chicken pulled car and caravan easily, realising that the chicken would not only be capable of pulling the car and caravan combination all the way to Lubenham but would also make a very fine replacement for the spoiled pasty. A deal was done and our hero resumed his journey.

Mac, in his Vitesse with caravan still attached and being pulled by the giant chicken soon



joined the motorway and made good head-way, with Mac singing a medley of past and present Christmas hits, to the chicken.

Unfortunately whilst passing through the Metropolitan Police district Mac launched into an enthusiastic rendering of "Christmas is coming, the goose is getting fat".

The chicken, taking fright, snapped the rope with one shrug of its mighty shoulders and despite assurances of its future well being, as Mac had grown quite fond of the Chicken by now, it disappeared swiftly into the distance.

Powerless once again, the Vitesse came to a halt on the hard shoulder with the caravan still behind it. A short time later flashing blue lights pull up behind the caravan and none other than Police Constable Crewes approaches the Vitesse. "Merry Christmas Mac. What's up then?" says Mike, Mac Reynolds replies, in a Cornish accent, which in itself is strange since that's not how he speaks, "Moi big 'ens gorn!"

Imagine the left overs on Boxing day!

My special thanks to Tommy the Triumph for the illustration and Merry Christmas and a Happy New Year to all.

Please send all articles & letters with photos if possible to:

Rick Roberts, 55 Shelburne Road, Cressex, High Wycombe, Bucks HP12 3NQ. ★



Snetterton

28TH SEPTEMBER 1996

Practice.

Snetterton was the last meeting of the year, and with the Championship already decided, it might have been a very tame event. In fact the second and third places were all to play for and Steve Crane, Dave Beardsley and Jon Wolfe were there to play for them, with Paul Lucas, David Jones and Jon Davies to play too. Snetterton is well known as a cold and windy place in the Norfolk flatland, but the day was almost as warm as the competition, albeit rather cloudy.

However keen the competition, those present were well scarred by the events of the summer to date. John Wolfe had blown up not one, but TWO engines at the Brands Hatch meeting, and not even enough parts left between them to make one engine! Another engine, put together from spares was smoking more than somewhat, so he drove the practice very carefully. So much so that John Davies was able to follow him into the Russels S-bend and, tempted with the prospect of keeping up with "Achtung Spitfire!" and even passing him, John ran wide on the exit to meet what is the fiercest kerb in the country. Probably. Although during his subsequent 'off' he kept the car facing the right way for a change, he ended on the inside of the exit curve with a stalled engine, Paul Lucas, surely in possession of the Championship, also went easy in practice.

Meanwhile, Dave Beardsley was another with a severe smoking habit, and had also ran a cautious practice, only to be warned by the scrutineers that he should give up smoking for the race itself. Wise words, and fortunately, Dave was able to find and cure the cause. Steve Crane needed second place and to beat Dave to be second in the Championship, and he was determined to get the TSSC equivalent of pole position. He really went for it, and got it, a full two seconds in front. That's psyching out the opposition!

David Jones was on his second outing, in his very well prepared MkIV Spitfire, having appeared for the first time at Croft two weeks before. Unfortunately he suffered a severe loss of power during practice, apparently from a leaking cylinder head gasket.

Back in the paddock, the Triumph racers gathered round and led by Andy Jowett, Steve Crane's Chief engineer, diagnosed a leaking head gasket. Head off, new gasket thanks to Andy, and head back on, all in less than an hour, but still poor running. Further investigation revealed a melted air filter, and evidence of severe blowback or a real fire in one of his carburetors. Despite this, Dave bravely decided to go out for the race.

The Race.

As a result of these problems, the grid was remarkable, with all six Triumphs together in their own part of the grid. Steve Crane on pole, with Paul Lucas and John Wolfe breathing down his neck in the next row. Dave Beardsley and John Davies just behind them and Dave Jones in the last row.

The first corner at Snetterton, Riches, is a fast open right hander, wide and with plenty of run off space, so an outright change for the lead from the start was expected. In fact, almost everyone made it around in grid order, although Dave Jones made a dashing thrust for the inside past John Davies, but lost it and span, to find that his practice problems had not gone away, and he retired.

The next retirement was John Wolfe, as, smoking and with power loss, he decided to preserve his last available engine and retired on the fifth lap. Meanwhile, Paul had shown a true champion's style and was a third of a lap ahead of Dave Beardsley and Steve, who were battling it out for second place. On lap eight, Steve got an advantage over Dave coming out of Russels, and decided it was all or nothing. In the ensuing drag awayup the main

straight, Steve kept his foot down until there was well over 7500 RPM on the clock, but this was too much for his engine, which gave up, and Dave went on past at Riches.

At the back, John Davies had discovered that he could circuit even faster with only one gear! Stuck in fourth, he was dicing with a Honda 800, which with less than half his cubic inches could catch up on the corners when he got away on the straight. That John actually went FASTER in the race than he had in practice says something uncomplimentary about his usual driving style!

The Result.

Paul, of course was first. Blindingly quick, he finished less than half a lap behind the outright race winner, an Aston Martin with more than four times the cubic capacity. Dave Beardsley achieved second in Class A for the race, AND second in the TSSC Championship, all in his first full season of racing. Well done, Dave!

STOP PRESS!!

And well done too, to Trudy and Russell Munn, who have also achieved a first: their son Victor, born on September 29th. Congratulations from all the TSSC racers! ★



"There ain't no substitute for cubic inches. John Davies (2080cc Vitesse) *JUST* manages to keep ahead of Mark Anderson (800cc Honda) at Russel's."



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Triumph pedal rubber	£2.00
Bonnet stop cone	£1.53
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Boot seal (non original)	£9.99
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Rear windscreen rubber, saloon	£22.27
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SEALS - SPITFIRE/GT6

Front windscreen seal, SPITFIRE I, II, III, GT6 I, II	£19.98
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Roof to windscreen top seal, GT6 I, II	£19.92
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Door skin to door glass, outer weatherstrip	£5.99
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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	£2.64
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
Gear lever gaiter, SPITFIRE (ALL), GT6 (ALL)	£8.81
Handbrake gaiter, SPIT I, II, III, IV	£7.64
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
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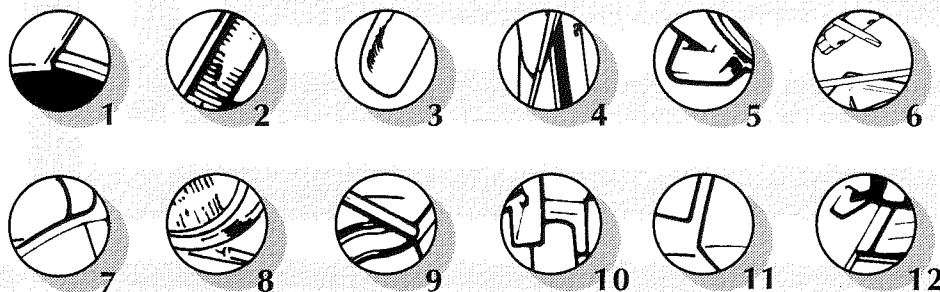
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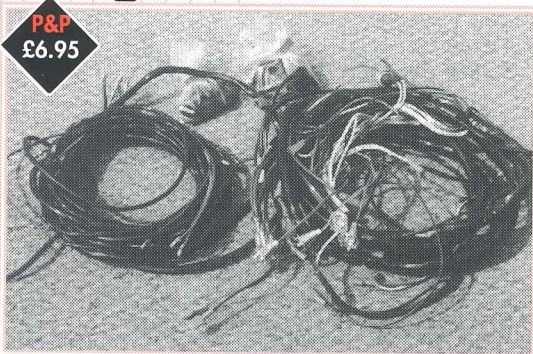


Pictured above is a Spitfire 1500, some parts are missing (as usual!) In the small circles are Spitfire parts (not all Stanpart!) Can you match the correct parts to the Spitfire? Insert the Correct numbers on the Spitfire and return to the Club H.Q. by January 5th.

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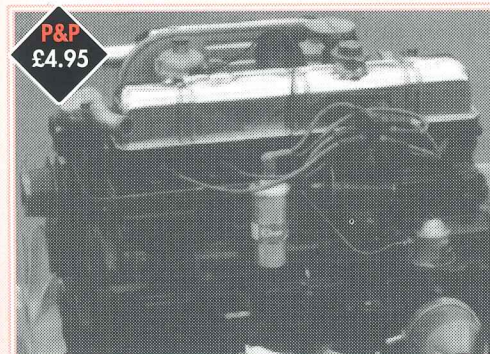
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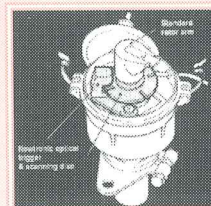
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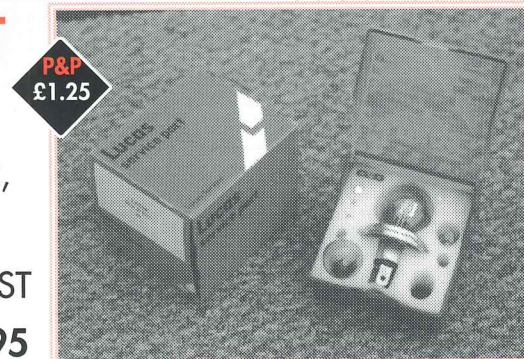
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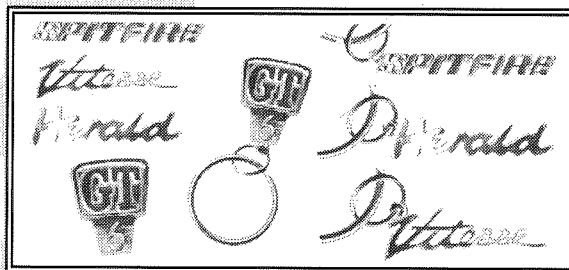
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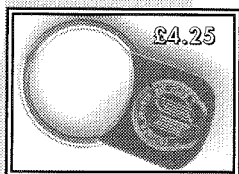
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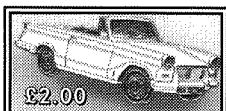


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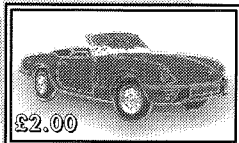


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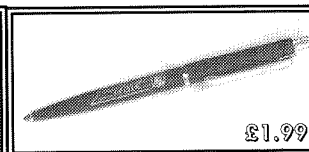
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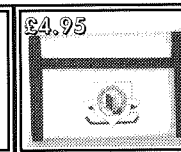
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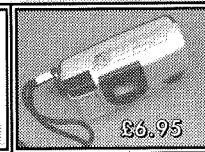
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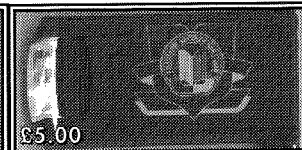
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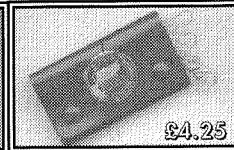
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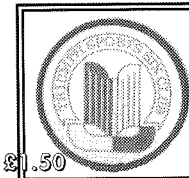
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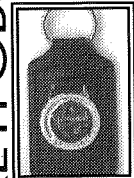
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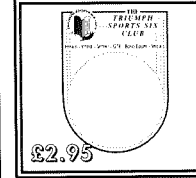


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Christmas Quiz

This month's article is in the form of a quiz. It's not all about GT6s, it's not even all about Triumphs, it's just for fun. The average petrol-headed TSSC member with an interest in older cars in general shouldn't have too much difficulty in answering all the questions. Answers in the January issue. Good luck and a very Happy Christmas.



1) What was the full name of the original Triumph company?

2) What colour has paint code 56?

3) What is the easiest way of telling whether a car is fitted with a single rail or three rail gearbox?

4) Who designed the McLaren F1?

5) What was the capacity of the original 1953 SC engine?

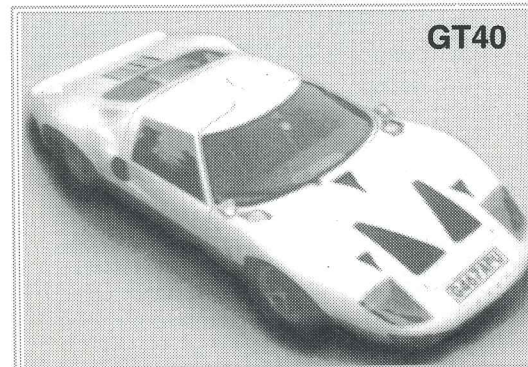
6) In the same year a rival manufacturer produced an engine of identical capacity. What was it called?

7) What do the Dolomite 1850 engine and the Vauxhall Viva 1600 engine have in common?

8) What does MG stand for?

9) What is a GT6 Plus?

10) What did the GT40 rear axle lose in 1968, going from Mk I to Mk II?



GT40

11) What is the primary function of the Rotoflex rubber couplings?

12) Why was Ken Richardson hired by Standard-Triumph?

13) What does GTO stand for?

14) Who styled the TR6?

15) Why?

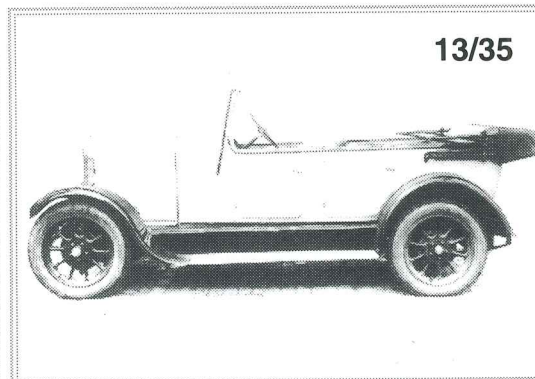
16) What does CKD stand for?

17) What does it mean?

18) Why did Triumph never produce a 2-litre Spitfire?

19) What innovative feature did the Triumph 13/35 have?

20) Who styled the MGB GT?



13/35

Answers will be printed in next months magazine. ★

MIKE SCOTT

INTERNATIONAL LIAISON SECRETARY

It's that time of the month again! Already.

My long-term Vitesse project continues to advance. 17th Oct, the rolling chassis, rear body-shell and bulkhead were reunited with bonnet, doors and bootlid after a five month gap and very beautiful it now looks, resplendent in its fresh coats of two-pack paint. . . . Needless to say, the respray has relieved me of the great burden of wondering what I should spend my money on! But, it was worth it, and I understand that paint prices have recently increased by a considerable amount.

Fitting up of all those now scarce new original shiny bits that I've been hoarding, has been proceeding apace since mid-October, and all those precious STANPART packets and boxes secreted about the house are reducing fast, it'll soon be ready to go for its MoT test! Wow.

The next major task is fitting of the smart Mohair hood, bought from the TSSC back at Xmas 1991, and made by the now defunct company, Car Hood (1983) Ltd. It had been sitting in its box for almost five years, and I had to take it outside! – in the garden, and hang it up for about two weeks, so it could stretch under its own weight – much more so in the wet! That cost me two washing lines, before I hung it from a section of galvanised steel tube.

Apparently, this course of action is the best way to make it fit, after being folded up in a small box for so long!

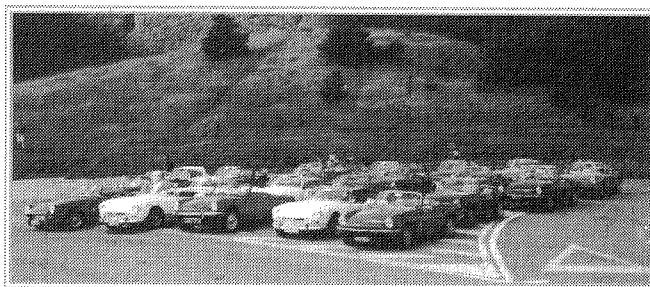


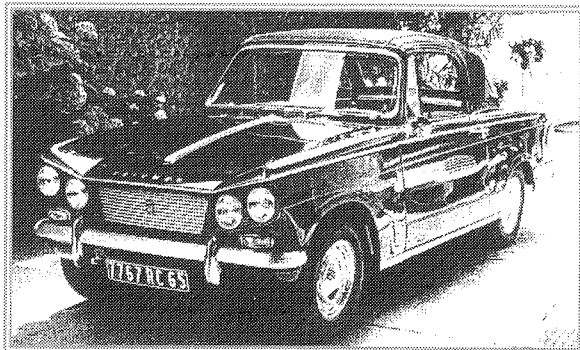
Fig.1
8th Sept '96 3rd
Annual meet of
Spitfires. The Fta
Gass, Italy.

Lots of polishing of stainless steel trim sections with ultra-fine LINISHING paper donated by an antique gun collector, and refinishing of wooden door cappings with some special high-quality Bentley varnish adds to the very high quality of the finished product. I shall never lay claim to my Vitesse being the best, but I should be able to say that it is the best that I can achieve.

Once it's back home and my finances have recovered, if ever!, I'll be fitting a tracker device from the AA and a sophisticated alarm (if Richard Dredge is reading this, can he please phone me, I've lost his phone number when my electronic organiser threw a wobbly!) Then, I've to take the car up to Newton Commercial to have a set of their excellent carpets fitted to the somewhat modified floorpan of the rear bodyshell. All this must be achieved before STER and preferably before next years STER, where I intend to debut the Vitesse!

My Herald has meanwhile been off the road for an overdue overhaul of the rear transmission to stop "that knocking noise", but after 214,000+ miles, I'm hardly surprised. Meanwhile, I've been driving around in a 1967 Herald 13/60 saloon, and I owe a debt of gratitude to TSSC member Clive Bergman for the loan of that vehicle, thus keeping me triumphantly mobile and importantly, Road Tax Exempt!

Fig.2
1967 Vitesse
2 litre conv.



On to International matters, here is a photo depicting Italian Triumph Spitfires taking part in the third annual meet of Spitfires, whilst resting for lunch at the FUTA Pass, Italy, back on 8th Sept. 1996 (Fig.1). This photo was kindly sent in by Italian member Giorgio Bagnolini of Longiano, FO, Italy. He tells us how he and a friend organised the meet and "it proved a splendid opportunity to meet old friends, and as it luckily turned out, to make many new ones, all of them passionately devoted to the cult of the 'great little' English roadster".

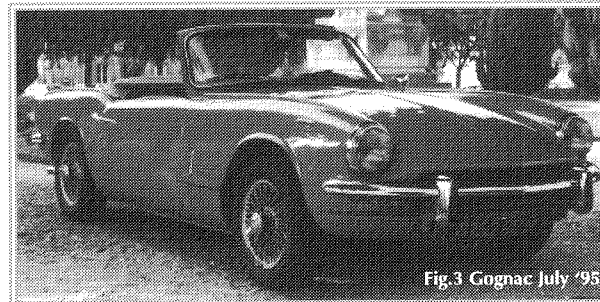


Fig.3 Cognac July '95.

Furthermore, he enthuses, "Blessed by sunshine and under the auspices of a clear sky, 23 Spitfires (twice as many as last year), were driven along the road that from BOLOGNA leads to RATICOSEA and to the FUTA PASSES in the APPENINES, names which area no doubt familiar to all who love the legendary "1000 MILES".

He continues. "We had a lunch in a lovely restaurant close to the FUTA PASS, where, as a consequence of animated talk re. our 'Spits', delicious food and pleasant surroundings, it may safely be said that a good time was had by all". "At the end of the afternoon, no mishap had occurred to mar the beauty of the day, and no car had broken down – but then these 'old girls' never do" "We had as much fun as NUVOLARI, ASCARI, MOSS or FANGIO could possibly have had in their time in this part of the world, or so we'd like to believe". Thanks Giorgio for sharing that with us and keep up the good work! Perhaps we'll see some of your members' fine cars at STER in May 1997 – just a short drive up the autostrada / autobahn!

Here I include a picture of a very fine car indeed (so I'm biased!) taken from the magazine of the Triumph Club of France (Fig.2). Translated, the caption reads, this very nice 1967 Vitesse 2 Litre

(Convertible) belongs to Philippe Lalanne. It's complete restoration started in 1990, and finished at the end of June 1995. (Thank God, says he!), (you and me both, Philippe!). What one must know is that the car had only been in use from 1967 to 1972, and that owing to a broken differential, had been immobilised for 18 years covered by straw, could this be a new preserving material?

Now some photos sent in by very long standing member William Haseldine of Weybridge, Surrey, (Figs.3&4) who thought you might like to see them – too right Bill!

He tells how, when he was competing in the Claret and Classics Rally that starts in Bordeaux and finishes at Saumur on the Loire 'unfortunately' not in a Triumph, but a Jaguar XK 150S DHC instead! (not he he hastens to add!). Both Spitfires arrived to 'see us off' after an overnight halt in Cognac. The main square was turned into a car park for the rally, and the mayor

flagged us away at 1 minutes intervals to start that day's competitive section!

He says that he spoke to one of the Spitfire drivers, who also worked in Cognac, and so had to dash off, before he could get much information, he had heard of the TSSC, but wasn't a member. Both cars were in very good condition.

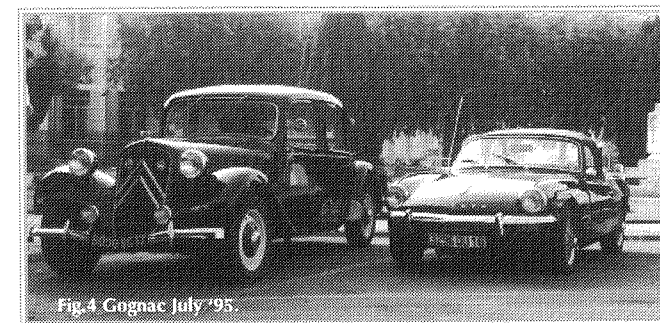


Fig.4 Cognac July '95.

Thanks very much, Bill, much appreciated, give me a call sometime soon!

Annis Green, our indomitable area liaison secretary, has recently re-established contact with our Australian NSW area organiser, Carl Grady, (G'day Carl, I'm sorry if you're feeling a bit forgotten "down under", but I must tell you, now, that could not be further from the truth. You are, of course, quite unforgettable, it's just

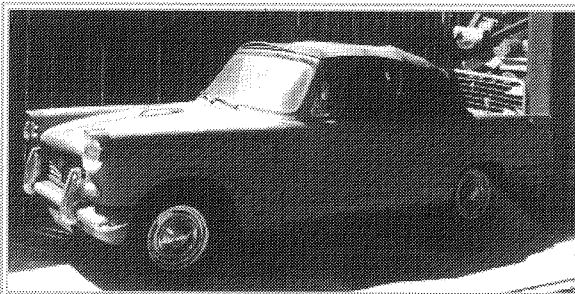


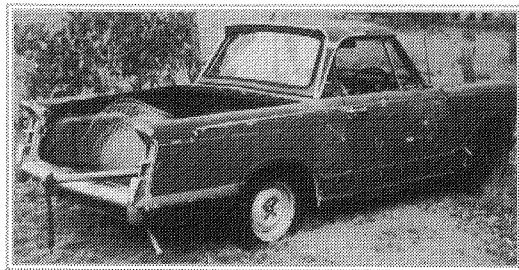
Fig.5
Signal Red
1960 948 cc
Convertible.

pressure of work / life that's preventing me from writing to everyone as regularly as I would wish! (It's not the pace of life that worries me, just the sudden stop at the end!).

To help redress the balance, Annis has lent me the photos you sent her, so they may serve to remind ALL our members worldwide of the Triumphs down under in Oz!

Fig.5 shows a Signal Red 1960 948cc convertible, this particular car apparently ripe

Fig.7 Originally a saloon, a Herald Utility. Not quite a factory variant, however it worked on the farm.



the ribbed roof version being harder to find'. Carl also advises that the bumper bright-work was a standard item in Australia from 1960-1962.

Something different in Fig.7, a Herald Utility (Ute), originally a saloon, not quite a factory variant, however, it worked on the farm! (Haven't we seen that idea some-where before, Mick?).

This photo (Fig.8) is simply to highlight the special wheels – this car belongs to Carl's 'mate' Lance Thrush, and is a fine example of the Herald breed of motor car – I should know, because I've

ridden in it – thanks again guys!

Fig.9, worth including here, as it shows a 'down-at-heel' Oz Herald 12/50 saloon in a typical Oz setting. Carl, says that it too has since found a new home – thankfully.

You know, I'm getting a suspicion that Carl is responsible for a lot of Triumph

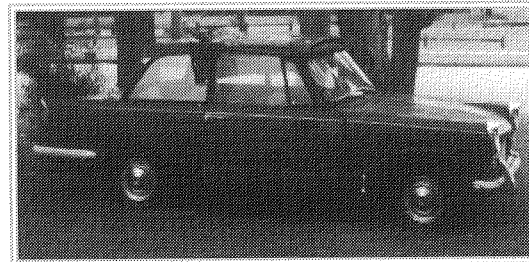
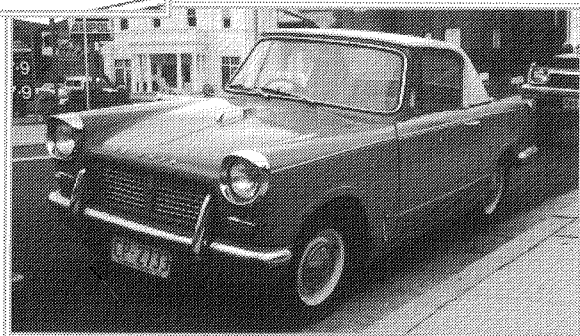


Fig.9 12/50
Saloon.
It too has
nice found
a new home.

may remember my telling you of our Australian - NSW area organisers own Herald restoration project:- great progress as the two final photos bear witness (Figs. 11&12).

A great shot depicts 'TFK 651' just after the completion of painting! A great feeling . . . (ooops, sorry Mac!). And finally, looking

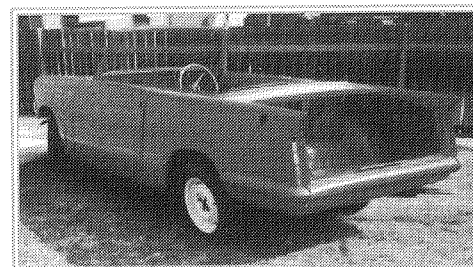


Fig.11
TFK 651 in
process of
rebuild.
Just finished
painting!

stunning in the brilliant sunshine NSW sunshine the 1960 948cc convertible, reborn in 1995. Very well done, Carl, long may you continue to enjoy your convertible, I remember you said "It'll be right" and so were you!) If I've got any of the above details wrong, I do apologise, but I didn't have very much to go on).

Fig.12
1960 Convertible
948cc Restored
in 1995.

And finally, in the Oct. 96 Courier (No. 196) on page 61, I included a photo of member Rob Reason's LHD GT6 III, and I'm pleased to report that it is now in the care of a very proud new owner, namely Jeroen Noordman of Amsterdam, who came over at the end of October, and took the car home via Harwich. Well, Jeroen, look after your Triumph, and it will look after you! and hey, why not bring it along to STER in May 97.

Until next month, drive carefully and do have a very Merry Christmas and a Happy New Year.

All the best. ★

Fig.10
An original
(except wheels)
Australian
12/50 Coupé.
A unique
model don't
you think?



Herald Salvation down in New South Wales, good man! – for surely that's a very important part of belonging to the TSSC and being a dedicated member.

An important shot this one, (Fig.10) because it shows an original, excepting the wheels, Australian Herald 12/50 coupe (yes, you did read that correctly!), a unique Australian confederation (aren't Triumphs great?). So if you've ever wondered what became of all those spare bonnets, and coupe roofs, now you know, they went down under to Australian Motor Industries!

If anyone remembers my (still unfinished), story or my around the world Triumph fact-finding tour of 1992/93, then you

Fig.6 Coupé (smooth top) are relatively common. (ribbed roof are harder to get). Note Brightwork, again a stand ard item from 1960-1962.

Fig.8 A photo simply to highlight the mag wheels!



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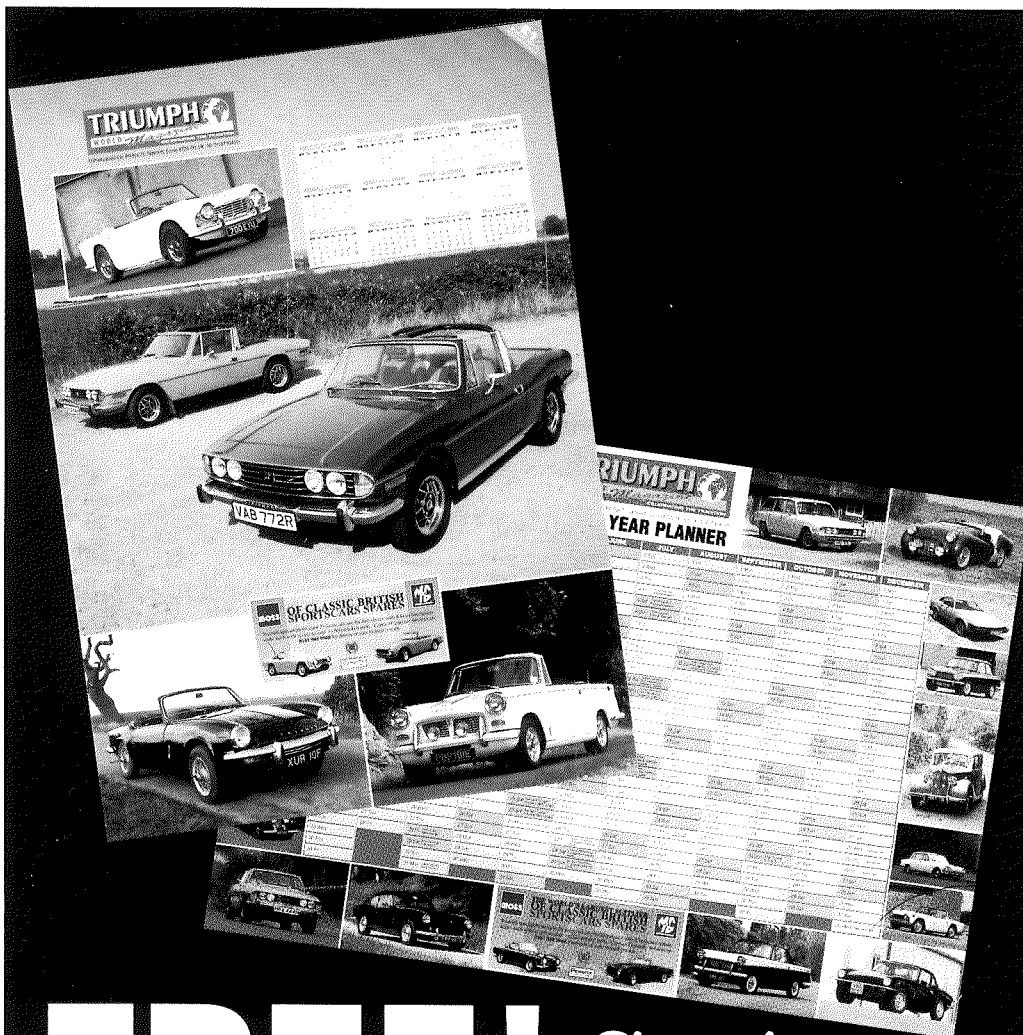


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D.I.Y. HAMMERITE?

Here's a tip which is definitely not for the purists. Finnegan's Smooth Hammerite is ideal for tidying up rusty areas not permanently on show, such as the floor, bulkhead and boot interior. Unfortunately it only comes in a limited range of colours, of which by far the best is black.



Wanting to paint the bulkhead of my Valencia Blue Herald 13/60 where it has been stripped by brake fluid, I tried the Bright Blue "Smoothrite". The result looked like something out of Legoland. Everyone agreed that Valencia Blue was a much greener sort of colour, so I decided to experiment with mixing my own and bought some bright green "Smoothrite" as well. At only the second attempt I got surprisingly close – as far as I could tell comparing it with the 26 year old paint on the rest of the car – using a mixture of four parts bright blue to one part bright green. If anything it may need a touch more green.

I am sure it's possible to get an even closer match, but I wanted something simple that I can easily mix as required, using some glass measuring pots left over from my son's school chemistry. Has anyone done any similar experiments with other Triumph colours?

**Geoff Lane,
Ealing.**

HAS ANYBODY SEEN . . .

Does any Member still have any contact with either Martin Brown or Andy Bonner, two past Vitesse Register Secretaries (back in the 80s). Neither Martin or Andy are now on the Membership, but if you happen to be in touch still, and could pass on a letter from us, it's possible that Martin or Andy could be an enormous help to the current Vitesse Register Project, at no trouble to themselves. If you could relay a letter for us please contact Angie on the Club Office number 01858 434424 - Thanks!

**Dick Plumridge &
Mac Reynolds.**

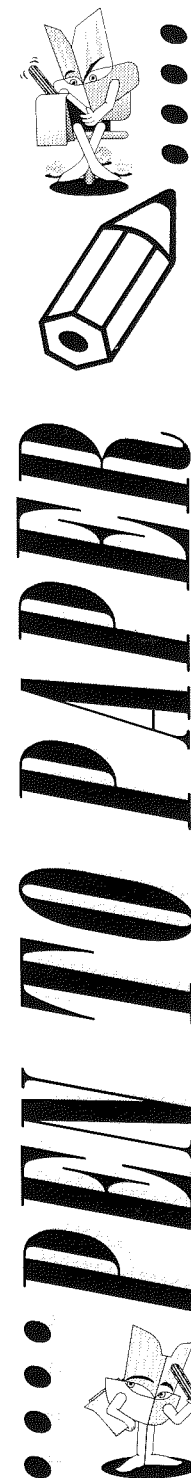
DONE LOP-SIDED

I have been the proud 3rd owner of a Russet Brown 1500 Spitfire, SJM 1335 for the last 9 years. Shortly after buying her, a friend recovered five half-wire wheels from the garage in which he worked from when he had owned a new Spitfire. Unfortunately, they came with just 3 Dunlop chrome hub caps of the type shown here and over 9 years I have failed to secure another to make a set from anywhere. So my pride and joy always seems a little unfinished on the passenger side. If any reader can help me find such a hub cap I would be very grateful and can be contacted on 01628-34520.



Many thanks to all the Club officers for running a great club & excellent magazine, long may it continue.

Gareth Jackson



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Treadplate - standard

Treadplate - heavy gauge

Body mount front

Body mount rear

Boot floor side closing panel

Rear wing bottom repair

Rear wing outer arch repair

Boot side gutter

Rear light socket panel

Bump stop bracket for inner arch

B post bottom repair

Door skin bottom

Door frame bottom

Vit MkII boot lid trim panel (In primer)

Water by-pass pipes, Vitesse

GT6 front roof repair 6 in.

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IN MY DEFENCE

"Robert Pearce, you stand accused of Narrow-Mindedness and the heinous crime of Not Approving of Concours Competition. How do you plead on these charges?"

I believe that is a fair and accurate summary of Angela McGowan's letter, and I plead not guilty on both counts, but guilty of the lesser crime of failing to make my point clearly and without causing offence. I must confess I was not surprised to find Angela's name on the letter as it was she who took exception to my first ever report way back in September 1991 (Exhibit A, submitted for the defence, if you would care to look it up).

Angela says "surely the TSSC is for any Triumph enthusiast", a sentiment I wish I could agree with. This was, and has been for a long time been, my point exactly. I am a car enthusiast, one of that breed Bernd Pischetsrieder refers to as "petrol-heads". I have always run Triumphs as my main, and indeed only, cars. All nine of them have been used for what God and the factory intended cars for, being driven. This has not always been easy, and in the early days I found the TSSC Hants & Berks area extremely helpful when I had any problems. By the time I moved to Banbury I had acquired some significant useful knowledge of 'our cars' and I set up a local branch with the intention of helping other members.

The unfortunate chap who appeared to be the target of my ill-judged rant the other month actually explained that he did not come to our meetings because, and I quote, "they're full of people who just want to turn Spitfires into hot-rods". He claimed this was based on actual experience, though I don't remember ever seeing him at a meeting, and I certainly could not imagine how he formed that opinion. At the risk of digging myself in even deeper, is it not possible that this indicates narrow-mindedness on his part? As to my supposed 'bias', I submit my entire catalogue of area reports to allow members to make up their own minds.

I really do hope I have never made any member unwelcome at a meeting, including the McGowans and any other concours winners who have visited us. I don't hold much to the 'subscription' argument for every member contributing, but it's pretty irrelevant anyway. I did not intend to "single out concours competitors", my argument was with the (to my mind) excessive emphasis placed on these beauty contests by the TSSC headquarters. And yes, I did use that term deliberately. You see,

much as I appreciate how much work goes into restoring a car (I have done a couple myself) I still feel that the objective should be to give pleasure in the use of the vehicle. I don't deny that Angela and Andrew McGowan use their cars, in fact I see them on the A46 or M40 occasionally. That's great, that's what I want to see - nice cars being used. It's just that somehow I feel that should be sufficient reward without having to be spotlighted as the shining lights of the club.

Now I admit that probably sounds anti-concours. It probably is, but what you need to bear in mind is that it is the reason I personally would not enter a concours competition even if I owned (for example) "that Vitesse". I am quite happy to let that little band of polish-happy members enjoy themselves with their competitions, but at the same time I would like the club to put more emphasis on the ordinary member with his or her ordinary car being used for ordinary journeys.

There is an argument that such a member can learn a lot from the concours people, to which I would quote an example. While I was chatting to a concours entrant at a show this summer, a new member who had recently bought a slightly scruffy car took a look round the very shiny example on display. He asked Concours Man about the rebuild, and was told great details of how the car had once been rather tired, and the huge amount of work involved in fixing it. Standing by I could clearly see New Member becoming increasingly depressed by Concours Man's explanation of a process which was being presented as the only way to treat your car. The point is that this was well beyond New Member's resources, both in cost and skill. I suspected that it was also beyond his true needs, so I asked if his car was there. Fortunately it was, and frankly all it needed for New Member's purposes was a couple of small patches to keep it MoTd. And no, that is not an isolated incident.

I am sorry this has turned into such a long letter, and I expect it has not managed to justify my position at all in the eyes of my accusers. I hope, however, that it will be printed in full as it may be my last contribution to the Courier. As anyone who reads the area news will have seen, I am no longer Banbury Area Organiser, and I will probably not renew my membership next year. The other Triumph club I belong to is run as a club, for the benefit of the ordinary member, by an unpaid group of enthusiasts who do not feel the need to criticise other clubs and who have enough humility (which is, believe it or not, a virtue) not to pretend they are always the best.

Robert Pearce



RALLY REPORT

It was Phil Lindsay's article on the 1995 Haynes Rally in the December 'Courier' that did it! Having owned and used my Spitfire as daily transport for two years, a change of circumstance and the acquisition of a company car meant I could now look forward to using it for purely pleasurable pursuits.

A classic car rally seemed like the ideal way to start and, having persuaded my wife Gail to join me, the appropriate application forms were soon winging their way towards the RAC Motor Sports Association in Slough.

Neither of us had ever entered a rally before. As the weeks went



Author and wife pose for the camera at Castle Coombi.

by, we looked forward to it with a sense of anticipation and a small degree of apprehension. What would it involve? How would we cope with the navigation and, above all, would we actually enjoy it? In due course the rule book arrived, packed full of do's and don'ts for potential participants, and threats of sundry admonishment from the Clerk of the Course for the slightest transgressions. More disconcerting still, what would the sinister sounding ritual of 'Scrutineering' actually involve? Rule 8.4 stated "Any vehicle which . . . in the opinion of the organisers is deemed to be inappropriate for the Event will be

1996 Haynes/RACMSA Two Day Classic

forbidden to start or continue" – would our car fail this preliminary test and be debarred from the whole event before we even made it to the start line? Our first stroke of fortune was to find out that my father also intended to enter in his MGB. At least we would have some pleasant company, should we manage to persuade the apparently all powerful "Scrutineers" to overlook the decidedly un-Michelotti inspired door re-styling, affected by person(s) unknown in our local Asda car park last year!

We need not have worried. Arriving just after 9.00 o'clock on the Saturday morning, we were greeted at the start in Telford by a very un-officious looking man from the RACMSA who, having checked our MoT, tax and insurance, made a cursory inspection of the car before bidding us an enjoyable day and waving us off in the direction of the starting point. Cars were being flagged away in age order at thirty second intervals, starting with a 1925 Bentley and finishing with a 1995 Porsche. Of the 337 entries, we were No. 311 and were not due off until 11.35, giving us plenty of time to have a look around the assembled vehicles. In addition to the lines of gleaming Aston Martin DBs, E-Types and Austin Healeys, I was relieved to spot one or two cars which approached the more workaday appearance of my own. I also spotted Phil Lindsay's

white GT6, featured in his article on last years rally and resolved to go over and express my gratitude. I should have done this there and then, since we never saw him again over the whole weekend – not even at the finish; so Phil you'll have to accept our written instead of verbal thanks for getting us involved in such an enjoyable event.

It was soon time to take our place at the start and we were quickly into our stride, the comprehensive RAC route guide proving very easy to use. Indeed, although we overshot one turning on the second afternoon, this was the only time we went wrong – a testament to both Gail's navigation and the clarity of the route book. Despite this, we did witness several cars speeding off in erroneous directions and we strongly suspected some drivers were ignoring the directions to enjoy the scenery, placing more trust in the car in front than in their co-driver's navigational skills!

Having negotiated Telford town centre and sped around the Shrewsbury By-pass with an E-Type in hot, but unsuccessful, pursuit (honestly!), we were soon at the first check-point at Loton Park hill-climb. This former Ministry of Defence establishment is now owned by the Hagley and District Light Car Club and was our first introduction to the pleasures of hill climbing. Having successfully negotiated the hill, we were soon on our way towards the next check-point at Powis Castle, near Welshpool.

We stopped for a light lunch at the Castle and had a brief look round the National Trust Shop, before returning to the car to become

acutely aware that, although still well inside the time allowed to sign on at the check-point, we were now very much at the back of the field. With this in mind, after a splendid drive through the beautiful

The start at Telford - we're on our way.

Clun Forest, we motored on through the next stop at Berrington Hall (an eighteenth century house with gardens laid out by Capability Brown), to make up



lost time and give ourselves a chance of seeing some of the older cars once again. The late starting number was the one drawback of having a relatively modern vehicle and a taste for cars of an earlier era.

By the time we reached the next stop at Birtsmorton Court in Hereford and Worcester, we were part of a convoy of thirteen cars of all shapes and sizes and felt well and truly back in the thick of the rally. After a stroll around the grounds of this attractive country house, we motored on to Prescott in Gloucestershire, towards what I anticipated would be the highlight of the whole weekend.

The Prescott Speed Hill Climb, to give it its proper title, is an 1127 yard dash up what was the former main drive of Prescott House, about nine miles from Cheltenham. Owned by the Bugatti Owners Club, the course was originally discovered by the writer LTC Rolt, who was also a founding member of the Vintage Sports Car Club. When Prescott was offered for sale in 1937, Rolt suggested that the VSCC should buy it to provide a permanent location for the Club's hill climbing activities. However, it could not find the necessary money and the idea was passed to the Bugatti Owners Club, on the condition that the VSCC had the use of the course at least one day each year – an agreement which continues to this day.

As an unashamed admirer of Rolt's work, I was more than usually keen to have the opportunity of driving up the hill and was not disappointed by it. Doubling back on itself more than once in a series of deceptively complicated hairpin bends, the experience was enriched still further by a



Flying start to Prescott Hillclimb - on the wrong line as indicated by the location of the tyre marks!

more than usually liberal starting policy which meant that, as we exited one bend and made our way up towards the next, we were met by the unnerving sight of another car already travelling at full tilt towards the one we had just left! Not surprisingly, this worked wonders for my concentration and visibly quickened our progress up the hill. Anyone who saw the recent feature on the course on "Top Gear" will have some idea of how to approach this climb. Unfortunately, this was televised the week after the rally and needless to say, we did not take the best line through some corners, with lively results!

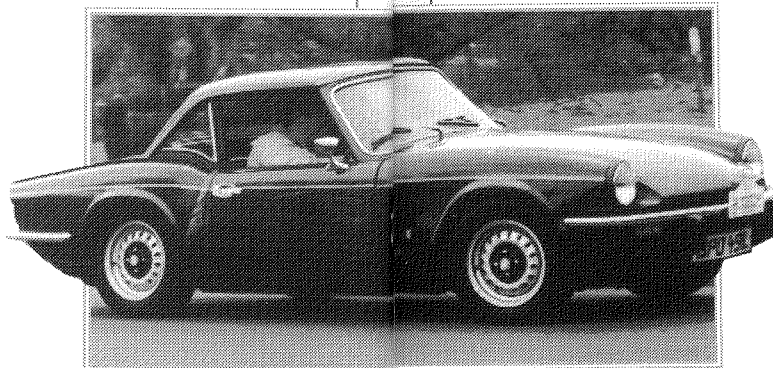
After Prescott, the short drive to Cheltenham took us through the attractive village of Winchcombe, before a stunning scenic descent into Cheltenham with magnificent views across the Vale of Gloucester, towards the Forest of Dean and the Black Mountains of Wales. Having signed in at the last check point at the Pittville Pump Room and tasted some rather dubious Spa Water, we set off in search of our hotel. No one who has ever sampled the delights of Cheltenham's one-way system will fail to appreciate the difficulty of this exercise! Indeed, it was undoubtedly the most taxing navigation of the whole weekend, made worse by the fact that it was the only part of the route that had to be completed without the benefit of the RACs comprehensive guidance notes. However, we eventually found the hotel and checked in. Over the details of our meal that evening, it would perhaps be best to draw a kindly veil. Suffice to say that only in England can twenty of thirty pre-booked guests (all having requested an evening meal) turn up in the dining room to be greeted by a highly disgruntled waitress from the Basil Fawlty School of Hostelry, claiming that no one was expected for dinner that evening! Nevertheless, nothing could dampen our enjoyment of such a splendid day and we anticipated the next day's run to Sparkford in Somerset with renewed vigour.

Sunday morning dawned fine and dry. Fortified by a breakfast that was as good as the previous evening's meal had been, we set off to brave Cheltenham's one-way system once more, this time in search of petrol. Having filled up, the task of finding the day's start point was made easier by the provision of appropriate RAC signs. Although not as regimented as the previous days start in Telford, the cars were still sent out in age order. The first short run was back to Prescott (via a different route) where there was another opportunity to drive up the

hill, which I readily took up, and a chance to visit the Bugatti Museum which was opened specially for the occasion. Learning from the previous day, we decided to give the latter a miss, so as not to fall too far behind the rest of the field. Accordingly we set off on a delightful fifty mile journey over the Cotswolds to Castle Combe race circuit, near Chippenham in Wiltshire.

Again, this was my first taste of driving at such a venue and I was immediately struck by the width of the track. This was probably over-emphasised by the contrast with the single track hill climbs we had tackled the previous day. After a couple of laps I began to get the hang of some of the corners, although it was deceptively easy to come out of them faster than expected. On the other hand, it was equally easy to over compensate in the slow corners and exit at what appeared to be a snail-like pace, but was probably still around forty or fifty miles an hour. Obviously the 71 bhp of the Spitfire is hardly Formula One performance and there was evidently bags of safety margin,

Loten Park Hillclimb.



particularly on the straighter sections where my flat out, foot on the floor, ninety odd miles an hour (with the rev counter

at 6000+ rpm, firmly in the red!) felt pretty pedestrian. Nevertheless it was a fascinating opportunity for an armchair racing driver like myself to experience a taste of the real thing.

Leaving Castle Combe we set off on another fifty or so mile stretch, this time tailed by a 1962 Ferrari 250. This followed us for a good while, even when at one point we thought we had taken a wrong turn ourselves. Eventually he must have tired of chasing such a precocious impostor, overtaking us in a cloud of dust and smoking exhaust fumes, to disappear into the wide blue yonder! Crossing Salisbury Plain, we were intrigued by the Army's "Tank Crossings" marked out in luminous yellow paint. One had visions of battle games grinding to a halt whilst tank drivers observed the Green Cross Code. The vision was akin to one of those scenes in all the best Carry On Films where battle is suspended whilst everything stops for tea!

Over the course of the weekend we noted that most drivers, although fairly fast,

were pretty responsible on the public roads. This stage, however, proved to be the exception to the rule. If we

weren't being cut up ourselves, cars immediately in front of us were being variously driven into the verge or almost rammed by other drivers, seemingly in a desperate hurry to reach the check point although there was plenty of time remaining before it closed. I should add that our aforementioned Ferrari driver was most definitely not one of these miscreants!

Despite all this, we eventually arrived at Wilton House, near Salisbury, safe and sound. Then, after a cup of tea and a sandwich, it was on to the final hill climb of the weekend at Gurston Down. However, before this we were treated to a good view of the Fovant Badges. These are a series of giant military regimental badges cut



Cornering on Loten Park Hillclimb.

into the chalk downs west of Salisbury. Gurston Down hill climb was, and still is, a privately owned farm track resurfaced and upgraded to championship standards. It is unique in actually descending for about 250 yards from the start, before climbing over a hundred feet in around half a mile. Being comparatively straight, it is quite fast with competition drivers reaching speeds of up to 130mph. It is also unusual in having no return road, cars being ferried back from the top in periodic convoys, in between runs.

Leaving Gurston Down, our final stage took us through some more stunning scenery, across Cranbourne Chase, through Shaftesbury and Wincanton and on towards the Haynes Motor Museum at Sparkford. This extraordinary museum played host to the start of the 1995 rally, but represented the finish of this years event. Having collected our finishers medals and received the congratulations of the Clerk of the Course, we had a brief look around the collection of cars before rounding off the weekend with a celebratory dinner in Castle Cary.

We headed home up the M5, very glad for having taken part. Despite Phil Lindsay's commendation last year, there were still comparatively few club cars taking part. I counted only two other Spitfires and, apart from Phil's, one further GT6. Given that next year's event is again to be sponsored by Haynes Publishing, I can thoroughly recommend it to anyone who has not been on a classic rally before - enter and you won't be disappointed! ★

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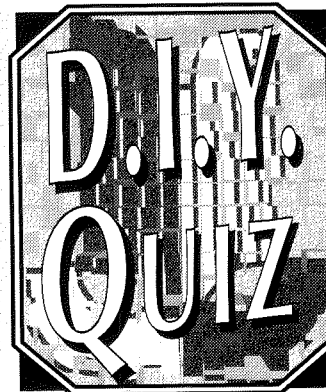
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Stopped in your Club car at traffic lights along Western Avenue. An MGB G.T. pulls up beside you. When the light shows amber/red, it leap-frogs ahead of you taking your favoured position at the next set of lights - do you:

a) On noting the MG driver is an attractive female/male who winks at you, still demonstrate on the dangers of being an 'amber gambler' adding further remarks on the shortcomings of female/male drivers.

b) Pretend to ignore both car and driver having decided to race it to the next junction the moment the amber light shows again.

c) Deliberately let the offensive vehicle get ahead of you again so that you can read it's rear number plate, knowing that your policeman buddy can provide her/his name, address & phone number.

d) Treat the whole event with utter contempt.

Are you a TSSC Buff or a Bandit?

2. You're a regular attendee at your area fortnightly gatherings, you particularly wish to talk to another Club member you know'll be there 'about a dog' however you just can't start your Vitesse 2 litre - do you:

a) Turn up in your bread & butter Daewoo unabashed?

b) Go to the meeting and back, by taxi?

c) Park your Daewoo half a mile away, finishing the journey on foot?

d) Ring up the pub landlord requesting him to pass on a message to your friend that you can't come?

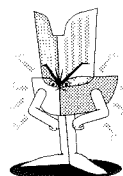
3. You have spent 7½ years building your own Herald-based special, spraying it "Testarossa Spyder Metallic Purple". You arrive at the Specials gathering, breaking your neck to spend a penny after a long non-stop drive. On returning to your pride and joy, you find your fellow travellers assembled in a circle around it laughing and pointing contemptuously - do you:

a) Defend your 'corner' even if you are alone?

b) Join in the criticism, pretending you are not the owner?

c) Drive it away sheepishly, unseen later on?

d) Go back into the loo and hide?



4. You are a double-glazing 'rep' and TSSC card holder. Driving in your Club car to your firm's monthly meeting, at which you're attendance will ensure you'll be voted most successful rep of the month, you follow a Triumph Herald which holds you up a little, eventually pulling into a lay-by with steam issuing from it's radiator - do you:

a) Flash past the Herald driver with a friendly wave?

b) Stop, remove your blue pin-stripe jacket, undo your tie, roll up your shirt sleeves and give him a hand, even if you'll miss your firm's meeting?

c) Flash past shaking your fist at the driver for holding you up?

d) Stop momentarily and tell the Herald driver you'll pull in at the next garage telling them to send a rescue vehicle out to help?

5. You are driving your Spitfire IV with your wife/girlfriend/live-in lover/ (or for the ladies, relative), as passenger, when she suddenly

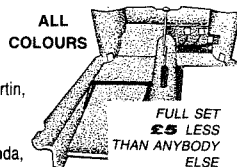
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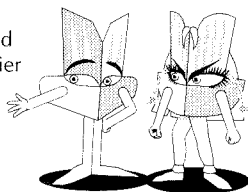
announces she is pregnant. She suggests therefore that it is appropriate you sell the 'Spit' which she has paid for and buy a vehicle more appropriate to your new forthcoming circumstances - do you:

a) Pretend you haven't heard what she has said and remark on the attractions of the passing countryside?

b) Drive straight into the canal, running by the side of the road, hoping that only you and the car will be rescued?

c) Say how delighted you are at the news and that you'll advertise the car in the next Courier classified ads?

d) Tell her how much you love her and that you'll do anything except sell the car?



6. It is a cold, damp morning and you can't start your Ford Mundano company car to go to work. You ask your other half if they will let you use their GT6, which she/he agrees to. Driving into the Company car park you scrape it's offside wing - do you:

a) Drive straight out of the car park to find someone who'll repair it in 5 hours: abandoning a day's work with the firm and loss of pay?

b) Ring your 'better half' from your office desk apologising profusely for what you have done?

c) Carry out a day's work as if nothing has happened, parking their car in it's usual place in the street where they won't see the damage; and next day, when they find out, swear black and blue that somebody must have hit their car during the night?

d) Admit to your partner what has happened when you get back home and when she protests, claim it's only a slight scratch?

7. You drive your Club car all the way to Stafford arriving totally knackered. After a snooze you awaken to find your fiancée being chatted up by a smoothie you recognise as the guy likely to win the concours prize for their particular marque - do you:

a) Make a bee-line for old 'smoothie's' bird/bloke, in spite of the fact that they're a foot taller than you?

b) Go off to do something useful like trying to source a certain part for your own Club car?

c) Find 'smoothie's' car with the intention of squirting superglue into it's bonnet lock?

d) Go back to sleep and forget it all?



CONCLUSION.

How did you score?

Under 20 Points.

Have you suspected all along that you are a wimp? - If not, now is the time to face up to it. You are only tolerated in the Club, it is a standing joke that you can only hold a relationship for a fortnight and are only tolerated in order to make up numbers. - It is suggested you take up model railways.

21 - 31 Points.

You are the mainstay of this Club - the salt of the earth, without which the whole edifice would collapse. The very cement that holds it together - keep it up!

32 - 42 Points.

Your chief fault is not to be able to suffer fools gladly. Try and cultivate a mite more humility in dealing with Club members, they'll like you more not less if you do.

Over 43 Points.

It is a surprise to find you not being 'detained during her majesty's pleasure'. You probably invented the concept of "road rage" a couple of decades ago. It is suggested you resign from the TSSC and buy a porno video with the subscription you'll save, or alternatively buy a souped-up motor bike and join the Hell's Angels! ★

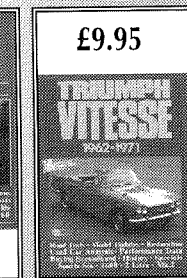
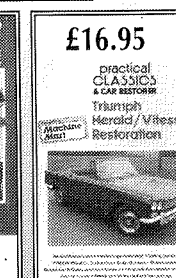
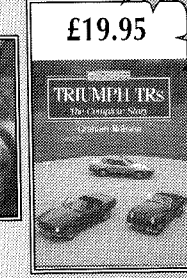
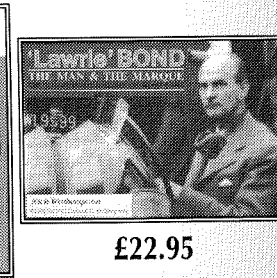
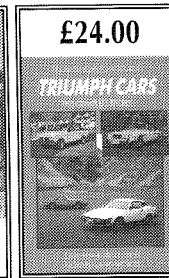
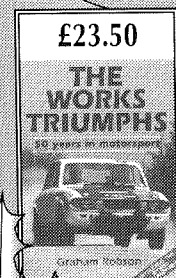
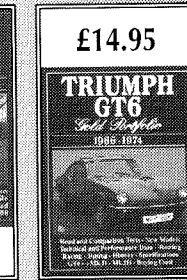
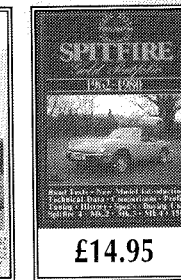
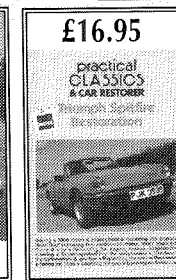
	1	2	3	4	5	6	7	Total
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b	3	b 5	b 6	b 3	b 8	b 2	b 3	
c	7	c 3	c 3	c 6	c 1	c 4	c 7	
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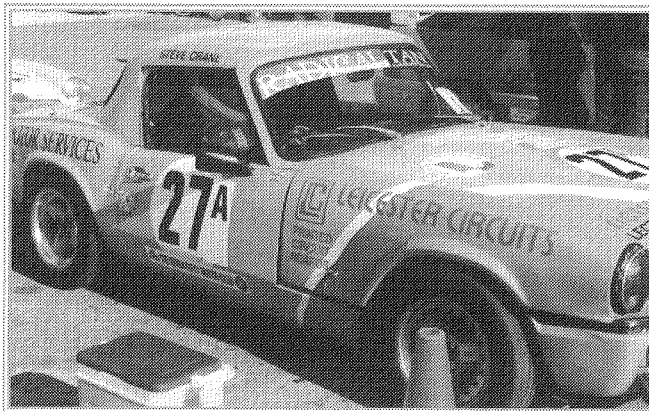
RACING REPORT

BIRKETT 6 HOUR RELAY RACE **26TH OCTOBER 1996**

The weekend did not start well for Team TSSC. Martyn Adams had an accident on his way to the circuit which damaged his race car. To his credit, Martyn and wife Jo still came to the race with his kit, and both Steve Crane and Dave Beardsley offered him drives in their cars.

The rest of the team arrived safely, and the cars were unloaded into the paddock area, and set up for the morning. We 'rested' at an excellent guest house near the circuit and spent an enjoyable evening being entertained by the quiet and placid Mark Field.

Saturday morning was an early start. Most of our cars had been scrutineered the previous day, but we still had to get all the cars and drivers through the qualifying session. Unlike



Steve Crane waiting the 'off'.

Formula 1 qualifying, which is a race for pole position, these laps were satisfy the RAC Rules which require all drivers to complete three laps of the circuit before the race.

With 40 teams of four to six cars each, it took some time for over 200 cars to qualify, even at non-racing speeds. Our team got through this first stage of the day without a problem.

The next stage of the day was negotiation of the handicap. The Birkett is run as both a Scratch Race, ie, first over the line, and a Handicap which takes the form of credit laps. An initial handicap is set before the weekend and is then re-negotiated by

"... singer Chris Rea was in Team 22 'La Passione' and for anyone who saw 'This Is Your Life' on Jeremy Clarkson, Chris sent a video greeting sitting on the back of his Caterham in their team garage which was only a stone's throw from the Team TSSC pit area."

Dave Beardsley.



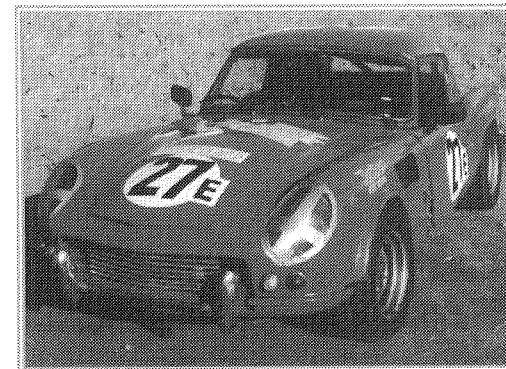
John Davies

the team managers before the race. This was the beginning of our downfall. Due to a very close fought season, several team members had cars still recovering from major rebuilds. One member had not raced at all for over a year, his car having been completed just before the race weekend after a major accident at the end of the 1995 season. However, the handicappers have heard such stories many times before and did not consider them valid reasons for an increased handicap.

The Birkett is open to a vast array of eligible cars, classic sixties sports cars, pre-war racing cars and modern hot hatches. The differing regulations that these cars normally race under means that cars which may not be evenly matched can have a very close race. The real reason why the Birkett is so popular is that the action doesn't stop for six whole hours. Normal racing and circuit racing, divides the action into several short bursts of 20 minutes each, but the Birkett keeps on going. Even with the pace car out, the cars keep going round.

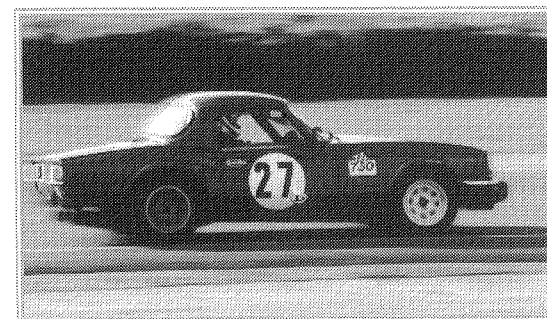
The race began at exactly 11.00 with Steve Crane taking the start for Team TSSC. Off the line there was action as one of the many Caterhams had a rear wing ripped off, scattering plastic all over the track. Within a dozen laps, the pace car was out whilst various cars were recovered from dangerous positions around the track, and we took the chance for a driver change during this early lull in the race. This worked well as it allowed Dave Beardsley to get out and warm up before the Pace Car pulled off allowing him to get straight back on the pace. Mark Field went out after Dave but a vertical link snapped after half his laps and he had to limp in with the tyre wearing away on the wishbone. Pete Whiteman, Jon Wolfe and Martyn Adams (in Steve Crane's car) all went out for their first sessions without incident.

By this time, we had been racing for some two and a half hours and were standing 26th overall and 4th in class. John Davies attempted to have our handicap reviewed, but was rebuffed by the time-keepers, so we began our next rotation of drivers determined to make up some time. As Steve's car had only just come back in, Dave Beardsley went out again and was lapping well when his engine let go at the end of the Revett Straight. He managed to limp back to the pits which allowed us to get our next car out.



Pete Whiteman.

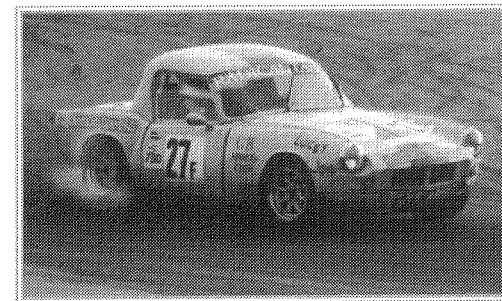
Rapid investigation revealed a broken rocker arm, which at 8000rpm had put the valve gear into self destruct. This would have put us down to just three cars but for miraculous work by Chief Engineer Andy Jowett and mechanic Mike Hardy, who



Mark Field. (left)

had completely replaced Mark Field's vertical link and put him back on the track. Steve Crane, Pete Whiteman, Jon Wolfe and Mark took their turns at the wheel for the next two hours, a critical time as our position slowly moved upwards.

John Wolfe.

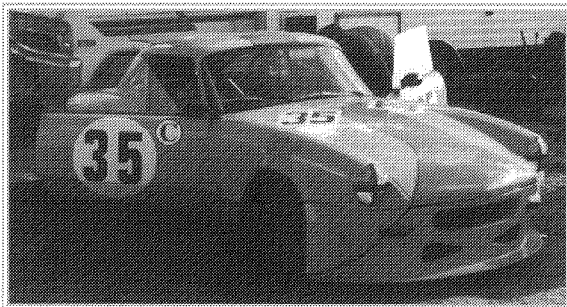


The next casualty was Steve Crane who was suffering from an unidentified misfire and lack of power. Between sessions on the track, the workshop crew toiled to find the cause. After much searching, nothing could be traced, but Steve took the hard decision to retire and avoid another expensive blow up. Now we only had three cars and though he was setting the best laps in our team, Jon Wolfe was struggling to keep the teams from falling down the results table. Both Pete Whiteman and Mark Field were lapping consistently but before long Mark was back in with smoke pouring from the back of the car. We were ready to retire that car too when Dave Beardsley suggested that it might be an oil leak from the sump. This was traced and a superb technical fix was implemented by our mechanics who walloped a piece of wood into the hole! This got Mark out again and kept us going with three cars which stayed until the end of the race.

In a last, exhausting effort, John Wolfe pulled us up more than one place overall, and at five o' clock, Pete Whiteman took the chequered flag. Team TSSC had completed 209 laps, which, including our handicap credits of 54 laps, this gave us an overall result of:- Scratch: overall 32nd, In Class: 4th equal. Handicap: Overall: 29th, In Class: 5th.

Our class was lead by the other team of TSSC members, who included the past and present Club Champions, Kevin Ginger and Paul Lucas, with John Sadler. Our champions showed themselves a true "Class Act" as their team was called, by leading Class A (up to 1600cc) and coming 22nd on scratch and 8th on handicap. Congratulations!

For any star spotters amongst you, the singer Chris Rea was in Team 22 'La Passione' and for anyone who saw 'This Is Your Life' on Jeremy Clarkson, Chris sent a



Kevin Ginger's
"Class Act".



Paul Lucas
doing the
honours for
Kevin after
his stint.

video greeting sitting on the back of his Caterham in their team garage which was only a stone's throw from the Team TSSC pit area.

Thanks must go to: The rest of the team: Chief Engineer Andy Jowett and Mike Hardy, our work-shop team. Jo Adams, Jo Beardsley and Jo Field, timekeepers. Martin Stackpole in charge of the Pit Signals, and Noreen Wolfe, Chris Whiteman and everyone else.

They all worked tirelessly all day and did a superb job!

To our sponsors: Triumph Sports Six Club, John Kipping Triumph Spares, Anglian Triumph Services, for helping us to put the entry forward.

To our supporters, our sponsors who came to join in, and especially the TSSC members from many Club areas and in particular Norfolk area (thanks Yvonne!) who came along to say hello and wish us well.

We hope to be back again next year and hope that you will all come again to see us. ★

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READERS REPORT

There must be fifty ways to leave your lover, or so Paul Simon claimed. He may well have been correct but there are probably even more ways to offend that unfortunate species, the classic car snob. You know the type I mean.

If he's got a Stag then no matter how much you admire his car, something about his attitude makes you want to ask how many times a week he has to change his timing chains. If you are ever stuck for an insult, try this one: 'Your car has a lot in common with the old rear-engined Skoda'. Actually, in the case of our beloved Triumphs, this is true. What is more (put that tow-rope away, lynching is illegal), it is not really an insult either.

Both cars had a design anachronism. The Herald

Skotch n' Skoda

and its derivatives had a separate chassis and, even when it was new, the Skoda was one of only a handful of cars with a rear engine. Of cars sold concurrently with it in the UK, only the Fiat 126, Renault GTA and Porsche 911 shared the layout. Just as the separate chassis has led to an undreamed of longevity for our cars, the Skoda's rear engine conferred its own advantages. I owned a Rapide, the coupe version of the Estelle. It was extremely reliable but on the occasion it chose to let me down, it did so in a big way. A rod ventilated the block (heard of that one, 1500 Spitfire owners?) leaving the engine looking like John Hurt's stomach after the Alien popped out. I'd never changed an engine before but found it incredibly easy. The tail panel comes off and the motor comes out on a trolley jack.

But we all know that rear engines mean dodgy handling unless your vehicle cost a great deal of money when it becomes "a real driver's car". By all accounts, early Estelles were downright dangerous. Their rear suspension didn't help, it consisted of swing axles. By revising the geometry on cheaper models and fitting the more expensive and larger engined variants with a double jointed arrangement, things improved dramatically. Sound familiar?

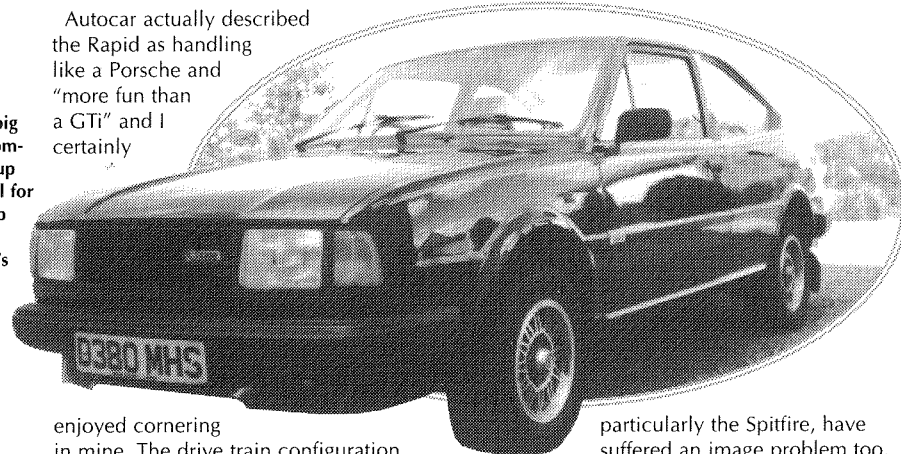
The rather tasteful business end of a Skoda Rapid.



"If you are ever stuck for an insult, try this one: 'Your car has a lot in common with the old rear-engined Skoda'. Actually, in the case of our beloved Triumphs, this is true."

There's a big luggage compartment up front, ideal for opening up to the old "someone's nicked my engine" gag with the local kids.

Autocar actually described the Rapid as handling like a Porsche and "more fun than a GTi" and I certainly



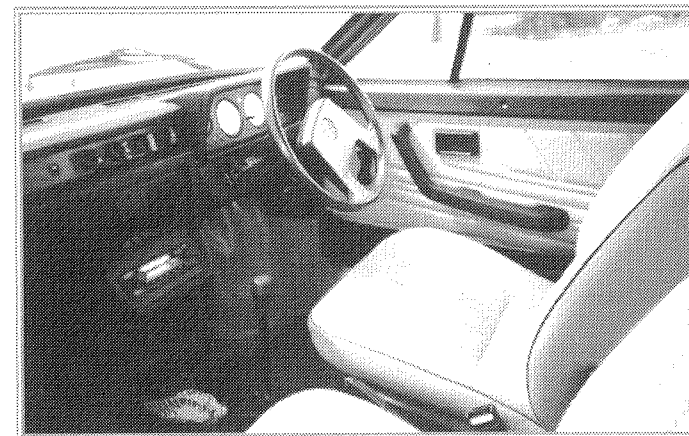
enjoyed cornering in mine. The drive train configuration also made for great traction. Scottish winters held no horrors and hauling out of snow-bound car parks became fun in a "sneering at BMWs" sort of way.

But what of image? Aren't Skodas driven by sad old men who look like shell-less tortoises in cloth caps? I am a school teacher and buying a Skoda was tantamount to having "insult me" tattooed on my fore-head. Except that the kids mistook it for a Saab at first and were quite complimentary. It was a week or two before the more literate ones took a closer look at the badge, let the cat out of the bag and treated me to all the Jasper Carrot Skoda jokes I'd already heard anyway. I could have told them about the

"But what of image? Aren't Skodas driven by sad old men who look like shell-less tortoises in cloth caps? I am a school teacher and buying a Skoda was tantamount to having 'insult me' tattooed on my fore-head."

marque's incredible rallying record but I didn't. Perhaps subconsciously I realised that while they were concentrating on taking the Mick out of my car they were failing to notice that my hairline was receding at a great rate. Triumphs,

particularly the Spitfire, have suffered an image problem too. At the time I first owned a Spitfire the car's character was regularly assassinated by the likes of Custom Car Magazine. Underpowered, pansy, hairdresser . . . you get the rather uninventive drift. And here's where the two ranges, Triumph



Sixes and rear engined Skodas have the most in common. Who cares if it's an old design? Who cares if a reputation for bad roadholding lives on after the problem has been cured? Who cares what anyone thinks of us. We enjoy our cars and can thumb our noses at those who pay an order of magnitude more money for a lot less fun. ★

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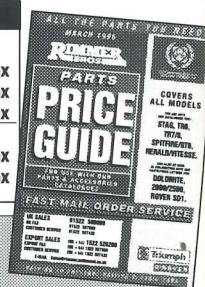
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Join the glorious names

Poor old Nick and his concern that naming cars might harm the Club's image. Phil Willson's much appreciated official reply gave the complete answer.

But in a further attempt to allay fears may I add that to a comparatively new and very ordinary member the following has come across most forcibly.

Nick, thousands of people join this vast and friendliest of clubs. Non-mechanics like me are prepared to spend thousands of pounds, all the mechanics to spend thousands of hours for the sole purpose of preserving the dignity of our elegant cars and ensuring their continued life far, far into the future. That is the overriding theme, that is the fact which makes one confident no personal foibles will have a cat in hell's chance either to harm our image or deter or detract from that solid, admirable objective.

So saying:-

Cars have been named in my family for 70 years! I will happily share with some of the pleasures and advantages my imaginative mind has found in this innocent, private practice.

Honourable name for a real Herald.

I have been with the Company so to speak since 1904 having had a Standard 8. As time went by I was tempted by the 948 and the 1200 Triumphs. But I finally fell when I beheld the most gorgeous thing I have ever seen in the garage showroom. It was a two-tone blue Herald 12/50 - tickled up engine, smarter grid, sunshine roof - oooh!

Alas I was rushing to a meeting and could not stop! So I demanded of the foreman not to let anyone buy it before I got back.

When I got back, it was on my drive!

I am so glad. I did not like the clipped lamp hoods of the 13/60 modernised version (bulging "eyes" akin to a frog! Sorry!) The balancing points were lost, although fortunately not the basic Herald line.

Mine is a real Herald.

What a delight Eddie Evans' article. And how the graceful Herald line of Nick's Vitesse stands out among the chunky Austins and Morris'. Not surprising they wanted it on their calendar. (Me-ow!)

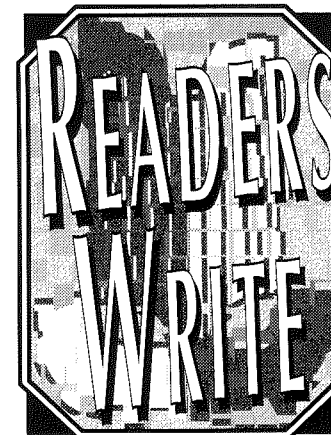
Some already know "Lady Britomart" was the name bestowed upon my aristocrat. But the alliteration of "Biddy Blue" slips more easily from the tongue and it will be remembered Biddy was the nick name of that appropriately strong minded lady.

So "Biddy Blue" it is. Unique too.

Of course Nick, just as you would, for the most part the cars are referred to by their make name. I keep the Herald in the garage and the Peugeot on the drive.

For 32 years I have treated that Herald with the utmost respect reliably carried by it through thick and thin, mostly alone, one's car gradually becomes an extension of oneself. My name was an expression of appreciation and affection for appearance and performance.

Nothing casual or disrespectful in my mind. Over the years other people have derived pleasure from that little name, too. Nowadays it somehow seems to help spur my crippled body into enthusiasm for Club activities. As for the car, it adds charm to it's dignity and along with it's beauty attracts admiration.



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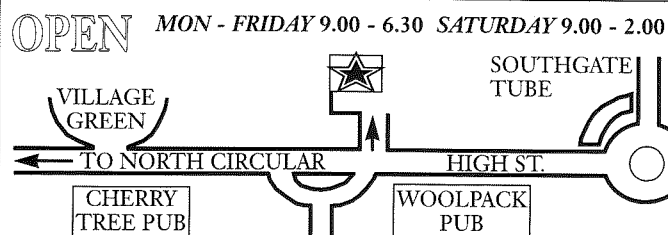
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To me there never has been and never will be anything to touch the gracious 12/50s. All are distinctive, but for me my car's little name serves to distinguish from the glorious rest.

I believe we have 3,000. To me reads 2,999 greats and my beloved Biddy Blue.

Selecting with purpose and consideration.

From all that you will see I think a car's name should hold individual significance. I have no time for slapping on a name for the sake of it. Agreed Nick I cannot understand why Gladys. Not distinguishing, could be umpteen of 'em.

Along with you I would write out Connie the Convertible. Do you *really* know a Connie the Convertible? Gosh! It could refer to any old convertible. And if a car had to be called Wobbly, I would write out the car as well as it's name!

Nick I believe you made them up! Naughty!! . . . Okay you were trying to make a point.

Come now, be an honest fellow! Is it that you really mean you cannot think of a name for yourself? You claim you will not give it a silly name. Is that perhaps a hint, a hope that someone might help out? You give the impression you would not like to be without it. So how about something classy? Turn your mind to the aria, "Life is nought without thee", hence Eurydice. Are you spitting fire? I'm chuckling!

Am I seeing through you? Did you write your paragraph for nothing more than to provoke a bit of correspondence?

Earlier this summer I was invited to choose a name for a restored Herald at the Craven Old Wheels' display on Whitby pier, opposite the famous abbey and in the teeth of a northerly gale. An exhibitor had stopped to admire my car and was so intrigued by it's pretty name he immediately wanted one for his car too.

Abbeygale (!) could be contributed as yet another girl's name. The Abbess? Dracula? I wouldn't know. One thing I know. Whatever, if any, he chose, no one could have been more proud of his Herald than that young man. Nothing disparaging there. Sheer joy in his achievement.

Specific Identification.

I am an ignoramus where car makes are concerned. In the 1920's when I was a little girl one could identify any car by it's shape. Not any more. If a car is not a Herald I don't know what it is. At meetings it's just Heralds and long, low things. So a special name comes in handy. 'There's "Precious", so Judy must be around! Do you know Paul Pickles' "Desperate Dan"? - Well it hardly could be called a car anyhow! It snaps up the booby prizes for miles around. 'Silly? I don't think so. That fellow works like a slave for the dignity and longevity of Triumph. And there is economy too. How about the famous "KOD Fish"? There you are you see - you know in a flash - exactly which car I mean without need for further explanation. Say "Biddy Blue" hereabouts and the complete history of both car and it's old crock owner economically spring to the local mind.

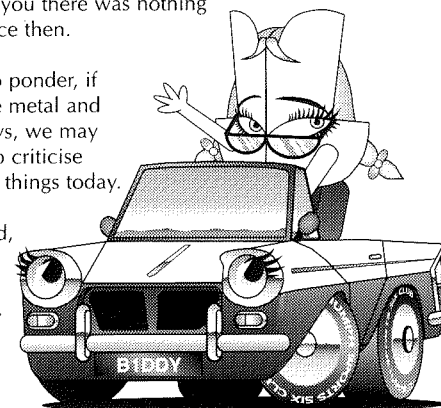
I hope this story has, in some measure brought Nick ease of mind and shown something of the other fellows point of view. To name or not to name, so neither should he deny others.

May I end on a salutary note?

Phil mentioned other types of vehicle that are named. I will add to that. What about the wartime aircraft? Their crews named them! Those fantastic machines on which their lives depended, which time and again brought them home from missions - aye sometimes on a wing and a prayer. You may not know anything about that Nick. You grew up in a land flowing with milk and honey and free speech. I assure you there was nothing silly about the practice then.

I will go as far as to ponder, if it hadn't been for the metal and sacrifice of those boys, we may not have been free to criticise even the most minor things today.

By the way, Bernard, did you know in the old Methodist Hymn Book HYM (N) 96 is, "Join the glorious names"?! ★

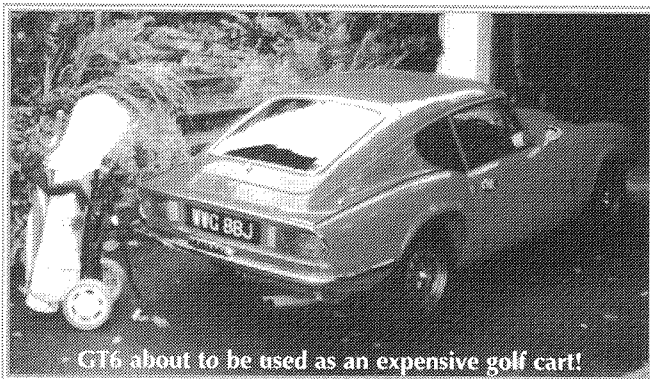




As I have enjoyed the articles in *The Courier* over the last two years, I thought it fair to take a turn at being a contributor. Whether or not this article gives equal enjoyment is another matter, and I have to apologise in advance to those who might have been seduced by the title into an expectation of vicarious pleasure from reading about my romantic prowess.

My first car was a blue Herald convertible (XVE 122) bought in February 1961 for £818 12s 1d. This was something of a compulsory purchase since, some weeks before, I had succeeded in rolling the garage's demonstrator

one man and his Triumphs



- GT6 about to be used as an expensive golf cart!

through 180 degrees outside a Bedfordshire pub called, appropriately enough, the Live and Let Live! The joys of car ownership had to be kept under control and muted because it was at a time when my university had sufficient authority (and temerity) to forbid undergraduates using or keeping cars. One trick I seem to recall and which I pass on to Herald users is that if you are going up a steep hill with the reserve/normal fuel tap in the 'reserve' position and the car splutters to a halt, you can coax the fuel back into the reserve bowl by turning the car around and reversing up the hill. But, beware of a problem with this wheeze. I had great difficulty trying to persuade the local constabulary that there was an entirely logical explanation for why I was proceeding backwards up Box Hill (to the east of Bath) at 2am. Four and a half years and 52,859 miles later the car was sold for £120 having averaged 37.6 miles per gallon with the average cost of the fuel being 6.7p per litre, (with the overall running costs for fuel, oil, servicing (6,000 mile servicing cost £6.25), tyres and general repairs, but not including insurance and tax, working out at 1.2p per mile).

Service in the RAF then took me overseas to Cyprus where I acquired another convertible (a red one) which had reputedly been commissioned by an African potentate and had a specially strengthened chassis. I never really investigated this claim because, as I was freshly married, I had little incentive to spend time flat on my back under a car that was, in my view, giving quite satisfactory service without any interference from me. At one point however the front offside suspension collapsed, sending the front wheel spinning ahead of a rapidly slowing car – why do these things always happen after a splendid night out when one is least emotionally equipped to deal with the problem. Whilst this was being repaired, the garage lent me a Spitfire, thus providing me with an easy way of coping with the

habitual Cyprus night time problem – humidity which affected both sides of the windscreen, vision no problem with hood down, choke out, feet on seat, bottom on seat squab, and head up in the fresh air. During day time, though, most drivers of open cars in Cyprus would equip their vehicles with a pair of large towels to use as an insulating layer between self and seat for otherwise the smell of singeing flesh could seriously spoil the journey. I was also able to satisfy honour by completing the 1995 Norwich Union RAC Classic Rally, although the warmish conditions cause some complaint for the engine – subsequently cured by fitting the heatshields as advertised under TSSC Offers.

The next car was a move up to the comparative luxury of Triumph 1300, but, not being 'one of our cars', I think we can gloss over that and move on to more recent times. My wife (yes, the very same who had prevented me exploring the interesting parts of the red Herald) had acquired a status at the golf club which provided her with a named car parking

slot but the choice of transport I had available for her to leave in that slot did not, in her view, match her new station in life. To avoid the expense of a new car, I proposed hankering after times past, and, although re-capturing our youth with a Herald did not win spousal approval (sorry Herald enthusiasts), the prospect of doing so with a GT6 was better received. The first one we looked at (it being our intention merely to check whether the type would accept a golf trolley) happened to be a nicely restored – by a Club member, and, if you are reading this Martin, thanks – MkIII (WVG 88J) in nearby Newport. We looked no further, and 2 years after a suitable sum of money had changed hands, we can own up both to some very pleasurable motoring and to honour being satisfied in the Golf Club car park if not on the course.

Ownership of WVG 88J has not been without its interesting moments in the garage. I had, for instance, followed recent advice in *The Courier* to Waxoyl the innards of the tailgate – an entirely reasonable action, until on opening the tailgate after the first bit of decent sunshine (which I should have realised, as indeed Icarus should have, has the power to soften wax) the oil poured from the lock and two ungrommetted drain holes at the top all over the apres-golf outfit which my, by then, very close to ex-wife was retrieving from the car. I had also incurred the displeasure of the golf club secretary for it is difficult to disown a large and growing oil stain on the car park slot which bears your wife's name. The drip was from the bell housing casing and I had been postponing the attention it deserved until winter lay-up time. Engine out and replacement rear bearing seal solved the problem, but why do equipment hire firms operate pricing policies so unsympathetic to our needs? One day hoist hire costs £x, two days cost £x + a little bit, and seven days £x + quite a bit more. I wanted two days hire separated by three or four weeks, but that was going to cost me £2x. In view of the 'don't even try to talk me around to your point of view' reaction, I had to settle for just seven days worth of engine out. I probably rushed things a bit, but I polished and then varnished the otherwise inaccessible pipe-work. Start-up after engine refit was reluctant, and obviously only one carb was doing its stuff. Float chamber clean up and adjustment did nothing to improve matters, and all the feed lines looked clear – but then they would because you can see through the film of varnish that was stopping the vital ingredient even getting as far as the float chamber!

Overall, I have owned nine cars of which three have been 'our' cars, and those latter have been responsible for about 17% of my total mileage. I believe it fair to claim that, of all the nine cars, it is the GT6 which gives my wife and me the greatest motoring fun and enjoyment, and we look forward to accumulating 3,000 miles a year – even more if Footman James permits! ★



WVG at Silverstone, 28th May 1995.

Merry Christmas

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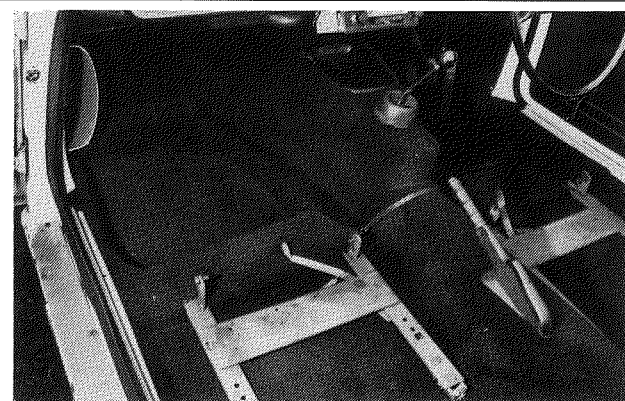
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