



British Sports Car Spares

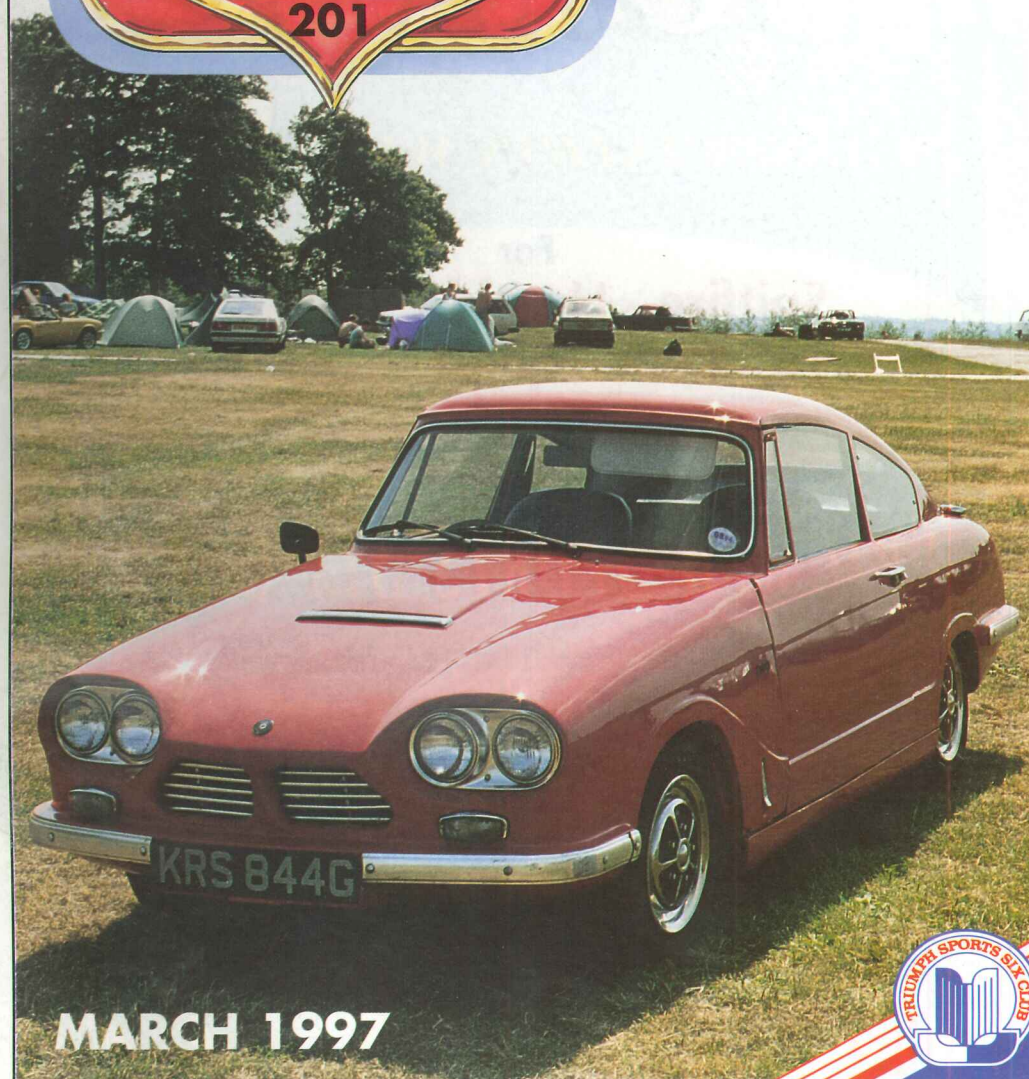
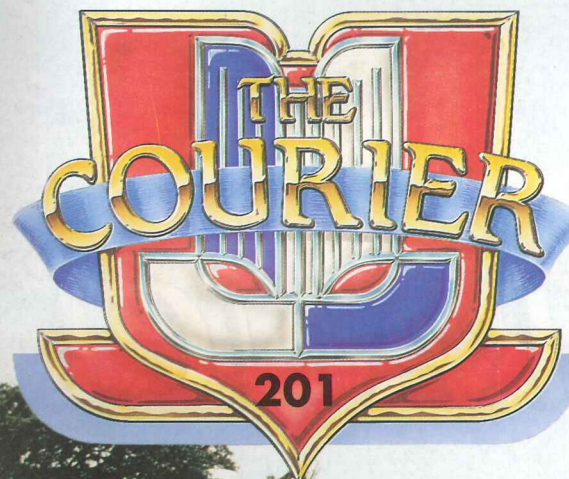
ORIGINAL EQUIPMENT

805855	Herald 1200 Bonnet Top	£110.00
	Spitfire Mk1,2,3 Bonnet Top	£110.00
	GT6 Early Bonnet Top	£P.O.A.
803070	Herald/Vitesse Outer Sill Left Hand	£16.00
805827	Herald 948/1200 Front Wing Right Hand	£110.00
902274	Herald Rear 1/4 Valance Right Hand	£32.00
903076	Herald 13/60/Vitesse Front Inner Wheel Arch Right Hand	£37.50
706549	Herald 1200/Spitfire Mk1,2,3/GT6 Mk1,2 Front Inner Wheel Arch Right Hand	£37.50
705787	Herald/Vitesse/Spitfire Mk1,2,3/GT6 Mk1 Rear Inner Wheel Arch Left Hand	£37.50
718251	GT6 Rotoflex Rear Inner Wheel Arch Left Hand	£80.00
911102	Spitfire Mk4, 1500/GT6 Mk3 Headlamp Cowl Right Hand	£37.50
WKC3414	Spitfire Mk4, 1500 Bonnet Crossbar	£17.50
817252	Spitfire Mk3 Black Plastic Front Grille	£40.00
308086	1300cc Exhaust Manifold	£45.00
116169	Herald/Spitfire 3rd Gear	£17.50
GRB206	Herald/Spitfire Clutch (Coil Spring) Release Bearing	£10.50
121215	Herald/Spitfire Dynamo Adjusting Bracket	£1.50
GMC224	Spitfire Mk4/1500 (Single) Brake Master Cylinder	£69.00
115643	Herald Single Carb Insulator	£1.50
GEG1182	Spitfire Mk3 Dekoke Set	£14.00
GEG344	Herald 948 Dekoke Set	£35.00
208652	Vitesse 1600 Cylinder Head Gasket	£12.50
GBP166	Herald 1200/Spitfire Mk1,2/Vitesse 1600 Front Brake Pads	£9.00
GEX1608	GT6 Mk3 Centre Silencer	£14.00
518534	Spitfire Mk4 Steering Wheel	£52.00
213515	GT6 Mk1 LHD Speedo	£50.00
218834	GT6 Mk3 Rev Counter	£40.00
N/A	GT6 Mk3 LHD Dashboard Set	£35.00
AAU7994	Spitfire 1500 Indicator Stalk RHD	£37.00
709842	Spitfire/GT6 Radio Blanking Plate	£3.50
624737	GT6 Mk3 Bonnet Badge	£14.00
625186	Spitfire 1500 USA Front Badge	£4.50
625188	Spitfire 1500 USA Rear Badge	£4.50
RTC2540	Spitfire 1500 Seat Cover Back Beige Check RH	£22.00
RTC2543	Spitfire 1500 Seat Cover Squab Beige Check LH	£22.00
715842	Spitfire Mk4/1500 Rear Hood Retaining Bar	£9.50

PRICES INCLUDE VAT

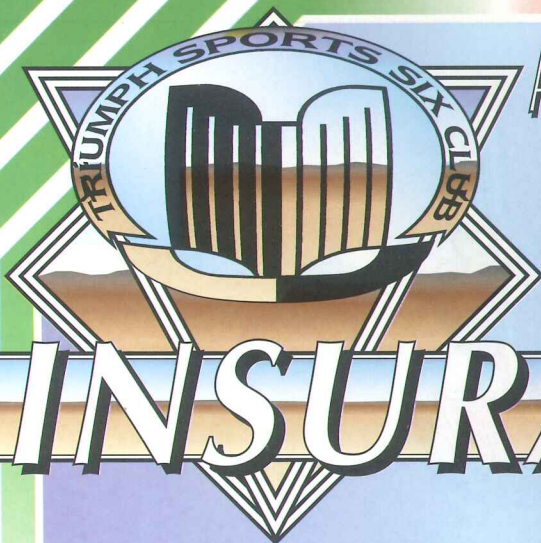
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MARCH 1997





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No. 201 The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

Vol 17. March 1997
Price £1.75 Free to Club Members.

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9.00am - 1.00pm Saturday

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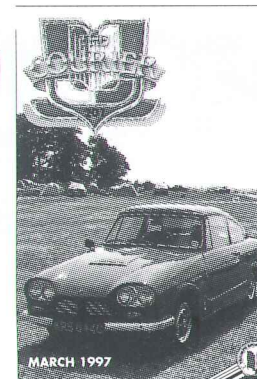
Peter Williams
5, Frosty Hollow, East Hunsbury,
Northampton. NN4 0SY.
TEL: 01604 705319.

COUNCIL MEMBERS 1997

David Aspinall, Mike Costigan, Mike Crewes,
Annis Green, Leon Guyot, Tom Longley,
Chris Mills, Stuart 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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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.



Cover Photo:

Bond Equipe at
Stafford International
Weekend 1995
Photo: Bruce Pilbrough

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T.S.S.C. Events Calendar



This is the official TSSC Events Calendar for 1997 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
e-mail: tssc@tssc-hq.demon.co.uk

TSSC ORGANISED EVENTS '97

MAY 1997

SAT 3rd - MON 5th
MERSEY AREA
3rd ANNUAL SOAPS TOUR.

SAT 10th / SUN 11th
SOUTH OF ENGLAND MEET.
Leatherhead Leisure Centre.

SUN 11th
MERSEY AREA CHESTER
FESTIVAL OF TRANSPORT.

SUN 18th
WESSEX AREA NEW FOREST RUN.
10th Anniversary.
Contact: Trevor, 01202 548582

SAT 10th
MERSEY AREA OULTON
PARK CLASSIC CAR SHOW.

SUN 11th
MERSEY AREA CHESTER
FESTIVAL OF TRANSPORT.

SAT 24th - MON 25th
STANDARD TRIUMPH
EUROPEAN RALLY
Klein Vink Holiday Park, Holland.
Contact: 01858 434424

SAT 31st / SUN 1st
MERSEY AREA TATTON
PARK CLASSIC CAR SHOW.

JUNE 1997

FRI 6th / SUN 8th
CUMBRIA AREA
LAKES TRIUMPH WEEKEND.
Pooley Bridge.
Contact: Shirley, 01946 832080.

SAT 7th / SUN 8th
BREAMORE MOTORCADE.
Contact: Dave, 01202 484421.

JULY 1997

FRI 12th - SUN 13th
TSSC INTERNATIONAL WEEKEND.
Stafford County Showground.
Contact: Club H.Q. 01858 434424

SUN 27th
MERSEY AREA
ST HELENS SHOW.
Contact: Club H.Q.

AUGUST 1997

SUN 3rd
MERSEY AREA
WOODVALE RALLY.

SUN 3rd
LEICESTER NATIONAL
15th SUNSHINE RALLY.
Stamford Hall, Lutterworth,
Leicestershire.

SAT 9th
TOTALLY TRIUMPH SHOW.
Cooke Rugby Club, Shawsbridge,
Belfast. Contact: Laurence
Cochrane, 01247 812628.

SAT 24th / SUN 25th
GREENWOODS BREAMORE
CLASSIC CAR SHOW.
Contact: Dave, 01202 484421.

SAT 30th / SUN 31st
MERSEY AREA TATTON PARK
CLASSIC CAR SHOW.

NATIONAL & LOCAL TSSC INVITED '97

MARCH 1997

WED 19th - SUN 23rd
RETROMOVIL '97.
International Classic & Sportscar
Exhibition, Madrid, Spain.

SAT 15th / SUN 16th
THE LONDON CLASSIC MOTOR SHOW.
Alexandra Palace,
Wood Green, London.

APRIL 1997

FRI 18th - SUN 20th
HAYNES PUBLISHING
RACMSA 2 DAY CLASSIC.
Start - Thruxton Circuit, Finish -
Castle Combe Circuit.

SAT 19th / SUN 20th
SNOWDONIA CLASSIC
VEHICLE RALLY.
Vehicles over 25 Years Old.

MAY 1997

SUN 4th - MON 5th
LUTON HOO CLASSIC CAR SHOW.
Luton, Beds.

MON 5th
JERSEY CLASSIC VEHICLE CLUB
SPRING SHOW.
Howard Davis Farm, Trinity, Jersey.
Contact: Tony, 01534 973827.

MON 5th
CLASSIC CAR & MOTORCYCLE SHOW.
Killarney Country Club,
Co. Kerry, Ireland.

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

SUN 18th
THE GREAT NORTH WEST
MANCHESTER TO BLACKPOOL
CLASSIC CAR RUN.
Closing Date: 22/4/97.

JUNE 1997

SAT 7th
VINTAGE AIRCRAFT CLUB 20th ANNUAL
VEHICLE DAY & FLY-IN.
Finmore Airfield, nr. Buckingham.
All vehicles.

SUN 8th
LONDON TO BRIGHTON
CLASSIC CAR RUN.
Pre 1979 vehicles, 2 new routes.

SAT 14th / SUN 15th
DERBY MOTOR SHOW.
Monkeaton Park, Derby.

SUN 15th
BRISTOL MOTOR SHOW & HISTORIC
TRANSPORT PAGEANT.
Ashton Court, Bristol.

SUN 20th
SPORTING BEARS MOTOR CLUB.
Tours 2 Castle. Tour 1 starts South
Midlands, Tour 2 starts Mid Anglia,
in aid of Childrens Charities.

SAT 21 / SUN 20th
15th ALTERNATIVE & KIT CAR SHOW.
Newark/Notts. Showground.

SUN 29th
CRICKET ST. THOMAS
CLASSIC CAR SHOW.
Westcountry Wildlife & Leisure
Park, Chard, Somerset.

JULY 1997

SAT 19th / SUN 20th
S.A.V.E RALLY
Dalmeny House, Nr. Edinburgh.
Contact: Ian, 0131 539 1402.

FRI 25th - SUN 27th
ABERDEEN SPORTS &
CLASSIC CAR WEEKEND.
Hazlehead Park, Aberdeen.
Contact: Alistair, 01224 783977.

AUGUST 1997

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

FRI 22nd - SUN 24th
DOUNE CLASSIC WEEKEND.
Doune Motor Museum, Nr. Stirling.
Contact: Ian, 0131 539 1402.

SUN 24th / MON 25th
BREAMORE HOUSE
CLASSIC CAR SHOW.
Fordingbridge, Hants.

SUN 29th
BROMLEY PAGEANT OF MOTORING.
Norman Park, Bromley, Kent.

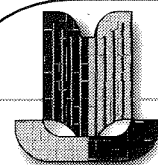
SEPTEMBER 1997

SUN 28th
THE LONDON CLASSIC
CAR SHOW INC. THE GRAND LONDON
AUTOJUMBLE.
Kempton Park Race Course,
south of Heathrow.

OCTOBER 1997

THUR 9th - SUN 12th
3rd RALLYE DES 4 COULERS.
Creuse, Dordogne Area.
Contact: Guy Painchault phone/fax
0033 146029412 or TSSC H.Q.

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



"Comment"

by Bill Sunderland

WHERE HAVE ALL THE CARS GONE?

Traditionally Winter time lowers the threshold of cars for sale but this Winter there's an indicator to what's happening in the Classic Car market.

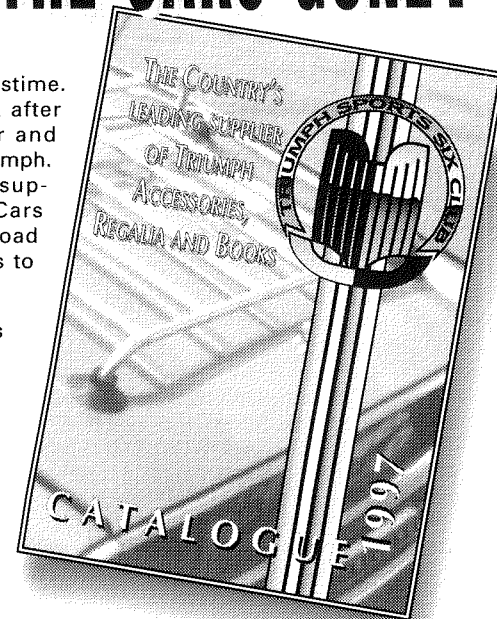
Very few Club Cars are for sale, in fact demand far exceeds supply. Is it that everyone is now hanging on to their loveable Triumph, or is it that you think higher prices will be attained in the Spring, I believe the former. Since road tax was abolished and incredibly competitive insurance offered, the Triumph in the garage now has extremely low running costs. We have the best range of Sports Cars on offer now for manufacturers around the world arguably better than the early 70's although starting prices tend to be early twenties upwards, expensive toys of which many will be. Does this give our cars a premium price perhaps, or is it that people want that excitement in life of which a classic Triumph or modern day MGF gives. Just recently in auction nearly new MGs didn't reach their reserve, making buying new Sports Car at premium prices an

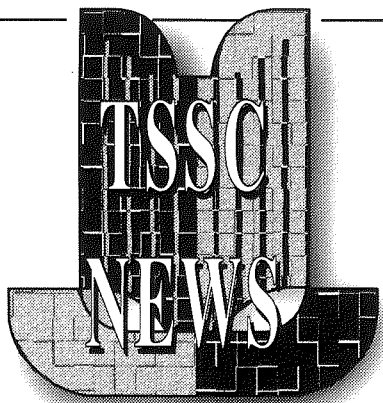
inadvisable pastime. Reality is look after your Club Car and enjoy your Triumph. Market trend supports Sports Cars enjoying the road for many years to come hooray.

Included in this issue the 1997 TSSC Offers Catalogue with our most comprehensive range yet of aftermarket accessories. Members support has always ensured new products and this Catalogue contains many.

For European and overseas Members we have very competitive postage rates, making our products affordable worldwide. U.K. Members will also receive a Modern Car Insurance Proposal Form, this will guarantee lower premiums for Members who insure their Club Car with Footman James. This is a money saving scheme so get a quote.

We continue to add to our Web Site on <http://www.tssc-hq.demon.co.uk/TSSC.html> and more services will be added as the months pass. As Members go live on the Internet, the work the Club is now undertaking should bear fruit, certainly overseas Members seem to appreciate the extra info and we may add our classified in the near future.





948/1200 HERALD REGISTER SECRETARY

I've recently been informed that Chris Longhurst has decided to resign from his position as 948/1200 Herald Register Secretary. Applications for the post are therefore invited.

Briefly, the job entails both a commitment to produce a regular column in the Courier (preferably but not necessarily every month) and to answer members' enquiries which may come by phone or by mail. As the successful candidate, you don't need to know all the answers but you must be prepared to seek them out. For more details I would be grateful if prospective applicants could please give me a call. Needless to say some hard work is involved but all who have taken on the role of a Register Secretary have found it a rewarding and enjoyable experience.

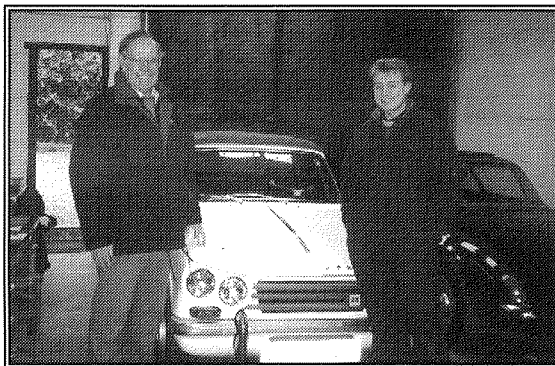
I would like to take this opportunity to thank Chris for all the excellent work that he has done over many years in the role, first as the International Herald Register Secretary and then as the 948/1200 Herald Register Secretary. Chris has been the Club's longest serving Register Secretary and according to my records had his first article published in the Courier in January 1981. From that time, many more followed and, including answering an innumerable number of enquiries, Chris has made a tremendous contribution to the Club. Including being the first person to receive the Club's 'Member of the Year' award, Chris has been and is a credit to the Club. Many thanks again Chris.

As stated before, if any member thinks that they've got what it takes to take on the job of 948/1200 Herald Register Secretary and would like further details, please contact **Peter Williams**, General Secretary. Address and telephone number as on page 3 of the Courier.

CHRISTMAS COMP WINNER !

A fantastic response to the Christmas competition this year! Over a 100 entries plus a block entry from the Lincoln Area, many thanks. A sixty/fourty split on correct and incorrect showed it wasn't as easy as it looked with most incorrect entries failing on the headlight part number. the correct part numbers were: **1,2,5,6,7,9,10,11,12**. Congratulations go to Pauline Clarke of Surrey who's entry was first out of the sack. Your Pewter Mini Model is on its way.

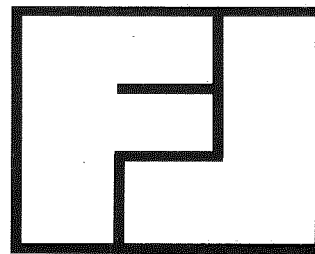
GRAHAM ROBSON'S NEW BOOK



Well-known author of classic car books, Graham Robson, is writing a new book on the Herald and Vitesse marques. This is basically to update his earlier book, written some years ago now, and will contain lots of new information. Graham expects to finish the book ready for printing in January, and it will be available for members to buy at the TSSC International in the summer.

Our photo shows Graham discussing bodywork details with Mike Wilkinson of MW RESTORATIONS, using a Vitesse Currently in Mike's workshop as a 'guinea pig'. The car in question belongs to Essex member Mark Thompkins, who has done a lot of the restoration work himself.

**TSSC HQ WILL BE CLOSED
FOR EASTER BREAK ON
28 / 29 / 30 / 31 MARCH**



"SOMETHING FOR THE WEEKEND?"

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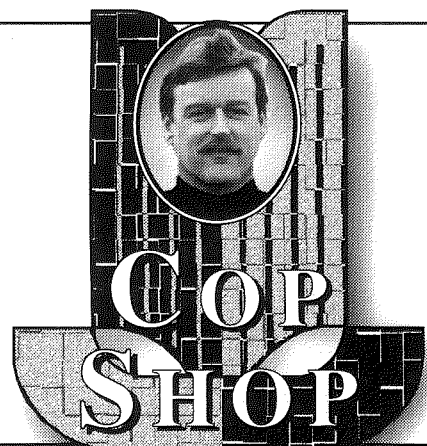
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Keep Your Vehicle Roadworthy

by Mike Crewes

Since July 1991, Section 12 Road Traffic Act 1991 has extended the powers under Section 69 R.T.A. 1988, for Vehicle Inspectorate Examiners to prohibit the use of any vehicle which appears to them to be unroadworthy.

This now includes cars and motor cycles. previously this power was restricted to goods and passenger carrying vehicles.

Also from the same date the same power was extended to certain Police Officers. The Police powers are only in respect of vehicle defects likely to cause danger of injury to any person and are listed in the Department of Transport's Motor Vehicle Defect Guide.

When a prohibition is in force on a vehicle, the vehicle must NOT be used on a road unless exempted by the following exceptions permitted by the Road Vehicles (Prohibition) Regulations 1992.

(a) To a prearranged inspection by a Vehicle Examiner or authorised Constable, with a view to the removal of the prohibition.

(b) To a prearranged inspection by a Vehicle Examiner with a view to the issue

of an MOT or Good Vehicle Test Certificate and the removal of the prohibition.

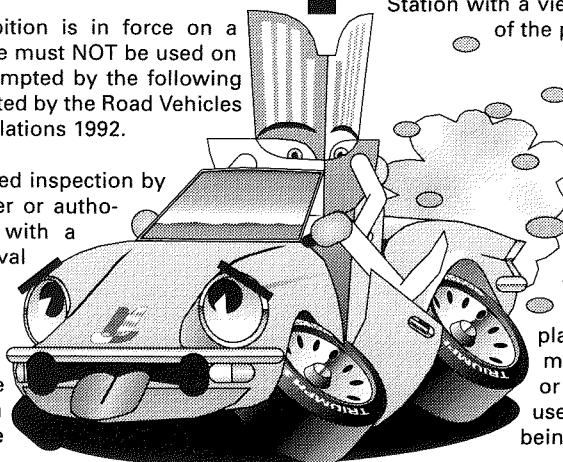
(c) In the course of an inspection with a view to the removal of the prohibition.

(d) Within three miles from where it is being, or has been repaired solely for the purposes of its test or trial with a view to the removal of the prohibition.

(e) In the case of a motor cycle, motor car, goods vehicle up to 3,500 Kg Gross Vehicle Weight or a passenger carrying vehicle with not more than eight seats, the vehicle may be used on a road to take it to or from a prearranged test.

When a vehicle in (e) has been issued with a relevant Test Certificate, then it may be driven on a road to a Police Station with a view to the removal of the prohibition.

It should be noted that unlike the exemptions from the requirement for an MOT, NO exemption exists for a vehicle to be used on a road to a place where repairs may be carried out; or the vehicle to be used on a road after being issued with a



Test Certificate, other than to a Police Station for the prohibition to be removed.

A prohibition can only be removed by taking the vehicle, in the case of a goods vehicle over 3500 kg gross vehicle weight, or a passenger carrying vehicle with more than eight seats to a Vehicle Inspectorate Testing Station. In the case of cars and motorcycles, etc., the vehicle will need to undergo a complete MOT Examination, even if the vehicle does not ordinarily need Testing.

M.O.T. and Windscreens.

From 1st January 1993 the M.O.T. Test was brought more into line with Construction and Use Regulations. Basically if any part of your vehicle is likely to commit an offence, then it is also likely that it will fail an M.O.T. Test. Windscreens are now part of the test. The front windscreen is split into two zones;

Zone A. A zone 290 mm wide centred on the centre of the steering wheel and covering the complete height of the windscreen.

Zone B. The remainder of the windscreen swept by the windscreen wipers. Damage not contained within a 10 mm circle in Zone A and damage not contained within a 40 mm circle in Zone B will fail.

It is unlikely that many Club cars will have any of this damage unless they are fitted with laminated windscreens, toughened windscreens usually smash when damaged.

"... NO exemption exists for a vehicle to be used on a road to a place where repairs may be carried out; or the vehicle to be used on a road after being issued with a Test Certificate, other than to a Police Station for the prohibition to be removed."

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

106410.1241@compuserve.com.

Regards, Mike.





firefly Motorsport

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● Pipercross	● Splitfire plugs	● TSW Alloy Wheels



10 Sworder Close, Luton, LU3 4BJ.





This month promises to be a rag bag of this and that, odds and so's, bits and pieces (a bit like Mac's column every month, really, but don't tell him I said that!). I'll start with an e.mail from David Micallef who is an Australian publican running 'The Porthouse' in Upper Brook Street, Winchester.



The Micallef 13/60 with improvised hood.

Mind you, you'll have to be quick to catch him because he and his American wife Julie (from Motown) are about to permanently export themselves Down-under. The best bit is that they plan to take both their 13/60 and their Vitesse with them. I suppose it's not too bad if they carry one each! They plan to get both cars into a very good state of mechanical repair before they go because it's so much

by Phil Willson

easier and cheaper to obtain parts here than out in the Bush.

Now over to Dave: "We currently have 4 Triumphs; a 1200 saloon, 1500 Spitfire, MkII Vitesse conv. and a 13/60 conv. I've recently finished a full engine and front end rebuild on the 1200 for the winter, after which I hope to sell the old girl. She is our first but unfortunately we must part as we're moving to Australia next year (1997). We're also in the process of selling the Spitfire (know anyone looking for one?).

"The Vitesse and 13/60 are coming with us. The Vitesse we've had for two years now and she's a lovely old beast to drive. I've spent a lot of time and money getting the mechanics up to scratch and will do a body off rebuild when we get to Oz.

"The 13/60 was discovered in an old garage in Salisbury by a friend and after some haggling became ours. This will be Julie's car when she once again hits the tarmac. She was hidden away for 18 years and is in great condition with only 50K on the clock. There's spots of rust from old stone chips and a boot outrigger needs replacing but otherwise the body's good.

"The engine ancillaries have been partly stripped and it was seized so I'm slowly trying to work it loose before I can get it started. Hopefully with a brake system rebuild she'll be on the road early next year."

Back to me for an update: The engine is now running "and sounds beautiful", but the brakes are still seized. Dave hopes to pick up some new calipers at Stoneleigh.

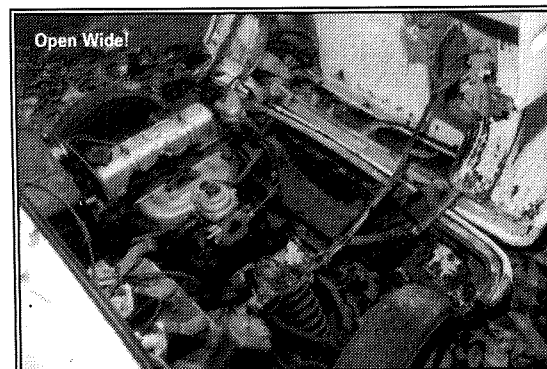
K&N filters next. I am receiving a trickle of letters about these devices which present a varying picture. The first is from D. Harding of Waterlooville, Hampshire who says that he uses a K&N inside the standard air box on his Ford Orion (wash my mouth out with windscreen washer fluid) and, since has covered between 25 and 35,000 miles per year over the last 8 years this has led to a considerable saving in conventional filters. In general he reckons that it only needs cleaning once a year and also that it is much more efficient when dirty - there must be a limit to that argument, I would think!

Another communication is from Quentin and Alison Howell who fitted a K&N to their 13/60

but took it off again when they found it difficult to cope with the oil breather pipe, the problem over the needle size and the fact that the car ran hot with it fitted. The best conversion they've done was to fit electronic ignition, a subject I covered way back in June 1994. They're now pursuing another conversion that I reported on a while back, this time to replace the dynamo with an alternator. More about this and a photo of their car next month.

Here's a 'where are they now' plea from Northleach in Gloucestershire. Ian Ellison would love to know if his old green Herald estate is still around. It carried registration number LMW360F and Ian owned it in 1982/3. He is also looking for his old Bond Equipe 2 litre GT, registration number VLK948G but I won't mention that here since this column is supposed to be about 13/60's. Any replies to me, please.

A big 'Hello' to Ed Willson who contacted me over the Internet from the States recently and who I hope has since joined the Club. He is no relation (to me anyway) but obviously did a name search and stumbled across my stunning web page (URL <http://www.geocities.com/MotorCity/1147/> if your interested). So to all those anorak-wearing, trainspotting nerds out there (only joking, honest), my e.mail address is



p.j.willson@gmw.ac.uk if you want to make direct contact. At the time of writing I can only access this when I'm at work since my modem doesn't

The 13/60 minus grille.

"In the meantime 'er indoors who must be obeyed' is having to use an old Metro (wash my mouth out with flushing oil) for the duration while I am driving a Henry (wash my... no, no - better still, cut out my tongue). What is the world coming to, I wonder?"

seem to want to play along. So please be patient for a reply because I can only deal with such things during lunch breaks.

Now for the bad news: For the first time in ten years I am without a running Triumph! I have decided to transfer the 13/60 estate on to my old 12/50 chassis which is in a much more solid condition. I will also use the centre bulkhead section from the saloon because its got much less tin worm than the original. The other sections will be transferred over one by one as I repair them. Overall, the 13/60 was becoming very forlorn and in desperate need of some TLC. However, first I must finish the 2500 because a) I need the garage space and b) I can't survive without a Triumph for too long. In the meantime 'er indoors who must be obeyed' is having to use an old Metro (wash my mouth out with flushing oil) for the duration while I am driving a Henry (wash my... no, no - better still, cut out my tongue). What is the world coming to, I wonder?

I sincerely hope to have some progress to report on this sad state of affairs next month.

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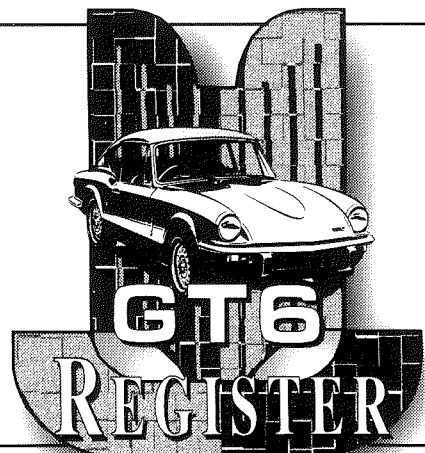
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At around the time of the launch of the GT6 MkII, Triumph were already looking ahead to the next, and sadly, what was to become the last model; the GT6 MkIII.

In February 1968, Giovanni Michelotti, Triumph's gifted Turin-based stylist, produced a proposal for the prospective GT6 MkIII and Spitfire Mk IV body styles. The design featured a full-width front grille, side-lights and wrap-around indicators above the bumper and, most adventurously of all, pop-up headlamps. However, at that time, rumours were rife in the motor industry that the over-sensitive US safety legislature would soon outlaw this type of headlamp arrangement. Although the rumours have since proved to be unfounded, the damage was done; Michelotti's proposal was rejected. Triumph simply could not afford to do anything to jeopardise sales in the crucial US market. (Other car manufacturers fell into the same trap, the front end of the contemporary Ferrari Daytona was hastily redesigned with fixed lamps for the same reason). Personally speaking, I don't think the design works for me, with its odd blend of modern front end (still incongruously featuring the MkII bonnet louvres

and external seams) attached to an old fashioned rear (which was unchanged from the MkII's).

So for the 1970 model-year, instead of issuing a new model, Triumph opted to treat the MkII to some half-hearted improvements. Reclining seats were fitted, as were a sports-style steering wheel and extra cockpit padding. Not surprisingly, these measures failed to produce any significant increase in sales. The MkII having gone as far as it could, a new model was now overdue. The decision was taken to treat the GT6 (and, simultaneously, the Spitfire) to a face-lift in order to improve sales of both models, particularly in the US.

The changes, announced in the autumn of 1970, included a new bonnet design: the bonnet bulge was more smoothly profiled with a central crease-line and the weld seams between the bonnet top and the front wings moved from the crest of the wing down to the sides and made internal. The bonnet louvres disappeared and a new "blade"- style front bumper was fitted. The rear of the car was also redesigned: the roof-line now blended into a short rear deck which ended in a cut-off tail with a

The sadly unapproved design of the proposed GT6 MkIII/ Spitfire Mk IV 'pop-up' headlamp arrangement.

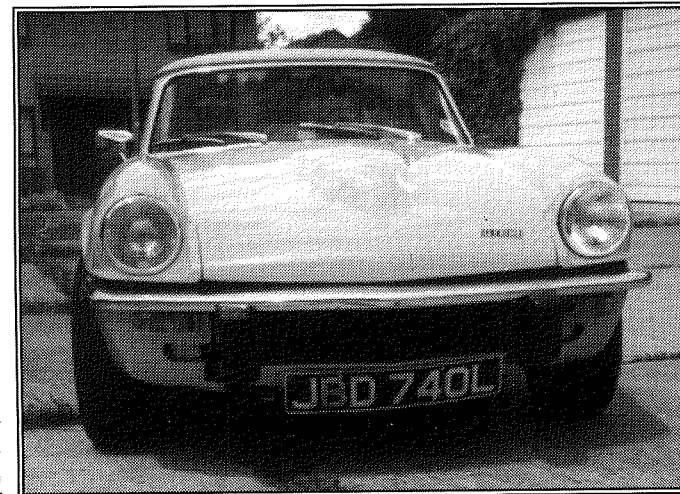


by Mike Scott

stainless steel edge trim and blade-style bumper which echoed the tail design of the Triumph Stag, released a year earlier. (A similar style of under-cut tail graced the Dolomite range released the following year, and this design became known collectively as the "corporate tail"). Cosmetic detail changes included new ventilated steel wheels with chromed alloy nave plates, more curvaceously-shaped rear quarterlights, longer rear ventilator grilles which were now painted in the body colour as opposed to chrome. Nanny-state US safety legislation dictated the fitment of recessed door handles and a flush fuel filler cap (identical to the Stag unit), which was moved the rear to the near-side rear wing. Inside there was a new steering wheel with slotted, polished alloy spokes, a new sliding heater control and a new gear knob incorporating the overdrive switch (as pioneered on the Stag). It's surprising really that nobody thought of mounting the overdrive switch in the gear knob earlier as it seems the most obvious place for it.

Incidentally, the photographs of the MkIII GT6 in this article were kindly sent to me by Chris Wagstaff of Essex. If you want your pride and joy to appear in the pages of The Courier please send me a photograph and I promise to include it in future articles. (All photographs will obviously be returned).

Reporting on the GT6 MkIII in September of 1971, Autosport commented on "... the smoother, more coherent design." Autosport, almost a year earlier, measured the top speed of the MkIII as 112 mph, making it the fastest member of the GT6 family (the increase



presumably due to improved aerodynamic performance of the smoothened body style because there was no extra engine power). The Autosport article concluded that the MkIII was "... engineered for continuous hard driving."

Everything was in place to give the GT6 a new lease of life in terms of renewed sales vigour, but there was a fly in the ointment. Compliance with ever tougher US emission-control legislation was taking its toll on engine power. When launched, European Market GT6s had a power of 104 bhp (net), whereas US models could only manage 95 bhp. A year later the Americans had to make do with 90 bhp, and in 1972 the power of GT6s sold in the US had plummeted to 79 bhp! The answer to this particular problem lay in a new OHC 6-cylinder engine already designed by Triumph but not yet ready for production (this engine was eventually poached by the BL parent company for use in the Rover SD1 range).

To make matters worse, US crash impact resistance legislation meant that the chassis had to be strengthened, resulting in increases in weight (further reducing the car's performance) and, fatally, cost. (If it seems odd to you why a British sports car should be so affected by foreign legislation, one must remember that the US Market absorbed nearly

Chris Wagstaff's pristine Inca Yellow Mk III.

"The rear of the car was also redesigned: the roof-line now blended into a short rear deck which ended in a cut-off tail with a stainless steel edge trim and blade-style bumper which echoed the tail design of the Triumph Stag, released a year earlier. A similar style of under-cut tail graced the Dolomite range released the following year, and this design became known collectively as the "corporate tail".

80% of total GT6 production output). Triumph could not avoid passing part of the cost increase to the customer. This had a disastrous effect on sales as the price was increased without any apparent benefit for the customer.

It might be said that the GT6 MkIII was perhaps the first victim of BL's lack of direction which resulted in confused and confusing product lines. Similar models from the BL stable (scuderia?) were competing with each other in the same market. No fewer than five other models were on offer in the sports car class: Sprite/Midget, Spitfire, MGB/GT, TR6 and the Stag. Not only did all these models compete, directly or indirectly, with the GT6 MkIII for sales but also for the marketing, advertising support of BL's finite resources. Although the GT6's thorough Britishness was of major appeal to US customers, it could also be said that its small size limited sales in that part of the world.

In February 1973 one final attempt was made to revive customer interest in the model: a sporty steering wheel of smaller diameter (from the TR6) was fitted, the instruments were modernised, seats were covered in a brushed nylon material, a Girling Powerstop vacuum brake servo was fitted as standard as was tinted Sundym glass, externally a Spitfire-style front spoiler was fitted. In order to offset some of

the cost of these improvements savings had to be made somewhere, so the expensive Rotoflex rear suspension was dropped in favour of the "swing-spring" set-up used on the Spitfire. Surprisingly perhaps, the handling of the GT6 was hardly affected to any perceptible degree by this "inferior" lay-out.

Everything that could be done for the GT6 was now done; the car was on its own. For the next nine months it bravely soldiered on in the face of dwindling sales, until in November 1973 the final GT6 rolled off the Canley production line (the last of only four produced that month). The total numbers of GT6s of the various marks produced are as below.



Mk	15,818
MkII	12,066
MkIII	13,042 (of which 4218 were of the swing-spring variety)

Total40,926

Although this total would only account for a few days' production of a popular modern car, for a car serving a niche market in the late 'sixties and early 'seventies it is respectable in its own right. With the GT6's place in history assured, it's now up to us to take GT6 saga into the next century.

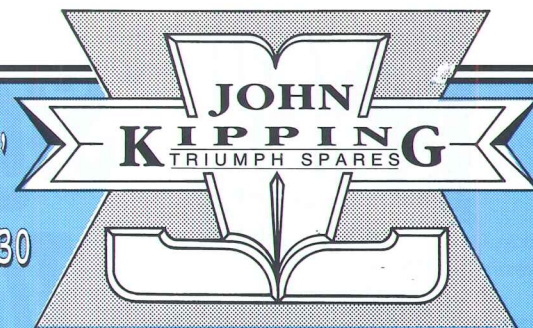
"It might be said that the GT6 MkIII was perhaps the first victim of BL's lack of direction which resulted in confused and confusing product lines. Similar models from the BL stable (scuderia?) were competing with each other in the same market."

Chris Wagstaff's
Mk III. Nice
'corporate
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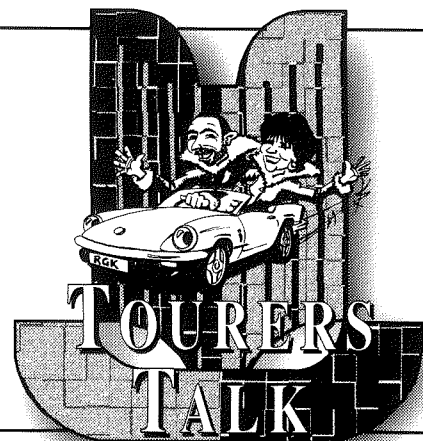
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Signal Early Turn Wide

by Rick Roberts—

As regular readers of this column will know, one career and many years ago, before the last of our cars left the production line, I worked in the Caravan industry.

More precisely I sold touring caravans and trailer tents. Aside from the traditional salesman's role of getting the punter to sign on the dotted line and part with their hard earned cash, there was another function I should have performed, that of towing instructor.

Many of my customers were new to caravanning and had never towed anything before. I on the other hand had much experience of towing with many different cars and trailers, so it would have made sense for me to sit down with them, when they collected what was one of the largest single purchases they were ever likely to make and spend an hour or so instructing them about towing, perhaps even take them out for a demonstration.

But these were the halcyon days of the caravan trade, customers were plentiful and

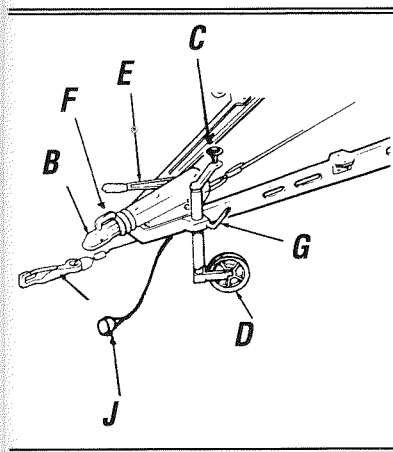
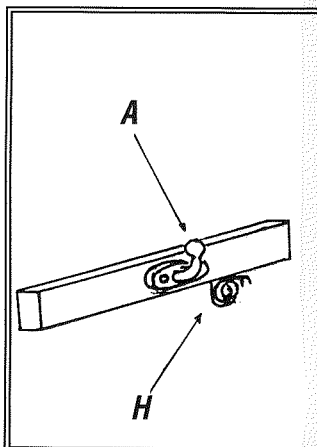
there was lots of money to be made. Once it was a "done deal" the next prospective customer on plot received a lot more attention than the one collecting. To my shame, unless someone specifically asked for towing advice, the best they got on being hitched up was "Signal early, turn wide. You'll be fine."

That was then and this is now. My present career is devoted to road safety, so you'll understand that thinking back I cringe a bit. As I wrote last month a number of people have asked me about the basics of towing so here goes:

Firstly refer back to the articles I've already published concerning towing abilities of the cars and the 85% rule. Abide by these and you're ready to hitch up.

The following notes, published by Thames Valley Police in 1992, in a booklet rather unimaginably titled "Trailer Towing Notes" were compiled by Graham R Godfrey. Graham has had a long career with the Police, mostly on the Traffic department and has spent many years at the driving school. Now retired from active service, he remains at the Driving school as a civilian consultant.

I probably have a lot more towing experience than Graham and as such consider myself qualified to give an expert opinion on his notes - I concur completely with the advice given and if followed you won't go far wrong. But do remember this is very basic advice, a step by step guide to towing for beginners. Like all forms of driving you never stop learning, digesting and following these notes will not make you an expert tower only practice and experience will do that.



Coupling Procedure.

1. Reverse towing vehicle up to the draw bar of the trailer, to within 6 inches of it.

2. Check the height of the hitch (B) to the tow ball (A) on the towing vehicle. Ensure the stabiliser legs are lifted, if fitted. The height of the draw bar can be adjusted by use of the handle (C) on the top of the dolly wheel (D).

3. If the trailer is on a level surface, release the handbrake (E). This may be a ratchet type, over angle or hydraulic in operation. Pull the trailer up to the ball hitch on the towing vehicle. Lift the safety catch (F) on the ball hitch and place

so that there is some slack to allow for movement when turning. The purpose of this safety chain is to pull the trailer brakes full on should the trailer become uncoupled from towing vehicle.

6. Connect 7 pin electrical connection (H) and (J). Check the operation of all lights on trailer. Ensure that the cable has some slack to allow for movement when turning but does not foul the ground or other parts of the trailer.

7. Check that the trailer handbrake is in the off position. Ensure that the overrun brake reversing flap if fitted, is in up position allowing the overrun brakes to operate.

8. Check that the stabiliser legs are lifted.

9. Check ride height of trailer and towing vehicle. Ensure that loading of the trailer is even and that there is a slight amount of bias towards nose weight on the trailer for stability. (50 - 75 kgs. depending on the trailer).

10. Move combination forward a few metres and firmly apply the brakes. Check that the over run brakes are working. Stop and check the trailer connections before proceeding.

Uncoupling Procedure.

1. Locate a good firm level surface. Set the handbrake on the towing vehicle. Set the handbrake (E) on the trailer.

2. Undo the safety chain (B) and stow clear of the tow ball/pin (A).

3. Disconnect the 7 pin electrical connection (H & J) and stow clear of the towing vehicle.

4. Release the pinch bolt (G) and lower the dolly wheel (D) to the ground. If on soft ground place a piece of board under dolly wheel to spread the load. Lock pinch bolt securing dolly wheel in lowered position.

5. Wind dolly wheel handle (C) to raise the nose of the trailer. Release the safety lock on the ball hitch (F), continue winding to release hitch from ball. As soon as the hitch is clear cease winding dolly wheel handle.

6. If the trailer is to be left for any length of time, chock the wheels to prevent movement from accidental release of the handbrake.

7. Put stabiliser legs down if fitted to load or unload the trailer.

On the Road.

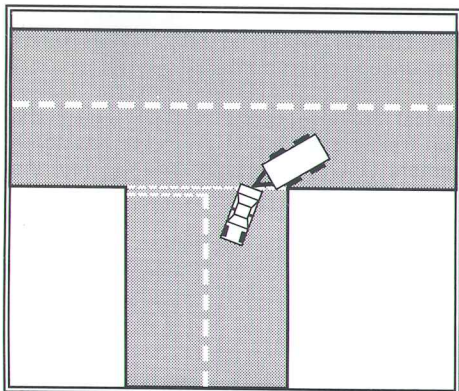
Several points need to be borne in mind:-

1. Your vehicle combination is now probably twice its normal length. Its height and width may have increased. It will certainly have increased its vehicle combination weight. Your intended route

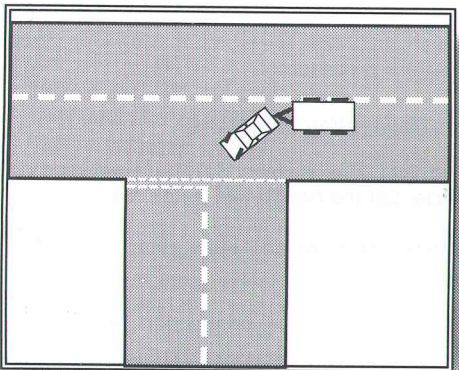
hitch over ball an towing vehicle. Lower onto the tow ball by means of the winding handle on the dolly wheel (C). When located properly a click should be heard as the ball is located properly in the coupling.

4. Fully wind up the dolly wheel (D). Release pinch bolt (G) and lift dolly wheel and safely stow.

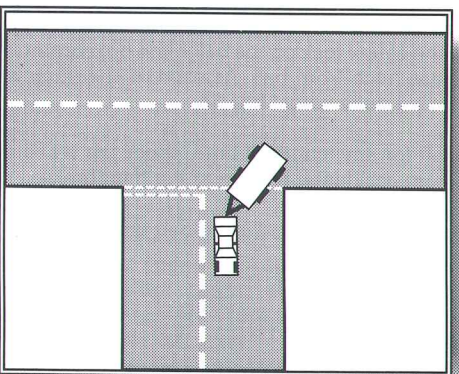
5. Connect safety chain or cable



Turning. 2(A)



Turning. 2(B)



Turning. 2(C)

will now need additional thought, trying to avoid narrow lanes, tight hairpin bends, low obstructions (i.e. bridges, overhanging branches and buildings etc.).

2. Rearward visibility will have been reduced by the bulk of the trailer behind. The towing vehicle mirrors now play an even more important part. Check them frequently, confirming the position of your vehicle on the road and in relation to other traffic around you. Particularly when turning left. If travelling long distances at relatively slow speeds, consider allowing other traffic to pass by pulling into a layby to allow any backlog to clear.

Turning.

When turning, your trailer effectively increases your wheel base.

Consequently it is necessary to compensate by slightly increasing your turning circle, to avoid hitting kerbing or obstructions.

DIAGRAM 2 (A).

Create space for yourself, allowing for the 'cut back' of the trailer taking the shorter line. Planning to position the towing vehicle to gain the maximum space for the trailer.

DIAGRAM 2 (B).

Check the mirrors for the inside of the turn for other traffic coming, inside you as you turn, and for the position of your trailer wheels. Be also aware of any outswing of your trailer at the rear due to overhang of the axles.

DIAGRAM 2 (C).

That's enough for one month I think, otherwise Editor Robinson will be struggling to keep the magazine to within its 82 pages. Part two next month!

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Front Trunnion kit (all models)	£4.64
Front vertical link (state model)	£52.81
Anti Roll Bar Links	£11.69
Front Shock Absorbers (state model)	£21.09
Steering Rack (exchange)	£41.06

REAR SUSPENSION (NON ROTOFLEX)

Rear Leaf Spring (Spit Mk1, II, III/GT6 Mk1)	£69.31
Rear Leaf Spring (Spit MkIV/GT6 MkII)	£69.31
(high spec won't sag)	£69.31
Rear Leaf Spring (Spit 1500 High Spec) (won't sag)	£69.31
Rear Shock Absorber (state model)	£16.39
Rear Trunnion Bush Kit (per side)	£4.64
Rear bearing kit (bearings, seals, hub nut and gasket)	£13.51
Universal Joint (new)	£6.17
Rear driveshaft Her/ Spit/ GT6 (SHORT)	£57.57
Rear driveshaft Spit IV/ 1500 (LONG)	£57.57

ROTOFLEX SUSPENSION

214623 Inner Driveshaft	£88.12
152273 Rotoflex Coupling with Bolts orgnl 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
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Engine Mountings (6 cylinder)	£6.46
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Oil Filter (6 Cyl (Except GT6) hi spec Champion)	£2.35
Oil filter (GT6)	£6.99
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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 (Vit/GT6)	£17.03
Brake Shoes (Vit/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

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Fully Restored Calipers (as new (exchange) Vit/GT6/£64.56	£53.95
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/B (Vit/GT6, state chassis no)	£10.51
Caliper Pistons from	£10.51
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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 Vit/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!

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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
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Front Chassis Crossmember (Spit/GT6)	£25.79
Chassis Outriggers (Her/Vit) (Heavy Duty) all	£16.39
Front Chassis Cross Tube	£25.79
with overrider brackets (heavy duty Her/Vit)	£64.62
Front Cross Tube Repair ends (Her/Vit)	£17.03
Her/Vit 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
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Herald/Vitesse Rear Arch Lip Repair	£15.21

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Pair of Bright Trims for (Spit IV/1500 seal)	£39.89
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Spitfire Mk1, II (without front pipe)	£99.87
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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 adptr for std manifold)	£135.00
GT6 Mk3 (complete stainless system)	£136.24

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Standard PVC Hoods, all at	£88.06
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Voltage Regulator (3 Bobbin)	£33.95

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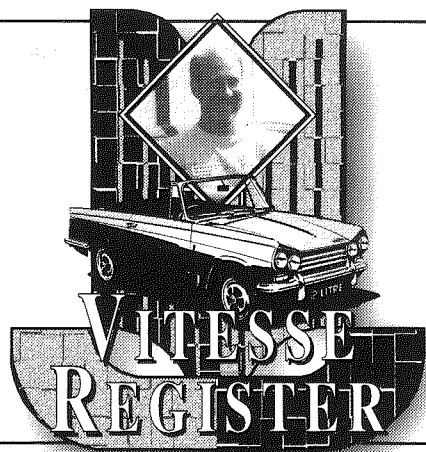
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Lubrication & Maintenance

by Mac Reynolds

Hi! . . . Actually I'm beginning to get into the frame of mind . . . that when winter appears, I would like to semi-hibernate, just to stay indoors, log fires and plenty of brandys, drifting in and out of dream induced sleep . . . dreaming of topless Vitesse in blinding summer sunshine . . . which is what I'm doing now in fact! (I am beginning to tire of all this damp, cold, misty weather!).

To cheer us all up . . . here's a couple of featured Vitesse . . .

The first being 'Teressa' a fine example of an early 1600, belonging to Mike Clint (York) who has restored her to her former glory, finished in blue with a white stripe, she was first registered on 29th June, 1962 . . . chassis number . . . HB 715 DL (an early one indeed!).

Mike wrote to me in December when he had just started to service 'Teressa' and get her ready for the A64 Run early this year, so at the time it was 'bonnet up' and

hands on tools . . . He did say that even his wife lends a hand delivering hot, steaming coffee, to keep his blood circulating in his meagre garage . . . (I know what you mean Mike . . . I must get through gallons in the winter!!) . . . Mike would like to know any history of Teressa . . . whose registration number is 737 DWA . . . thanks . . .

Next is the short story (so far) of 'Spike' (MkII 2 litre convertible FJC 368F) told by his owner, Ivan Overton (Pontesbury) . . .

'Spike' was bought three years ago as an MOT failure. Weeks were spent going through the list of failure points, hoping to be able to get the MOT and enjoy what bit of summer we had left but with one thing or another . . . Winter was on us and still no MOT! 'Big decision'! Total rebuild or nothing . . . Into the garage went Ivan and Rosemary armed

with loads of tools, off came this and off came that . . . Wow, so many bits, all marked (well perhaps!). With the car stripped poor old 'Spike' was looking very ill . . . To work with the angle grinder. Off with the chassis outriggers, out with the welder, on with the new; a day trip

to Redditch, drop off chassis for shot blasting and powder coating . . . Pick up in two weeks. Meanwhile back at the garage, suspension is stripped/painted by Rosemary . . . (nice yellow



The beautiful 1600 "Teressa"

gloves you have), new bushes fitted etc. . . . Time to pick up the chassis, now gleaming white (see photo). Back home, the suspension is refitted, new steering rack, brake lines etc. . . . It actually looks as if we are getting somewhere. Off to Wolverhampton to purchase secondhand low mileage MkII engine. Back home, change gearbox oil, fit new seals, new clutch plate, paint engine (well done Rosemary). Borrow engine hoist . . . all hands on deck. Engine and gearbox now back in the chassis . . . Next repairs to bulkhead, new floorpan one side . . . repairs to the other. Trip to Telford, bulkhead shot-blasted, home primed and painted and now resting on the chassis, wow! . . . One step back . . . Decided to fit swing spring conversion to rear suspension (now being fitted). Also ongoing repairs to rear tub, new wings fitted to bonnet and already primed as is boot . . . Christmas time! A well earned rest . . . or drop the tools Ivan it's your turn to help Rosemary in the house . . . And that's it so far (that's all I know!) . . . Ivan and Rosemary hope to complete 'Spike' by April/May ready to enjoy soft top motoring and their local TSSC Area meetings. . . you should by now almost have 'Spike' in the final stages of completion! A couple of photos perhaps!?!? . . .

I'm cheating a bit now by just reproducing/going over common ground and reminding you all of the importance of regular lubrication (the car . . . not yourselves . . . although . . . thinking about it a brandy wouldn't go amiss!) and maintenance . . . The following is a chart of what, where and when . . . If you are anything like me . . . you may have a rather bad habit of saying . . . I'll do it later when the weather warms up, when I've more time . . . The thing is . . . do it now! Prevention is better than cure . . .

RUNNING-IN SPEEDS

No definite instructions as to running-in speeds are given, but it is advisable to avoid fierce acceleration during the first 500-600 miles. Never overload the engine, but change down in good time when necessary.

GENERAL DATA

Engine: Sump capacity: . . . 7 Imp pints (8.4 US pints)
Oil viscosity: . . . above 80°F (27°C), SAE 30 or 20W/40
 30°F (-1°C) to 80°F (27°C), SAE 20/20W
 or 10W/30 below 30°F (-1°C),
 SAE 10W or 10W/30
Oil dipstick: . . . on left-hand side of engine
Oil filler: . . . on valve-rocker cover
Oil drain plug: . . . on left-hand side of sump
 Change oil when the engine is warm.

Engine oil filter:

Full-flow type. Renew filter element at every oil change; clean filter housing. Filter elements: AC AC73, Fram CH837PL, Purolator MF.222A, Tecalemit FP 3330.

Air-cleaner:

Three different types of air-cleaner may be fitted, viz. an oil-bath type, a wire gauze type, or a paper element type. Filter element (paper type): AC A2435, Fram CA 641 PL, Purolator MF.431A.

Gearbox:

Oil capacity 1 - 5 Imp pints
 (1 - 8 U S pints)
 with overdrive: . . . 2 - 5 Imp pints (3 US pints)
 Oil grade and viscosity: . . . above 30°F (-1°C), SAE 90 EP
 below 30°F (-1°C), SAE 80 EP
 Oil filler/level plug: . . . on right-hand side of gearbox
 Oil drain plug: . . . at bottom of gearbox.
 Drain the oil when the gearbox is warm.

NOTE: The overdrive (if fitted) is filled from the gearbox; when draining, however, the overdrive drain plug (at the right-hand side) should also be removed. Do not disturb the other two plugs. When draining the oil, the overdrive switch should be moved to the 'engaged' position and back again, with the ignition switched on and top gear selected, 10 or 12 times, to relieve pressure in the overdrive hydraulic system.

Final drive/differential: . . . Oil capacity 1 Imp pint (2.2 US pint).
 Oil grade and viscosity: . . . above 30°F (-1°C), SAE 90 EP
 below 30°F (-1°C), SAE 80 EP.

Oil filler/level plug: . . . on left-hand side of housing
 Oil drain plug: . . . at bottom of housing
 Drain the oil when the final drive unit is warm.

Cooling system: . . . Capacity, with heater 14 Imp pints
 (16.8 U S pints).

Heater capacity is approximately 1 Imp. pint (1.2 US pint). The system is provided with two drain taps, one at the radiator bottom tank, and one at the rear of the cylinder block on the right-hand side. When draining the system the heater control knob should be moved to the 'hot' position and the radiator filler cap removed, before the two drain taps are opened.

CAUTION: Great care should be taken when removing the cap while the engine is hot. Under freezing conditions the system must be protected by a reliable anti-freeze mixture.

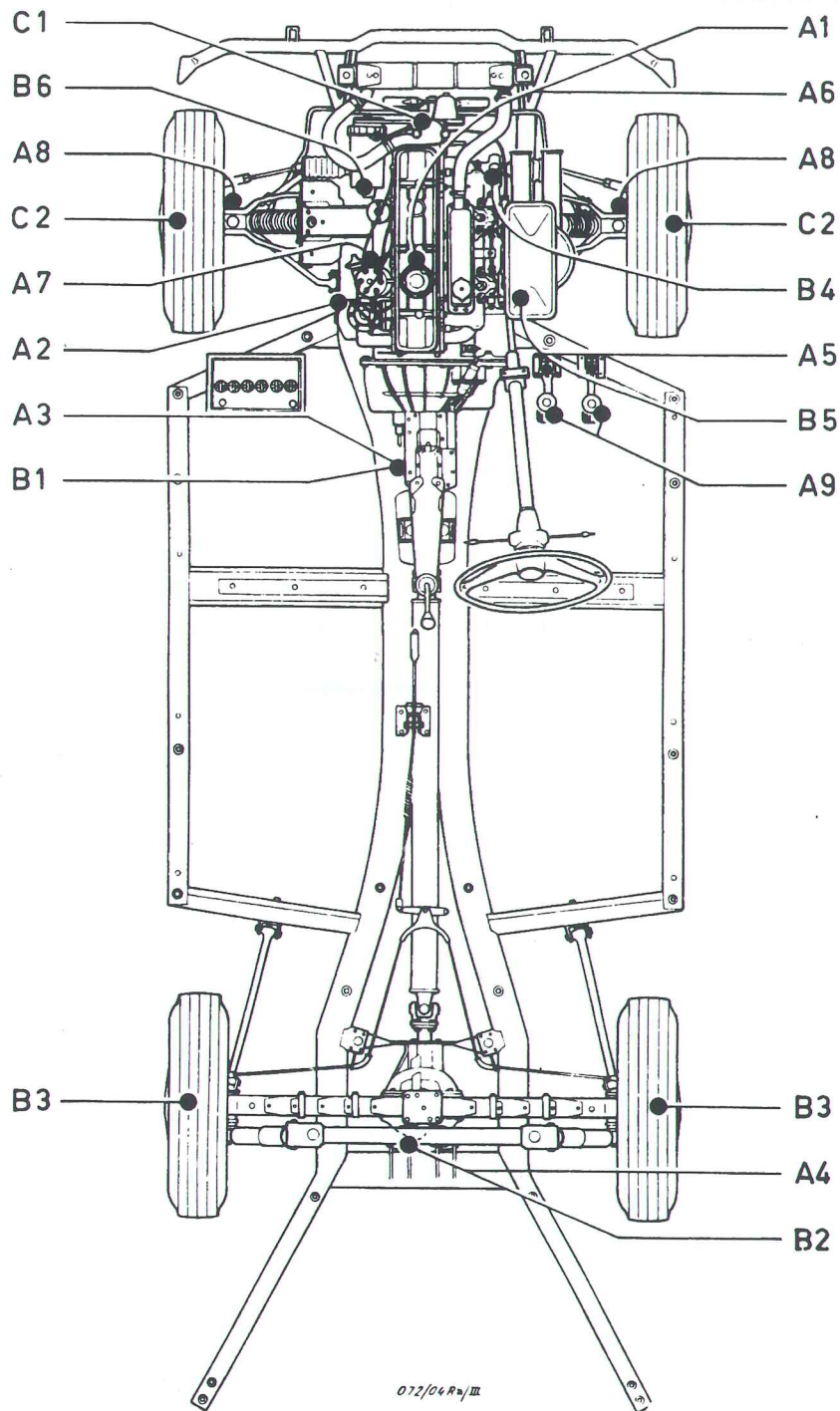
Water pump: To lubricate the water pump, the hexagon plug should be removed and a grease nipple fitted in its place. Lubricate with multi-purpose grease and refit plug.

Fuel tank: Capacity: 8 3/4 Imp gallons (10.5 US gallons). The tank is situated at the left-hand side in the luggage compartment, and is fitted with a reserve tap, controlling a 3/4 gallon reserve.

Steering gear: To lubricate the steering gear, the hexagon plug on the top of the steering-rack housing should be removed and a grease nipple fitted in its place. Lubricate with multi-purpose grease and refit plug.

Lower steering swivels: To lubricate, the plug

TRIUMPH VITESSE SIX



012/04 R3/III

Fig. 7. Lubrication chart



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in the bronze trunnion should be removed and a grease nipple fitted in its place. Lubricate with SAE 90 EP hypoid oil only and refit plug.

Front wheel bearings: The front wheel bearings should be dismantled and repacked with wheel bearing grease.

Rear wheel bearings: The Plug in the lower trunnion housing should be removed and the wheel bearings lubricated with wheel bearing grease.

Brake and clutch fluid reservoir: The fluid level in these cylinders should be maintained to within half an inch below the top edge. Use Wakefield/Girling brake fluid, or if not available, a brake fluid according to specifications SAE 70R1 or 70R3.

TYRE PRESSURES (cold)

Tyre size:5.60-13
Tyre pressures, front:22lb/sq in
rear:24lb/sq in

ROUTINE MAINTENANCE

Daily:.....Check oil level, radiator, petrol, tyres, lights.
Weekly:.....Check battery electrolyte, tyre pressures.

A. Every 6000 miles, or 6 months:

A1 Engine sump:drain when hot and refill.
A2 Engine oil filter:drain, clean element and refit.
A3 Gearbox and overdrive (if fitted):check oil level, top-up if necessary.
A4 Differential:check oil level, top-up if necessary.
A5 Oil-bath air-cleaner:clean and refill. Clean filter element.
Air-cleaner, gauze mesh type:clean and re-oil element.
A6 Engine crankcase breather filter:clean element and re-oil.
A7 Ignition distributor:remove rotor and apply a few drops of engine oil on screw thus exposed one drop on breaker-arm pivot and a few drops on automatic advance mechanism through gap round cam spindle. Lightly smear cam profile with grease or oil.

A8 Lower steering swivels: remove blanking plugs, fit nipple, and lubricate with EP gear oil.

A9 Brake and clutch fluid reservoirs:check fluid level, top-up with brake fluid if necessary.

Throttle controls, pedal pivots, seat adjusters, body hinges, locks and catches:lubricate with engine oil.
Fuel pump:clean out bowl and filter.
Spark plugs:clean and adjust.
Valve rockers, contact-breaker points, engine idling, and fan-belt tension:check adjust if necessary.
Brake and clutch pedals, and parking brake:check free travel, re-adjust if necessary.

Electrical equipment: check operation:check headlamp setting and adjust if necessary.
Brake system:remove wheels and (rear) brake drums, and de-dust, check hydraulic pipe connections and hoses for clearance, check condition of brake pads and linings, interchange wheels when refitting (re-adjust tyre pressures).
Front wheels:check track alignment.

B. Every 12,000 miles or 12 months:

As Service A, and in addition:

B1 Gearbox and overdrive (if fitted):drain when hot and refill.
B2 Differential:drain when hot and refill.
B3 Rear wheel hubs:remove blanking plugs, fit nipple, and lubricate with grease gun (5 strokes only).
B4 Steering unit:remove blanking plug, fit nipple, and lubricate with grease gun (5 strokes only).
B5 Air-cleaner (paper element type, if fitted):renew element (at shorter intervals when car is operated under unfavourable conditions).
B6 Generator:lubricate rear bearing with a few drops of engine oil (not recommended for later models).

Parking brake cable guides: lubricate with grease.
Carburettors:clean out float chambers.
Spark plugs:renew.
Front and rear suspension attachments, steering connections, universal joints:examine and, if necessary, tighten all bolts and nuts.

C. Every 24,000 miles or 24 months:

As Service B, and in addition:

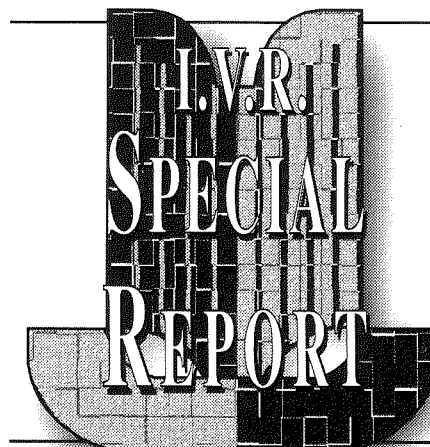
C1 Water pump:remove blanking plug, fit nipple, and lubricate with grease gun (5 strokes only).
C2 Front wheel bearings:clean and repack with wheel bearing grease.
Rear road spring:spray with oil.

(See diagram on page 26).

The above charts etc. . . were taken from a small manual by P. Olyslager, one of the 'Sunday Times' series first published in 1965. Mine is the later 1972 revised edition only 74 pages but a nice little addition to any Vitesse nut's bookshelves!! I am always on the lookout for any publication regarding Triumphs . . . Perhaps in the future at some stage we could collate all known books and print a definitive list . . . an interesting thought!

So I will leave you this month busily oiling your trunnions or greasing those bits you never knew you had! (Ah! I forgot to mention these charts are aimed at the Vitesse 1600 . . . Interesting lists of filter numbers there for the autojumlbers amongst you . . . But the basic principals are the same for all Vitesse . . . if it moves, oil it!!).

Thanks . . . Take Care . . . Cheers . . . Mac.



First, I'd like to say one big "Thanks" to some 200+ Members and HQ Staff who've made this work!

What's the Project about?

An idea I'd discussed with Mac Reynolds for some time finally hit page 29 of The Courier in July 96. There was a clear need from Members who were looking to the Club for help with history on their cars, while the Club in turn was constantly appealing back to the Members for IVRs - the small Club Form where we give basic details of our Car, I thought these two should be brought together!

I felt the IVRs needed to be computerised for Mac to be able to give the best help to Members; but also that in computerising, I could add-in a lot of other sources of information relating to Triumph history and so give Members something back for doing their Forms! So Members taking part have benefited individually, and we've also built a far better Mk2 Register - to everyone's benefit!

If you've already responded you may like to know...

I began sending out response letters - or perhaps "packs" is a better word - in early December, and before Christmas, some 170-180 had gone out. The total of IVRs you've provided is now over 220, virtually doubling the size of the Register! Even so, there may still be as many again out there that are unknown to the Register - so some way to go yet, just with Mk2s.

One point. In each letter I've put the car in a ranking as to "latest-built" of Mk2s still known to survive. Can I clarify this: a car that ranks as "No.1 latest-built" is the latest, *not the earliest*, still known!

— by Dick Plumridge —

The Mk2 Vitesse IVR Project: Spring News.

If you should learn more on the original detail of your car - perhaps as an outcome of the Project - I'd be very glad to get an update! Hence the follow-up IVR in your "pack". No need to do the whole Form again - just correct me on any detail I may have wrong, or missing, on the database. You'll see on your letter, that I've confirmed back to you eight key details as I have them on record, but I may have some wrong or blank? I'd particularly like to "up" the information on Dealers, which BMIHT can supply you. (I feel a Courier article coming on . . . !)

Also if you wish, enclose the stamps as requested on the new IVR and I will send you an updated letter. Thanks to Angie's help at Club HQ, you don't need to do a SAE any more either. Just those stamps and your (correct!!) Membership No.

What about that Draw then? Before Christmas I announced (evidently too quietly) a Mk2 IVR Free Prize Draw for everyone sending in an Mk2 IVR. But what I meant to announce was a . . .

Mk2 IVR Free Prize Draw!

. . . which will now be drawn at the S.E.M. on May 10/11th, by Angie Hill. Two Prizes will be given. First Prize is £25 cash - or a Stanpart Catalogue and Owner's Handbook for the Mk2; or a BMIHT Certificate for your Mk2. Second Prize is £15 cash. If you've done a Mk2 IVR since the Project started in July and your name isn't Mac Reynolds or Dick Plumridge, your number will be in there!

If you haven't yet responded.

Please, do! As well as getting into the Draw (better odds than the Lottery!), and as well as getting the information pack, you'd be supplying pieces of the jigsaw that no-one else has got! All you'll need is your Car, the DVLC V5, some stamps, and the IVR Form (which is all self-explanatory) from the News Review this month! I'd only add that it's vital to get accurate and legible detail on the Form. Every single Form we get is important, so why not give it a go! Good Luck in the Draw!



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Wood dash sets from	£15.00
Gearboxes all models from	£55.00
Front suspension units complete with vertical link, stub axle, hub, disc, spring, shock etc. only	£28.00
Heaters all models & Herald	£15.00
Chassis all models and good	£85.00
Water pumps, all models & Herald	£10.00
Fans all models & Herald, from	£5.00
Carbs, MkIV per pair	£35.00
Manifolds, all Spitfires, inlet & outlet, from	£10.00
Speedos, Rev Counters, Jaegers & Smiths, each	£8.00
Fuel & Temp, Jaeger & Smiths, each	£5.00
Grill, MkIV/1500, GT6 III, TO CLEAR	£5.00
Front Suspension units complete with upright, wishbones, hub, spring, shocker etc	£28.00
Driveshafts, MkII, III, Herald & early Mk IV, complete with hub etc, ready to fit	£35.00
Doors MkIV/1500, some complete with glass, winding gear, handles and inner trim, from	£25.00
Wheel trims, MkIV/1500, GT6 III in black & silver, EACH	£3.00
Starter motor, all models TO CLEAR	£5.00
Alternator, MkIV, 1500, GT6 III	£12.00
Chrome & Black outer trim strips for wings, boot & rear valances	£3.00
Calipers, all models & Herald	£15.00
Wiring looms, all models, complete	£35.00
Dash Support bracket, all models	£5.00
Bumpers, MkIV/1500, GT6 III, from	£35.00
Propshafts, all models, none overdrive	£15.00
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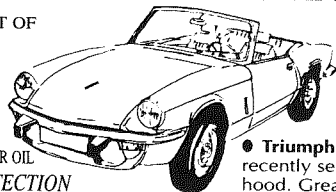
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Stressed Out

— by Trevor Collett —

We have a rather short register this month due simply to the fact that I have just moved house.

Actually, "simple" is one word that doesn't apply to this particular move, but I won't bore you with the details. Now that we have finally moved in the work really starts and unfortunately fitting out my garage is not allowed to be at the top of the list. So if anyone wants to contact me by letter or phone check out my new details at the back of the magazine - assuming Bernard has been his usual efficient self. I look forward to hearing from you.

The first Specials Register type letter to reach me at my new abode came from Chu Tai who lives in Luton. He has just completed a Douglas TF after a 5 year build. The problem that he hopes I can solve involves the dear old rear suspension. His words: "At the moment the rear wheels are trying to impersonate an up-turned pyramid".

It seems pretty clear to me that the reason for this is simply because the new Gentry body is considerably lighter than the original Herald. This happens with all Herald/Vitesse kits and specials and is a subject that I have covered a few times over the years I have been writing in the Courier.

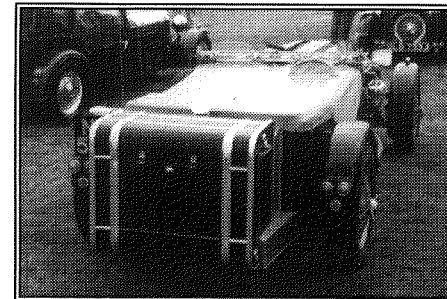
There are several solutions to the problem. The method I adopted when I built my Moss Malvern, as recommended by the Moss Company, was to remove some of the leaves from the rear spring. I think I removed three leaves, numbers one, three and five. and the camber on the rear wheels on the finished car was nicely neutral when unloaded, going a few degrees negative with weight in the back. I have subsequently spaced out the rear wheels which gives another degree or so negative camber.



The exact effects of removing leaves from the spring depend a lot on chance; what condition was the original spring in? What exact weight will your body end up? My Malvern is a 2+2, a lighter, pure 2-seater body might need another leaf removed.

Other methods of getting the right camber are: turning one or more of the longer leaves upside

down; flattening some of the leaves in the spring or having a spring specially made for the reduced weight. Rear springs for kit cars used to be available from Triumphtone - check them out. Of course, the other thing to bear in mind when messing about with springs is the final spring rate you end up with, that is, do you want a stiff or soft rear end?



Burlington Arrow.

One further method that people have adopted that doesn't involve any modification to the spring itself is to space the spring up from the top of the differential, which has the effect of inducing more negative camber. Also a Spitfire spring should, in theory, allow your Herald based kit to "settle down" a bit. All this is a bit hit and miss - if anyone has a more scientific approach to this subject please let us know.

The Burlington Arrow shown in the photo potentially has a way of adjusting the rear camber angle - loading or unloading that natty trunk!

One connected point when dealing with the ride quality of club kits and specials - don't forget to experiment with different tyre pressures. Reducing the rear pressures leads to a much more comfortable ride over potholes.

INTERNATIONAL LIAISON SECRETARY

by Léon Guyot

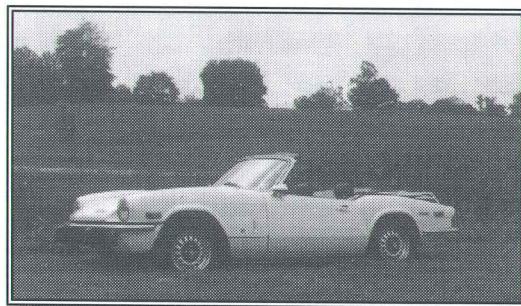


Fig.1 Jasmine 1972 MkIV Spit' Ralph Janelli at Ashville, N.C. Aug 94.

Hello folks, As another winter slowly slips away, and the first show of 97, the third Stoneleigh Triumph show looms, as I write on 16th February, so the beginning of March, when work should recommence on my Vitesse draws inexorably nearer.

I have recently been taking a peek at the Triumph-lists that exist in the virtual world of cyberspace. Virtual they may be, but it seems that the denizens of that list and their Triumphs are far from virtual, with many problems aired and many ideas and answers forthcoming, it's all very stimulating, but after about a week, I found I had to unsubscribe from the main list, simply because of the sheer volume of 'post', ie: about 50 pieces/day being generated. However I am now subscribed to the digest version which is a good deal more, well, digestible! Our beloved cars may be from a bygone era, but the good people who drive them are certainly not living in the past, judging by the numbers of them on the list, including so far, two overseas area organisers, ie: Odd Hedberg in Sweden & Dave Eaton-USA/NW. As far as I'm concerned the best thing about the list and e-mail is the immediacy of it, it's much more like conversing, than writing a letter, almost like making a telephone call, but with a proper record of exactly what has been said, with the bonus of being able to check what you/ they say is correct, before it is too late, unlike brain-in-neutral, engage mouth, as some conversations will testify!

Anyhow, I find it especially useful in my position as International Liaison Secretary, simply because it helps me to Internationally Liaise, without leaving my desk! So, I'll just say a quick hi, to those members & potential members, who have been electronically liaising with me so far ie: Jan Dawson and Bill & Joanne Burroughs of the So' Californian Tri' Owners Assoc', Dan & Connie Brien of the British Columbia Tri' Register, Marty Lodawer & Sue Davis & Bob Reinhold of the Tri' Register of Southern California, Francois Demont & Eric Noel of Amicale Spitfire, Cathy & Nols Pienaar of the Tri' Sports Car Club of Southern Africa-Pretoria, Jouni Harju of the Tri' Cars Club of Finland, Andrew St.J.Mace, President of the Vintage Tri' Register, Thomas Schmid of the 1st Spitfire Club Deutschland, Scott D.Kohl & Daniel J.Luttrull & Richard Ceraldi of the Portland Tri' Owners Assoc', Odd Hedberg of the Tri' Club of Sweden, Ralph Janelli & Dave Eaton & Pat Catchpole & Bob Sykes, (TSSC members in USA),



Fig.2 'Scarlet'. Signal Red 1965 MkII Spit' Ralph Janelli.

more recently I've been trying to be helpful to potential members with their triumph related questions, and advertising the TSSC, and our events, at the

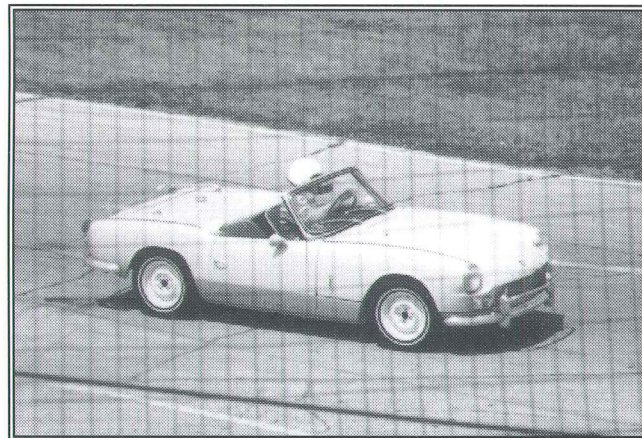


Fig.3 Rockford Speedway, 27/7/95, VTR Convention.

same time, as I feel, that if one is a member of a club, any club, then it is one's duty to spread to word, and always encourage/ cajole potential members to join, I think that most other members must do so, otherwise we wouldn't have the best club would we? I recently made contact with 'Kevin', an AOL subscriber, by inputting the words "Triumph" & "Vitesse" into AOL's member search facility, which produced: Kevin, from Absecon, New Jersey who's hobbies entries include: British Autos, (TR5, Sports 6, Vitesse, GT6, MGA & B, old telephones, radios, washing machines, photography, art, science, my kids. He gave his Quote as "Put in a good days work . . . and get home before dark!", (does he know Mac Reynolds? . .) In our correspondence, he tells me "I have always liked the Vitesse. I made a brass badge, reading Vitesse for my bicycle in 1986. I got my Sports Six in Georgia, about a year and a half ago. I've resprayed it in Signal - Red urethane", (another one!), "but there is still much to do", (another one), "I just picked up an old

English racer bicycle two days ago. It's a Triumph!, made in Nottingham." Does anyone know any more about those bicycles? (Mike Costigan perhaps?). Kevin, says he'll send some photos in due course, that should be interesting! Whilst I'm rattling on about internet related stuff, the aforementioned Ralph Jannelli of Matthews, (SW of Charlotte), North Carolina, has sent me a couple of photos of his two treasured Triumph Spitfires' He tells me that "My first Spitfire was a 1970 Mk.III, bought used in 1972. I drove that car every day until

1981." Originally, he "lived in New Jersey, moving down to north Carolina in 1980, but by then, the dreaded tin-worm had taken it's toll. The Mk.III made way for a fine example of a 1972 Mk.IV (Fig.1) which had no rust,one of the fringe benefits to living in the Southern states."

"I drove this car every day, until about 1984, it then became a car to drive on nice days. I still have this car, and as of 1995, it became my daily driver again. The picture, (above), was taken at the 1994 Vintage Triumph Register Convention in Ashville, North Carolina. It is painted Jasmine." The Triumph bug has certainly sunk it's teeth deep into Ralph, as he continues: "In 1993, I found a

Fig.4 July '95 VTR.



basket case of a 1965 Mk.II Spitfire and spent the next two and one half years restoring her from the frame up. Her name is 'Scarlet' "(as in O'Hara-geddit?), she is painted Signal Red, (what else?), (Fig.2) and she is my pride and joy. Scarlet was finished in March of 1996, and took first place for Spitfire Mk.II/Mk.III concours at the annual national VTR convention in Albany, New York, that year, for some unknown reason, VTR has a class for Mk.I, but groups Mk.II and Mk.III together." (I had been made aware of

that problem already, Ralph, it upsets both Mk.II and Mk.III Spitfire owners, and to be quite honest, I think it's about time, VTR took account of the ever growing number of restored Spitfires, joining their ranks. (Surely something to be encouraged? - Leon). "She has about 1300 miles on the 'clock'. The only item I wish I could find is a camber compensator, so she would do a bit better in the autocross" (excellent, it's good to hear that Ralph is not afraid to use & enjoy his Triumph and that it is not just another unused 'concours queen', (no offence intended!).

"By the way, she also took second place in the Mk.I thru' Mk.III stock class in the autocross" (Ralph, I personally think that Camber

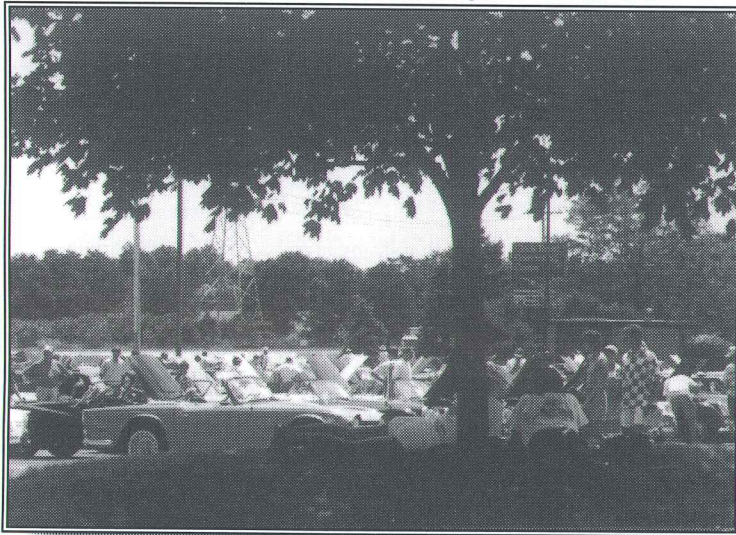
Compensators are over-rated, and you'd be better off fitting a late-Spitfire 'swing-spring' conversion, if your autocross regulations permit it?

Thanks very much for that, Ralph, it's always good to hear from members about their beloved triumphs, so far from where they were made, still being enjoyed as intended.

Since we seem to be stuck in the USA for this month, I might as well continue the theme: with a belated, but nonetheless interesting report on the Vintage Triumph Register Convention of 1995 which took place at the Clock Tower Convention Centre, Rockford,

ILLINOIS from July 26-29. Each year, the event is hosted by a different chapter of the VTR, (actually separate clubs), and for '95 it was the turn of the Illinois Sports Owners Association. As is usual for these conventions it was very professionally organised, which is more than necessary, when you consider that it takes place over four days, that people drive thousands of miles in their stunning Triumphs from all over the USA to get there, and that

Fig.5
Rockford
Illinois
July '95,
VTR.



for most, it uses up their entire annual leave entitlement to attend. After registration/ signing-in, on 26 July at 5pm, the craft, model and photo contests took place, then the 'funkhana' - a driver and 'navigator' being required for this mid-west carnival type event, with much tossing of bean bags/ fanbelts and dipping into the magnetic duck pond for the lucky message-yes, from the car - then a Tech' session on Carb' repair by Dennis Trowbridge of British Motors - a Chicago repair shop. A pool party followed,

with door prize giveaways - 200+ prizes in all, with free beer and munchies, July 27, Autocross day, over 100 drivers at the Rockford Speedway, a quarter mile paved oval/figure of eight. (Fig.3), cars ran in class order, pre-published class running times allowing drivers to spend only as

"After the feast, Bratwurst, burgers, salads, chips, ice cream and lots of beverages et al, an imminent change in the weather became apparent, everyone sensed that something big was approaching the weather continued to deteriorate . . ."



Fig.6 July '95 VTR.

much time as they wanted at the track, the course layout equalising times between classes. Then the Hotel Rallye, navigating through the hotel complex and the museum proving more challenging than many thought. (Fig.4), Another tech' session followed, on emission controls testing, the wave of the future!

The third tech 'session, this time by Ted Schumacher of TS Imported Automotive, (he who supplied the starter motor for my Vitesse-Leon, and it only took two days to get here from Ohio! thanks to UPS), Lots of useful info' was imparted to those assembled.

In the evening, the 'Midwest Cookout', and ISOA, the organisers, though that the highlight of the drive would be the police escort, but to their great amazement there were yet more memorable things to come! The first,

"The rain finally desisted, but the lights stayed off due to downed power lines, everyone returned to the hotel, as mother nature treated everyone to one of the most spectacular sunsets we've seen."

switch, to satisfy an itch, flew down upon a luggage rack, and left a scratch. . .
Fig.7
The rain was now coming in **July '95 VTR.**



was the fire trucks en - route to put out a grass fire along the route, All those gleaming Triumphs snaking along the tree-lined River Road was a sight and sound, to behold. After arriving at the entrance gate, cars travelled another half mile straight down a one lane road, through a corn field to the cookout, (BBQ) - ticket taker, who received numerous comments about "someone's always got their hand out in Illinois" (Fig.5).

After the feast, Bratwurst, burgers, salads, chips, ice cream and lots of beverages et al, an imminent change in the weather became apparent, everyone sensed that something big was approaching the weather continued to deteriorate, the wind began to switch, the house, to pitch, the hinges started to unhitch, just then a

sideways. The Prince of Darkness, (Lucas USA), decided to pay us a visit. The lights went from dim to flicker and finally off. Rain continued falling, three inches of standing water covered the grounds, several members of Kansas City Triumph Club, who must be used to tornado weather, ventured to the tug of war area, where they beat the ISOA crew. (possibly because they tied their end of the rope to a post?) The rain finally desisted, but the lights stayed off due to downed power lines, everyone returned to the hotel, as mother nature treated everyone to one of the most spectacular sunsets we've seen. Back at the hotel, we again heard the wail of the fire trucks, this time, lightning had struck the hotel starting a small fire at the coffee shop. It must be time to party, so we continued in the hotel lobby...

"The Convention was attended by 456 people in 251 cars, the largest two groups were from the Minnesota & Kansa City Triumph Clubs."

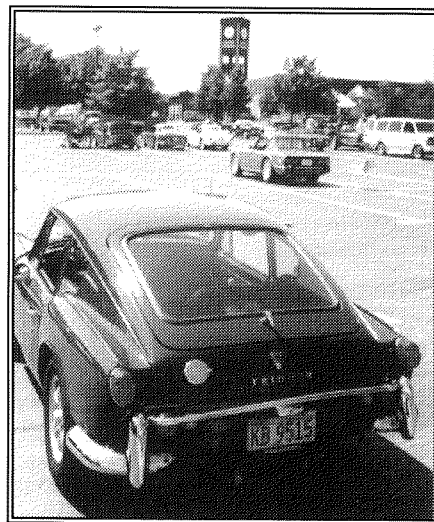


Fig.8 July '95 VTR.

good roads, great scenery, 80 miles long, including Rock River Valley. The winner was deemed the best poker hand, with tie-breaker questions. Several drivers commented that several roads aren't flat, and go straight through the middle of a cornfield!

A TSD (time-speed-distance) rallye followed, then a VTR membership meeting hosted by the late Dennis Riley, (President of VTR), and an auction. 29 July, early this morning and time for the traditional panoramic photo, in which all the Triumphs, and

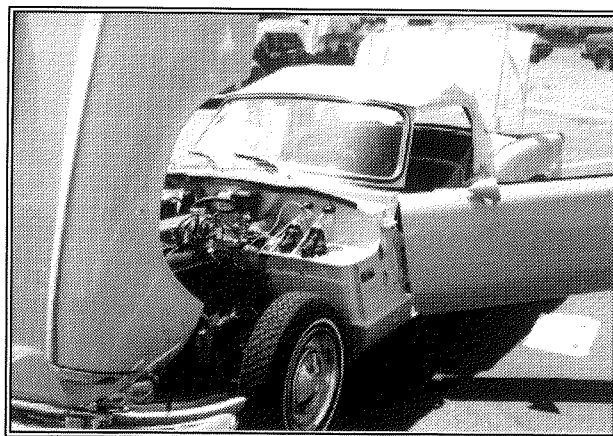
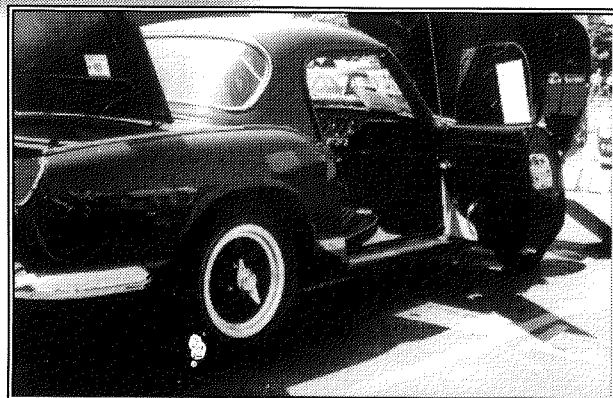


Fig.9 July '95 VTR.

28 July, the hour long breakfast tour through some of the most scenic roads in Northern Illinois, with Rallye type instructions and a route map, through Rock Cut State Park, to breakfast at Old Country Buffet, which opened just for the all - you - can - eat breakfast for over 200 hungry Triumph people. Back at the hotel, for another tech' session on Lucas electrics by Jack "Doc" Bough of Lucas, giving a most informative presentation. Then another Fun Rallye,

Fig.10 Spitfire FC77777.



their owners etc, park in a huge circle, usually several cars deep, with a specially configured large-format professional camera on top of a very tall ladder in the centre, slowly turning around, so as to create a very-long panoramic photograph of all the 200-300 participants. Today was Concours day, ably run by VTR chief judge, George Rabey, there were both concours and participant's choice awards ranging from the 1948 1800 Roadster to a 1981 TR8. (Figs.6,7,8,9,10&11) Over 300 people attended the banquet dinner at the clock tower to socialise and present the event awards. The Convention was attended by 456 people in 251 cars, the largest two groups were from the Minnesota and Kansa City Triumph Clubs.

The location attracting many fine cars from central USA, most of them not having attended previous conventions. (On a personal note, I for one would not like to have to organise such a mammoth event, it is quite some undertaking, at first, the entry fee seems rather high compared to one of our events,

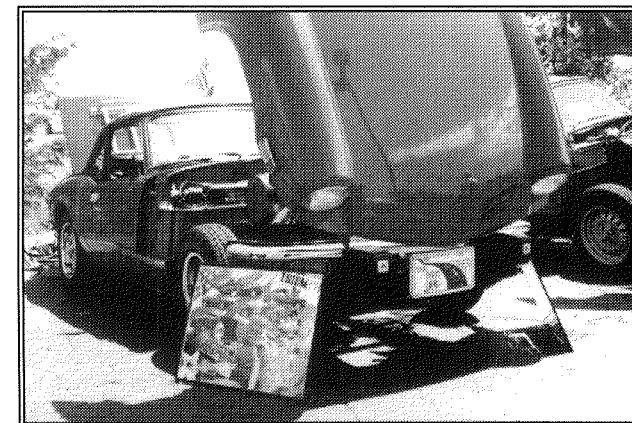


Fig.11 July '95 VTR.

another holiday!). My personal thanks to Jack "Spuds" Billimack, Ann "Hammer" and Tim Buja, and Sheri "Big Mama" Pyle, for writing the original version of this (abridged) report, for the VTR magazine, "The Vintage Triumph", and especially to Dave and Sue Bayliss (TSSC members), for supplying the excellent photos. How I wish I could have been there myself - it sounded great! Never mind, we've got STER to look forward to, not long now!, will my Vitesse be ready, won't it? Who can tell?

"can you imagine driving your Triumph to France down a tunnel, or over a bridge, as those polled may have imagined? Personally, I think I'll continue to risk the ferries"

Now, just a short note which I recently came across, "70% of people support a channel link from Britain to France, according to a poll in the Sunday telegraph

yesterday, a tunnel would be much more popular than a bridge". "The poll shows only 10% are now opposed to a link compared with 25% two years ago. Nearly 25% want a tunnel, 62% of all types of people said a tunnel was more in the national interest than a bridge" Those favouring a bridge totalled 17%, and 'Don't knows' totalled 21%. A poll in France in May last year gave 61% favouring a tunnel."

When was that written? 1980?, 1975?, 1970? ... No, it was 1963! (when our cars were young!, can you imagine driving your Triumph to France down a tunnel, or over a bridge, as those polled may have imagined? Personally, I think I'll continue to risk the ferries, it's P&O to STER for me!)



but take it from me, it's real value for money, with not one minute without several things to do or see, in fact, after four solid days of non-stop Triumphing, you need

Talking of STER, as fuel is expensive on continental mainland europe, I suggest you buy a good map, and don't let this happen to you!(Fig.12).

Until next month, drive your Triumph, and enjoy every minute of it!

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— **by Jo Field** —



I start this month with an alteration to the calendar of events for the Standard Class Championship rounds, so that new members of the section do not have to attend their first race meeting without the support of the current group of racers, their first race will now be held at Mallory Park, alongside the Modified class. Apologies to all of you who have written the dates in your diaries.

Our race dinner at The Fernie Lodge, Husbands Bosworth on February 22nd was a success, with prizes for the 1996 season being awarded. Our congratulations go to all who took part during the season. I list below the points awarded (7 from 9) for the 1996 season.

We now look forward to the start of the 1997 season with our first race at Mallory Park,

CLASS 'A' up to 1300cc

		points
First	Paul Lucas	111
Second	Dave Beardsley	50
Third	Steve Crane	65
Fourth	Jon Wolf	34
Fifth	Martyn Adams	16
Sixth	Mark Field	10
Seventh	Dave Jones	0

CLASS 'B' up to 2500cc

First	Colin Elstrop	30
Second	John Davies	25
Third	John Pinkney	12

GUEST CLASS	Russell Munn (TR7)	46
--------------------	--------------------	----

Leicester just off the A47 between Leicester & Hinkley) on Sunday March 23rd, for both the 'Standard' and 'Modified' championships. On the day practice usually starts at about 10am, with lunch around 12:30pm and the racing starting at 1pm (all times are currently approximate if you would like firm times please phone nearer to the day and I should be able to assist).

We look forward to welcoming all our supporters for an entertaining day of competition.

If, in the meantime anyone would like further information on the sections activities please do not hesitate to contact me on: **(01536) 763799.**



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Hood header rail seal, front	£6.46
Hood front outer finisher/ seal (white only) original	£9.99
Front quarter light rubbers per pair	£29.96
Door skin to door glass outer weatherstrip	£5.99
Door skin to door glass inner weatherstrip	£3.23
Door glass glazing seal	£3.53
Hood side seal (top of door)	£4.41
Wheel arch to dash seal (small mud flap)	£2.70
Door aperture seal, convertible	£11.75
Chrome door aperture seal cappings Convertible	£9.99
Door aperture seal, saloon	£14.69
Front valance seal	£1.18
Door check link seal	£2.64
Gear lever gaiter	£6.46
Handbrake gaiter	£7.64
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.53
Master cylinder dust cover/boot	£3.82
Boot seal - as original	£18.80
Boot seal (non original)	£9.99
Estate rear tailgate glass seal original	£23.50
Rear quarter window seal, saloon	£19.98
Rear windscreen rubber, saloon	£22.27
Window runner channel, front	£6.46
Window runner channel, rear	£4.70
Rear roof to deck seal, saloon	£9.99
Petrol tank filler neck seal	£4.70
7 inch headlamp seal HERALD	£3.53
Front side/indicator lamp rubber seal	£4.35
Petrol tank sender unit cover	£5.29
Petrol tank drain neck seal, sponge	£4.70

SEALS - SPITFIRE/GT6	
Front windscreen seal, SPITFIRE I, II, III, GT6 I, II	£21.15
Front windscreen seal, SPITFIRE IV/1500, GT6 III	£17.04
P seal on windscreen frame	£3.82
Roof to windscreen top seal, GT6 I, II	£21.15
Hood header rail/hard top seal, front, SPITFIRE	£6.46
Door skin to door glass, outer weatherstrip	£5.99
Door skin to door glass, inner weatherstrip	£3.23
Door glass glazing seal	£3.53
Bonnet scuttle/bulkhead seal	£4.70
Wheel arch to dash seal (small mud flap)	£2.70
Door check link seal	£2.64
Door aperture seal (Furflex) SPITFIRE	£14.10
Door aperture seal (Furflex) GT6	£17.63
Front valance seal, SPITFIRE I, II, III, GT6 I, II	£1.18
Front valance seal, SPITFIRE IV/1500, GT6 III	£2.35
Gear lever 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/boot	£3.82
Boot seal	£9.99
Tailgate aperture seal, GT6	£9.99
Tailgate glass seal, GT6	£22.33
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Barrel and keys, right hand, HER/VITESSE	£7.05
Door cam lock r/h HERALD/VITESSE	£32.90
Outer door handle ass. SPIT I, II, III, GT6 I, II	£14.04
Outer door handles (matched pair) black or chrome, SPIT IV/1500, GT6 III (includes lock barrels)	£75.20
Matched pair of door lock barrels, SPITFIRE II, III, GT6 I, II	£14.69
Matched pair door lock barrels, SPITFIRE IV/1500, GT6 III	£14.69
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Tailgate handle and lock assembly GT6 III	£14.69
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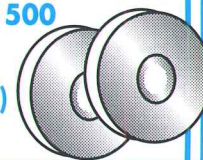
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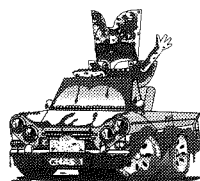
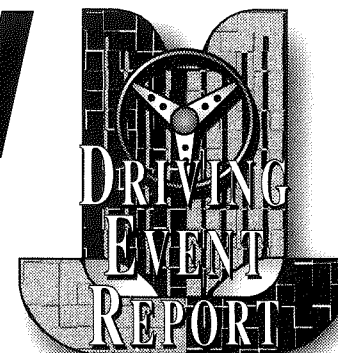
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Circuit of Ireland Retro 1996

by Paul Johns



After a long wait, 1996 was finally for me the year of *The Circuit of Ireland Retro*. As has been a regular feature of our rallying career, Julian and I did not know which of our fleet of Triumphs would be used for the rally until a week before the event.

Plan A was to use Julian's 1963 Herald 1200 but that was changed after a large section of the front of the car fell off on the Ross Traders rally held in July. Plan B was to use my 1971 Herald 13/60 which had been off the road since 1992 and was still in bits on my garage floor a month before the event. Despite the burning of much midnight oil, it failed its M.o.T. four days before the event and we put plan C into operation which was to use Julian's recently acquired and very shiny Mk 2 Vitesse convertible.

The event started at Newcastle on the County Down coast and finished up at Kenmare in County Kerry with an overnight halt in Athlone and lasted nearly three days. The great majority of competitors were from Ireland, north and south with the rest from England, Wales and Scotland and one team from Holland who won the "distance award".

The day legs were mostly regularity sections interspersed with many excellent driving tests. These were real challenging "autotests" involving complicated routes and reversing, not the watered down versions now mostly found on British historic rallies. The car control skills of the locals in their Midgets, Minis and Beetles were a joy to watch. How they appear to engage reverse gear while still travelling forwards without graunching the gearbox beats me. Some quite respectable times were achieved by the Vitesse on the tests without the transmission having been abused too much, although not in the same league as the locals. The first day involved a scenic run over the Mourne Mountains to the supper halt at Castle Bellingham, near Dundalk. This was followed by a most entertaining night section with tight timing and tricky but not impossible navigation. The only thing holding

us back was the limited ground clearance of Julian's Vitesse that was not best suited to the condition of the average Irish country lane. We left a lot of blue paint behind on the road...

After an overnight halt in Athlone, day two started from the oldest whisky distillery in Ireland (the name escapes me)

for a full day of regularity and driving tests. It started wet and got wetter... At several stages an Amphicar would have been more suitable as the minimal road drainage could not cope with the monsoon conditions. The poor old Vitesse struggled through, however, coughing and spluttering and apart from soaking carpets, was none the worse for wear. Day two ended

at Kenmare and was rounded off by an excellent Italian meal in the town and an early night (this is an event on which you have to pace yourself.) Day 3 dawned bright and breezy with more regularities and driving tests around the wonderfully scenic roads of County Kerry. The highlight must have been the descent from the Connor Pass with the superb panorama of the coast distracting me from my navigating. Our lack of local

"The rally was rounded off with an excellent post event dinner and awards presentation with some of the most amusing speeches I've ever heard at a rally dinner. I like the idea returning for 'Le Bog', the Irish equivalent of the British 'Le Jog'."

knowledge showed up on the way back to the Rally H.Q. at Kenmare, we had been informed on several occasions that "Moll's Gap was closed". We had no idea what or where Moll's Gap was and didn't think to ask... Unfortunately, the most direct route back to the finish involved traversing this feature which was a mountain pass to the south of Killarney and the approach road which passed very close to a lake was flooded. We nearly made it through without stopping until we learnt the lesson that revving a Vitesse (to stop water entering the exhaust pipe) succeeded in drenching the engine and drowning out the ignition causing us to come to a halt in sufficient depth of water for the floor mats to be afloat. Julian heroically ventured forth into the depths with his can of WD40 and we made it through just). Once out of the water, an enjoyable drive over the pass was had back to Kenmare. The sting in the tail of the rally was a beast of a driving test in the hotel car park. I concentrated so long and hard on memorising the route that despite being the most complicated on the rally, I could still remember every move a month afterwards! The rally was rounded off with an excellent post event dinner and awards presentation with some of the most amusing speeches I've ever heard at a rally dinner. I like the idea returning for "Le Bog", the Irish equivalent of the British "Le Jog".

The "Retro" was a great event, the organisers were friendly and professional and the rallying terrain was superb. Even taking the cost of getting there from Devon into account, it was great value as well. We will hopefully be back in 1997!

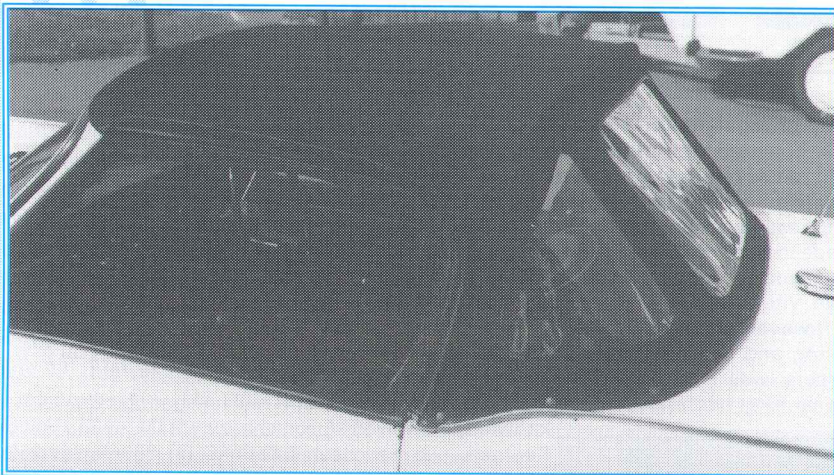




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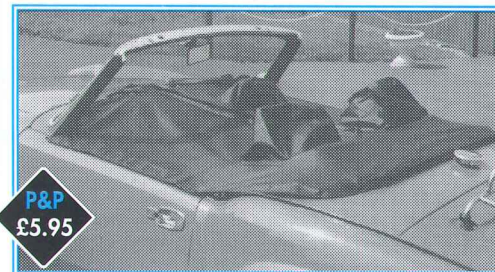
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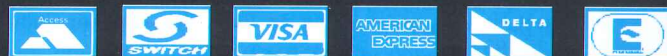
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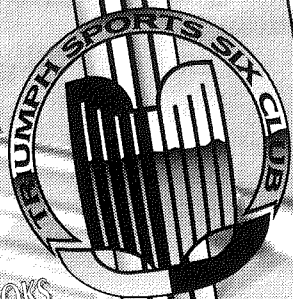
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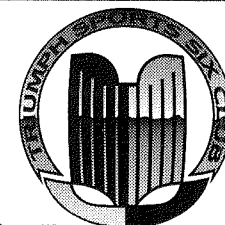
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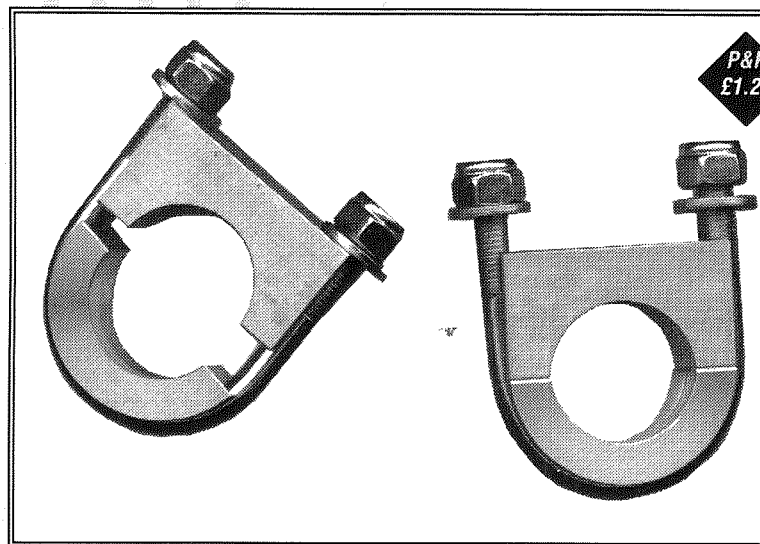
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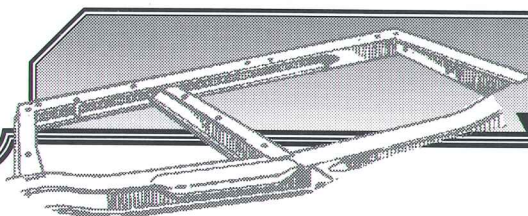
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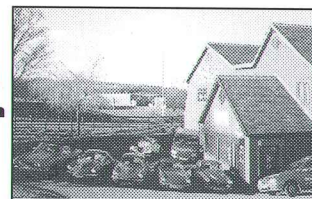
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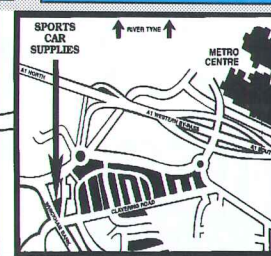
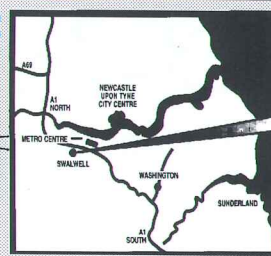
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availability of parts in this part of the country, I found a local Triumph parts 'specialist' - The Spitfire Graveyard. I have never before found such a friendly and welcoming attitude. The proprietor, Richard, has helped me out so many times, and can never do enough for me (and this goes for other 'walk in' customers). For instance, every time I visit I get a coffee, whether I'm buying or browsing. He let me use his garage facilities to repair the car at no cost (even supplying paint, filler, tools, advice and coffee! (at no cost)). I'd just like to say that as a member of an owners club I would recommend the Graveyard for services far over and above the call of duty.

Having completed my own re-build, I have had much dealings with the suppliers in and around the midlands and I have never come across such a place. So I would appreciate it if you could put a mention in the Courier. As a student, money is scarce enough, and I know that this experience would have meant the car would have had to go back home to the garage without the help of all of those at the Spitfire Graveyard.

Thanks for listening!!!

Christopher Shiels
 Membership No: 94/48932

Adrian Priestley & Russell Dade
 Chisbon Restorations

Betsy's Day

I thought members may be interested in the story of "Betsy", who is a Herald 1200 belonging to Club members Arthur and Honour Day from Woodford.

'Betsy' the Herald 1200.



They bought Betsy when she was six months old and have used her as their only means of transport ever since, although recently they had to purchase an Austin Metro to use while we carried out a full body-work restoration.



Arthur and Honour are now overjoyed to have Betsy back with them and it would be a lovely surprise to see her in The Courier.

White Wheel Wonder

At a recent meeting of the Wolverhampton area we were discussing the colour of wheels, in particular those fitted to a 1967 Mk1 2ltr Vitesse. What we would like to know is the name and/ or paint code associated with the wheel colour. (off white / cream.) Can anyone help us out? Just out of interest did this colour vary with the year and/ or model of car. I can only assume that if the paint suppliers changed over the years then so did the colour of the wheels.

I notice in the Technical Directory that Herald wheels have been covered (1988) but I do not have access to the articles so they might not even be relevant.

Any information would be gratefully received.

Dave Cole
 (Wolverhampton Area Organiser)

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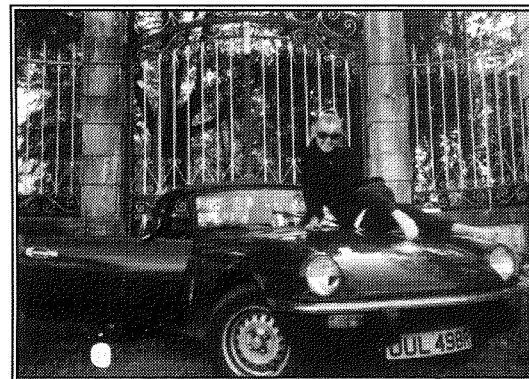
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Magnifique!

Wintertime, and time to reflect on the Triumphs of last summer. Most years, I try to pick the last two weeks of passable weather for a holiday, and this year for the first time I was the proud owner of a near-as-dammit restored Spitfire 1500.



Together with my partner Lucy, also a convertee to things Spitfire, we set off for a 2000 mile trip through France which took us from Champagne to the Dordogne via the Auvergne and finally through the Pyrenees to a boat trip back from Santander in Spain, with plenty of opportunities en route for our favourite pastime of recreating some of the wonderfully tacky 1970's Triumph marketing posters (see picture).

The French were very appreciative of the glorious sight of a passing Spitfire and on one occasion an elderly lady in a town in the mountains started jumping up and down as we passed, shouting "C'est si belle! Magnifique!" Not knowing the French for "You should see it with the front spoiler on!" I confined myself to a wave and "Merci!"

Many thanks to Dave at Anglian Triumph for finding some time on the morning of our departure to do some essential work on the car (putting a roof on, whilst I was otherwise engaged trying to fit the new carpets!). OUL 49SR will probably be seen later this year on the West coast of Scotland, and this year it'll probably be me sitting on the bonnet.

Peter Burgess

Little Pea

Calling all owners of Spitfire 1500 (1977) fitted with an electric aerial - HELP!

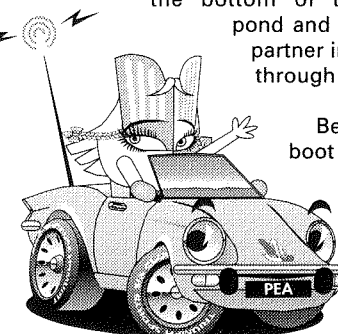
3 broken stiletos, 91 chipped nails and 14 snagged lights later - I have to admit defeat. My precious Triumph Spitfire 1500 - "Little Pea" to her minions (I am her primary serf) does not accommodate a standard electric aerial.

Short of beheading the next unsuspecting pedestrian with an aerial perched devastatingly at an angle of 50 degrees from North - I am about to be reduced to having the creep out of the drivers door at traffic lights to manually lift the aerial.

What make of aerial did you use? Was it a split motor? Any tips, advice etc. would be sorely appreciated, before I hurl myself off the top of the chemistry lab, "Little Pea" ends up mimicking plankton at the bottom of the local duck pond and my equally oily partner in crime gets fed through the exhaust.

Best wishes and a boot full of thanks to John at TSSC Ordering Dept. for all his continuous advice throughout her restoration.

Charlotte Hamilton



What's-on in France?

Do you fancy going to France immediately after the National Show for five days, driving and camping around the coastal area? If so, contact Tim or Isabel Watson. We are a middle-aged couple with some experience in French culture and driving abroad, as well as camping. We will be travelling in our Triumph Herald 13/60 Convertible. Phone 01698 860536 if interested.

James Watson



Rebuilding Bluey Part 3

BLUEY AT SPORTS & CLASSIC CARS

by Jim Cook

The story of an ordinary bloke's struggle to breathe new life into a terminal GT6.

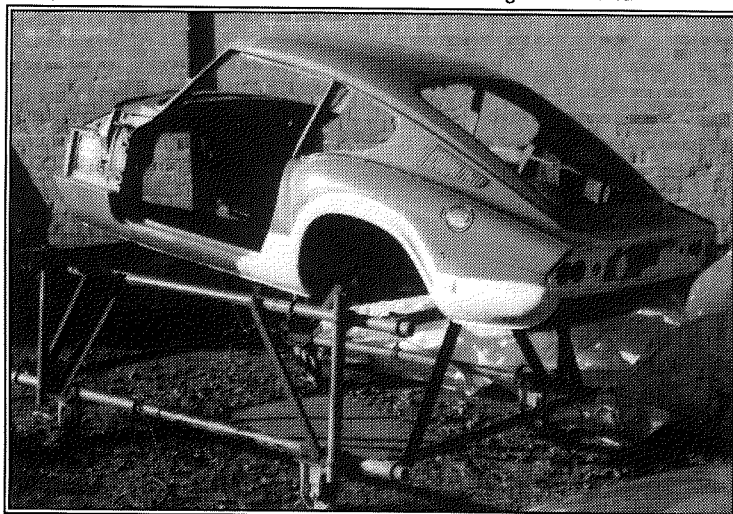
So by the summer of 1994 I'd got a complete pristine rolling chassis, a bonnet ready for painting, loads of cardboard boxes full of labelled bits and a body tub that still needed its roof and front bulkhead welding. Wishing to remain on reasonably sociable terms with my neighbours, I was reluctant to get the angle grinder out again to tackle the tub and so was a bit stuck to know how to proceed. Sandy, my son, eventually came (indirectly) to the rescue. He was then (and still is!) driving a Fiat X1/9. Yes, I know what you're thinking, but he is young and didn't we all make mistakes when we were young? Anyway, this particular X1/9 had a very sick gearbox and Sandy was looking for someone to sort it for him. (You thought Triumph gearboxes could be noisy - you should have heard this one!)

Somehow he came across Sports and Classic Cars at Spetchley, near Worcester and managed to grind his X1/9 over to their workshop with a few teeth still left on some of the gears. Sports and Classics is run by Simon Andrews

assisted by his (notionally retired) father-in-law, John ('Jock') Parffrey. Simon is primarily a TR fan but also knows 'our' cars plus MGB's absolutely inside out. Jock worked in the aircraft construction industry in his youth and the patience, precision and attention to detail that this work instilled in him he brings to bear very effectively in the car restoration business.

When the X1/9 had been sorted I took Sandy over to collect it and at the same time had a chat with Simon about Bluey's roof problem. He sounded optimistic and a few days later came over to collect the body tub on his trailer. I recall the three of us carrying the tub down my drive (a GT6 tub is heavy for three people!) desperately concerned not to lower it to the ground and

Bodytub with welding complete. Next job: burn off all that old underseal!



thereby damage the newly-painted wing! I need not have worried; the tub was placed with precision on the trailer, resting on a set of old tyres that Simon had brought for the purpose.

While Simon and Jock were working their magic on the tub I removed all the engine ancillaries and separated the engine and bellhousing. As bought, the car had no overdrive and I was keen to fit one. Some years ago John Kipping wrote an excellent article in The Courier about gearbox/overdrive/diff combinations and after reading this several times I went over to Coventry to talk to him about it. I eventually bought from him a reconditioned gearbox, J-type overdrive and 3.5ish-to-1 diff (I think ex-Spitfire 1500); a combination which provides overall ratios which are numerically lower (i.e. higher-geared) than the factory-fitted overdrive option to make the car a bit longer-legged. John even provided the necessary shorter propshaft and went to a lot of trouble to ferret out the correct gearing to make the speedo read accurately - which it does.

I considered reconditioning the engine myself but when I costed the necessary machining operations I soon concluded that the financial gain would be small - with no ultimate guarantee that the finished job wouldn't still sound like a box of nails. Sandy suggested that I could save cash by not bothering to rebuild the engine at all - on the basis that overall project progress was so slow that by the time I was ready to refit the engine it would be safe to assume that the internal combustion engine would have been banned on environmental grounds and the whole car would be useable only as a museum exhibit. I dismissed his cynicism and left him to play with his X1/9,



which had, by now, developed some other Mediterranean foible. Serves him right, I thought.

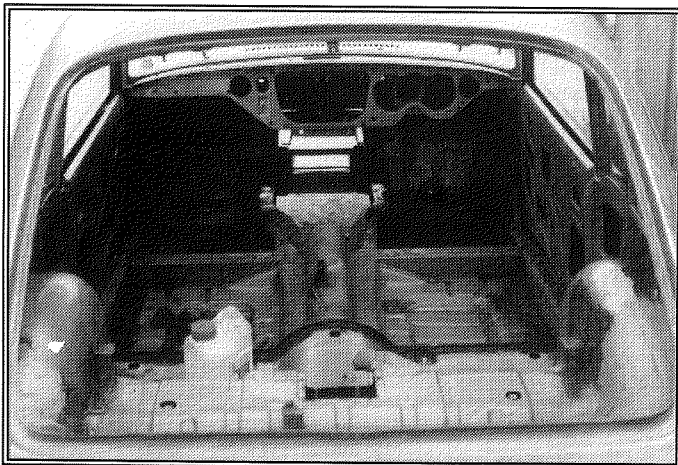
I eventually collared a rep from E.M.S. (Engine Machining Services) of Worksop at one of the rallies and (being a good rep!) it didn't take him long to convince me to entrust the engine rebuild to them. They did an absolutely super job, including fitting a head with hardened valve seats so that I could use unleaded petrol. My only minor criticism of E.M.S. was that they used a carrier to transport the

engine who clearly had no idea of the weight of a Triumph Six. When the chap arrived to collect it he planned to lift it (on his own!) into the back of a van. He soon became convinced that I had cemented it into the drive as a permanent feature. He disappeared and returned later with a tail-lift van and the two of us just managed to lift the engine the necessary couple of inches to get it onto the lift. Writing these words makes my back twinge even now.

Meanwhile, back at Sports and Classics, Jock had made up a new box section to go above the windscreen and had fitted the repair panel from S.W. Classics. Simon had welded up the lot and

Body, doors and bonnet stripped to bare metal and reunited with the chassis (after much cursing and heaving).

"When the chap arrived to collect it he planned to lift it (on his own!) into the back of a van. He soon became convinced that I had cemented it into the drive as a permanent feature."



Rear view: April 1995.

also done the major remaining work on the front bulkhead. They had mounted the tub on a very useful-looking scaffold platform and so I asked them if it would be O.K. to leave the tub on the platform in their workshop and I would return on the next few Saturday mornings to complete the odd bits of welding. I didn't expect them to be very enthusiastic about this idea because it clearly tied up space and the platform, but, such is Simon's enthusiasm for

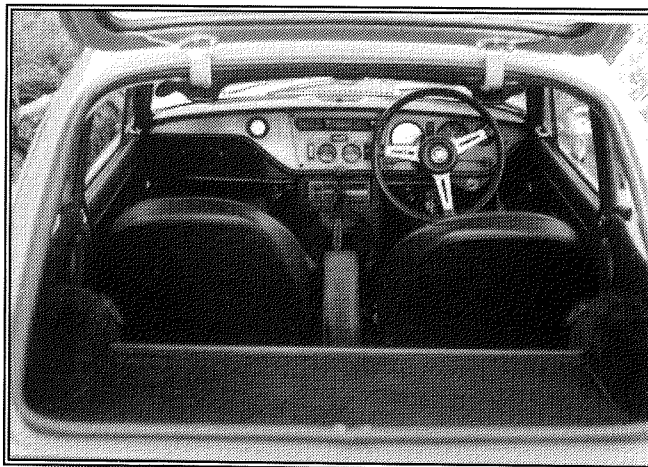
"I remember working under the tub with my scraper and blowlamp with torrential rain beating on the tarpaulin and me snug, dry and warm underneath; a bit like camping, really!"

these old cars, that he cheerfully agreed. I returned on the next few Saturday mornings, brandishing my angle grinder with enthusiastic abandon (no sensitive neighbours to worry about here!). Welding completed, I left the tub on the platform (which had now been moved outside under a huge tarpaulin to save workshop space) and set about removing the old underseal - a dirty and dangerous job; my wrists still bear the scars of burn marks from dribbling molten underseal. I remember working under the tub with my scraper and blowlamp with

torrential rain beating on the tarpaulin and me snug, dry and warm underneath; a bit like camping, really!

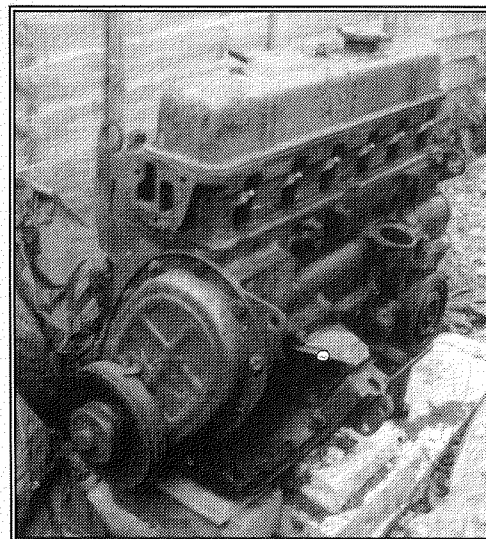
When I told Simon of my plans to respray the car myself he was moderately horrified and obviously passionately convinced that I would never be able to do a lasting job even if it looked decent at first. At that time he had no prep/painting facility and so could not help directly with this so he suggested that I get Autospray at Redditch to do it after stripping all the bodywork back to bare

metal myself. I eventually persuaded Jock to weld the nitromoors on my behalf (I couldn't bear to strip that beautiful rear wing!) and, this done, we refitted the body, bonnet and doors to the chassis. Written down, this sounds simple enough but a mere dozen words belie the complications involved. For those unfamiliar with



Rear view: October 1996 - a noticeable improvement!

refitting a GT6 body let me explain that it is held to the chassis with about a dozen bolts and is separated from it by rubber spacers. At the first attempt I could not get any one of the dozen bolts into its appropriate hole in the chassis. After the most inordinate amount of heaving, shoving, levering and cursing (during which I learned a few



Bluey's engine Jim", said Simon "we can't let awaiting shipment to E.M.S. (Workshop).

you send it off to the paintshop like this". I enquired of the problem and he pointed out that the edge of the door and the outside of the B-post on the passenger side were out of line. I'd never noticed, but I could (just) see what he meant. "Won't it do?" I inquired, hopefully. Jock shook his head. I couldn't see what could be done about it but Jock explained that if I cut the B-post here and here, then squeezed up the gaps and welded them, the problem would be solved. It seemed like a doubtful solution to me but these guys seemed to know what they were doing. They wandered off (I think to make more tea) and left me to it. I cut the B - post 'here' and 'here', as Jock had indicated, squeezed up the gaps and welded them. Transformation. Damn clever, these professionals.

new swearwords from the aircraft industry) we

managed to get eleven of the twelve bolts home without resorting to opening up any of the holes. The final hole (the position of which I had previously ascertained by intelligent dead-reckoning after replacing the bit of floor which had contained the original hole) had to be opened up a bit to get the final bolt home. Time for a mug of tea and a Penguin biscuit.

By now I had become a sort of honorary member of the Sports and Classics team and was occasionally even able to demonstrate my ability to be helpful by fixing the odd obscure electrical fault. On one single morning I repaired the entire Sports and Classics collection of (two) vacuum cleaners, thereby positively securing my position as a more - useful - than - average customer. But one day soon after we had refitted the tub, doors and bonnet to the chassis I arrived at the workshop to be presented by a deputation: "It's no good,

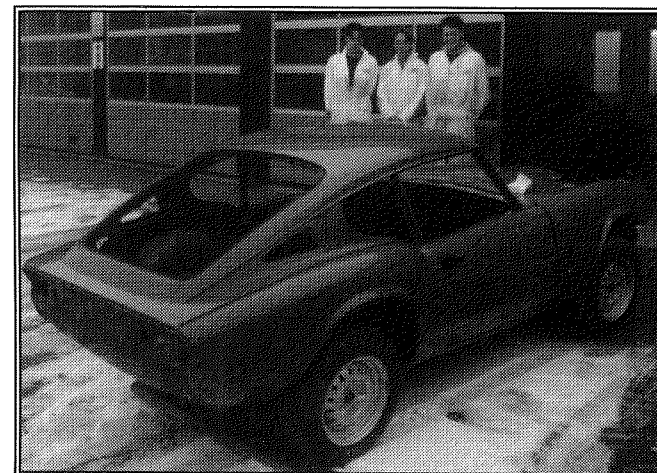
"Simon had already told me not to hold my breath because Autospray are primarily an accident repair outfit and restoration jobs tend to be second priority. If I'd known how much of a second priority I'd have been sorely aggrieved; the job took ten months."

With tub, bonnet doors and tailgate back on the chassis and joint lines all O.K. it was

time to ship the car off to Autospray for prepping and painting. Simon had already told me not to hold my breath because Autospray are primarily an accident repair outfit and restoration jobs tend to be second priority. If I'd known how much of a second priority

I'd have been sorely aggrieved; the job took ten months. This

Justin and pals at Autospray, Redditch - jointly responsible for that super paint job! January 1996!



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gave me plenty of time to clean up all the bits and pieces. I dismantled and cleaned all the instruments, re-painting the dial needles in phosphorescent orange (the old paint had faded) and resetting the odometer to 00000. If you plan to attempt this latter task, take care. Its easy enough to remove all the number rings but there

are various springs, ratchets and spacers that fit between them and they have to be shoe-horned back in the correct order between the end bearings. Its one of those jobs with a high risk of some crucial component flying off with a ping across the workshop, never to be seen again. Although I managed to get it all back together, I quite expected the number rings to rotate randomly when I

started to use the car but, to my considerable surprise, it all appears to work properly.

Other jobs carried out during this unexpectedly long delay included refurbishing the alternator, starter motor, radiator, fuel pump, carbs, air filter box, heater, water pump, windscreen wiper mechanism, rear light clusters and a whole host of other bits and pieces. Jock gave the dashboard his patent treatment, stripping off

all the old varnish, sanding down, revarnishing, flattening and polishing. I dismantled the seat bases and had the components along with the various carb linkage brackets shotblasted and zinc plated. The seats themselves, which were in a very poor state, I took to Jim Hawkins at Witney (Oxfordshire). He put a new layer of foam rubber over the original foam and then recovered the seats in leather; a beautiful, although expensive, job. Having gone for leather seats I disciplined myself to make economies elsewhere, planning, for example, to refit the bumpers with only a clean up and polish. However, when I tried this they looked awful with streaks of salt corrosion and numerous blemishes, so the discipline didn't last long. John Kipping came

to the rescue again getting the bumpers rechromed for a surprisingly reasonable sum. He caused me some anxiety by managing to lose them for a short while, being unsure whether they were still with him or with the chromer but eventually they turned up and very nice they look too.



At last, in late January 1996, news came that the painted car, gleaming in its many coats of French Blue, was ready to collect from Autospray. The irony was that by this time Simon had added Tony Carr to his team and a prep area and paintshop to his workshop to enable Sports and Classics to do its own prepping

"I didn't fancy doing this in the cold on my drive with the new paint job under a tarpaulin, so I persuaded Simon to lend me a corner of his 'back room' in exchange for extending the guarantee on both vacuum cleaners for another twenty years."

and painting. However, despite the long wait the Autospray job was excellently done and I was, at last, able to look forward to reassembling the car. I didn't fancy doing this in the cold on my drive with the new paint job under a tarpaulin, so I persuaded Simon to lend me a corner of his 'back room' in exchange for extending the guarantee on both vacuum cleaners for another twenty years. My plan was to get the car completed by the end of May, in time for my 50th birthday and at the end of January this looked like an easy target. How wrong this was!

**Part 4 next month:
 Triumph - eventually!**

Bluey with the Sports and Classics team: Left to right: Mark Duffy, Tony Carr, Simon Andrews, Jock Parffrey.



A Triumph to Write home about

by Brian Sloan —



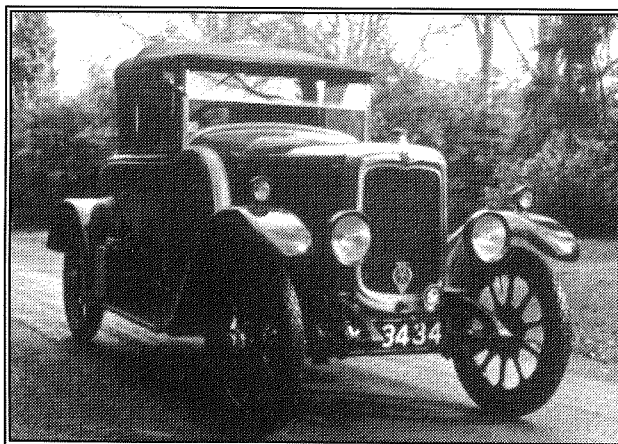
Once upon a time, in 1923 to be exact a Triumph 10/20 Sports saloon, the first car that Triumph ever made, came to Northern Ireland. At £430 it was an expensive car in its day, when you consider a Model-T Ford would have set you back 'just' £100 (well, Fords were always cheap anyway!).

In 1996 that expensive tag has been replaced by one of 'priceless', as this very model, XI 3434, is now officially the oldest Triumph in the world! Even more remarkable, it has remained in Northern Ireland throughout its life and is now owned and cherished by Saintfield man, James Kinghan.

Having languished in Johnstons Garage in Donegal Pass, Belfast for over a year, the Triumph was eventually purchased by Mr David Strain of W J. Strain & Sons,

Printers, of Belfast. It was then that the 10/20's remarkable history began.

David Strain was not just an ordinary motorist, he was fanatical about even the most mundane of his journeys, recording each and every one to the minutest detail in a logbook. A number of these detailed logbooks remain to this day, and provide fascinating reading. Here are just a couple of



extracts - "Sat. July 13th, 1927. Left Belfast 9.20 am. Travelled via Lisburn, Moira, Portadown, Moy, Dungannon, Sixmilecross, and Omagh. After inspection, continued via Clougher, Augher, Caledon, Killylea, Armagh, Portadown, Moira, Lisburn and Galwally. Home at 9.20, fired and dusty!!! But a glorious day!!! Total mileage 196²/₁₀. "And on another occasion - "Sat 12th, 1929. Filled up with 7 gallons. Did 250²/₁₀ miles, averaged 37 mpg with 1/4, pint left in the tank!!"

Would any of us be prepared to record our journeys in such detail today? I doubt it.

David Strain continued to enjoy the car for many years, and having purchased a house in Saintfield, James Kinghan, the proprietor of the Saintfield Motor Works first came in contact with the car. Little did he know then that he would be the proud owner in the future!

On the death of David Strain, the family had made plans to send the 10/20 to England to be sold.

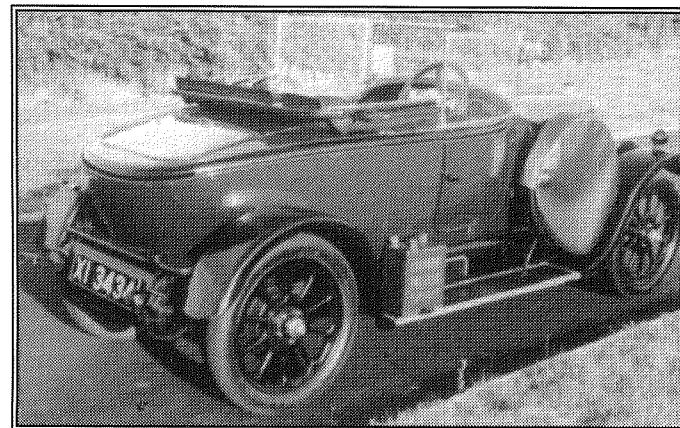
James Kinghan was unhappy and suggested to the family that because of the car's Ulster history it should remain here. On hearing this, the Strain family sold the Triumph to James on the understanding that he would take great care of it and return the car to its former glory. Although having been laid up in a barn for some time, the Triumph had been well cared for all her life, and after a minimal refettling, and having the valves re-ground, she fired into life, and in over 25 years, has undergone no major mechanical repairs apart from regular servicing. Bodily she was in excellent condition, and after a new paint-job, is in sparkling form today in her royal blue coachwork.

The true history of the car only came to light in 1971 when James took the car to the Pre-40 club's National Triumph day at Woburn Abbey. Pandemonium broke out on the car's arrival, and a stunned James was informed that his beloved car was not only old but very beautiful indeed as it was, without a shadow of a doubt the oldest surviving Triumph in the world! Only 200 of the 10/20 sports were ever made - a 2 seater sports saloon with dickey seat (for the mother-in-law!), producing 23.4 bhp at 3,000rpm,

capable of a mighty 65mph, although James says she is happier tooting along at 20-25 mph. Most of the production run ended up in Australia, New Zealand and India. The engine was designed by Ricardo, his first design specifically for a car,

stars at the Classic Car Show in Birmingham just before Christmas.

"She's definitely not for sale" says an emphatic owner, James Kinghan. "This Triumph is much more than just a car to me, she's



and he subsequently went on to design the Sabrina engines found in the TR models, before moving to Porsche.

Over the next 25 years, James and his wife Marian have travelled the length and breadth of the UK with the Triumph on tow, to shows and special

"She's definitely not for sale" says an emphatic owner, James Kinghan. "This Triumph is much more than just a car to me, she's one of the family. Having been in Ireland all of her life, I wouldn't want her ever to leave, I'll never part with her."

events. TV stardom beckoned in 1973 when the Triumph featured in the launch campaign of the new Triumph TR7. And the car continues to cause a stir today, when she was one of the

one of the family. Having been in Ireland all of her life, I wouldn't want her ever to leave, I'll never part with her."

If you would like to see more of this unique vehicle, the worlds oldest Triumph will be one of the stars of the Triumph Sports Six Club's Totally Triumph Show', which will be held on Saturday August 9th at the Cooke Rugby Club Complex at Shaws Bridge, Belfast when everyone who shares a love of old and classic cars, and particularly Triumphs, will be most welcome.

I would like to express my thanks to James and Marian Kinghan for their hospitality, time and patience in allowing me to spend time with them and share in their enthusiasm for what is a unique piece of Irish, and British motoring heritage.

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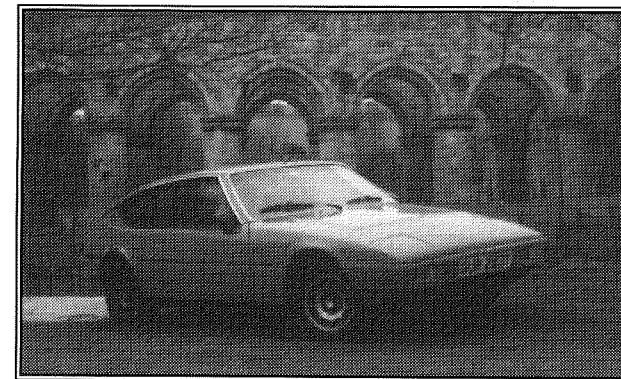
Triumph Vitesse 21 Mk.II

VS

Matra Simca Bagheera S

by David Baldwin

Remember the Persuaders pilot episode? To car fanatics everywhere the finest piece of casting in the whole series were the two main characters.



Roger Moore, played the idle-rich aristocrat Lord Brett Sinclair who naturally chose an orange Aston Martin DBS, a bespoke car of great presence of traditional great heritage and workmanship.

Tony Curtis as Danny Wilde, the self-made American oil - man deliberately chose the finest driving machine then available, the Rosso Dino 246, a state of the art mid-engined Ferrari. The epic dice along twisting French Riviera roads in that pilot episode is one - of - the - all - time most memorable car chase sequences. My generation of evolving classic-car fanatics will never forget it. I now realise that it must have been carefully stage-managed to ensure that the Ferrari didn't just rocket away from the overweight British Bruiser.

When did we first see this epitome of early '70s chic? 1971? 1972? No actually it was 1989 in a re-run on Channel 4. The last two decades were a miserable time for car freaks and my friends and I harked back to the golden age before the fuel crisis

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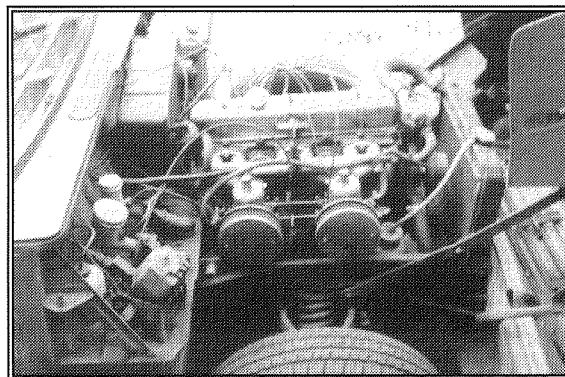
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drained the spirit out of our car manufacturers. As soon as we were choosing our cars, we tended to look back.

When the contract for my first job came through after four years as a penniless student, I decided it was time to get myself a decent car. My first, a 1972 DAF 55, was a wonderful machine that had lasted four years but had just expired. Proud parents coughed up £1500 to celebrate my financial independence and feeling very rich, my thoughts turned back to the Persuaders. I soon realised I was not quite in the market for an Aston or Ferrari. However after an exacting search I did find a six cylinder sporty car available within my budget which had a genuine GT feel including a wooden dash and a full set of attractive analogue dials. It was a 1969 Triumph Vitesse 2 litre Mk II convertible, in decent condition and it lasted the whole summer before real work was needed.

My friend and fellow car enthusiast also bought a new car for £1500 but he went the Danny Wilde route, not a Ferrari of course but a 1977 Matra-Simca Bagheera S. This was in lovely original condition but it did need some tinkering. Although very different in style and conception, today these two stand up as genuine rivals.

Both cars have similar performance, of just over 100 mph and 0-60 in around 10 seconds while returning an average of 25 mpg. Handling should be a little different although the back should let go first in both cases. There is also room for 3 people plus luggage in both cases.

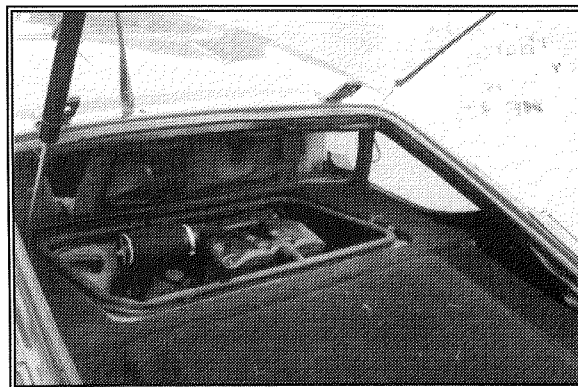


First, let us consider my choice, the Triumph Vitesse 2 litre Mark II convertible, a delightful little car with underrated performance and a great deal of appeal. The smooth six sounds delightful particularly with the sports exhaust and air filters. The acceleration is keen without being stunning and initially the pull-away seems strangely laboured for such a small two litre car, a feature caused by the close ratio 'box' with a high first gear good for almost 40mph. In

"The Vitesse was billed in its day as 'The Two Seater Beater' and its small size makes it a dynamic match for most British sports-cars of its time."

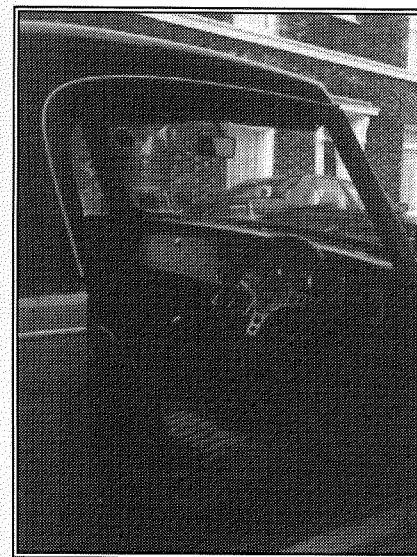
overdrive, 70 mph is only around 3500rpm so the Vitesse is an excellent tool for all round driving, true to its proto-GTi/ Anglo muscle-car roots.

The looks of the MkII Vitesse were criticised when new, for being a bit old fashioned and sporting some brash detailing but all that is irrelevant to the modern onlooker who merely sees a sporty, attractive convertible. The interior is woody English trad, with plenty of tasteful detailing and an almost Aston feel. Another bonus is the effective hood



**Powerhouse -
Triumph 6.**

**Hidden force.
Simca 4.**



**Traditional
Triumph, a
classic interior.**

**Bang up to
date in 1977
Matra interior.**



which makes summer motoring such a pleasure. As befits a converted saloon, it is actually rather a practical machine with acceptable luggage room and space for two smallish adults in the cramped rear seating area.

The driving position is particularly comfortable, if a little strange at first, heel and toeing is easy as the pedals are close together. With a separate chassis the convertible is

quite solid although rattles do tend to be difficult to isolate.

The Vitesse was billed in its day as 'The Two Seater Beater' and its small size makes it a dynamic match for most British sportscars of its time. In fact it was the nearest thing to a British Alpha Romeo, truly a cut price Brett Sinclair machine just as the Matra would keep Danny Wilde happy should he fall on hard times.

I fell in love with the Matra the first time I saw it. In the flesh it looks longer, lower, and wider than the pictures. The detailing is far cleaner than it has any right to be on a '70's specialist car and the first impressions are of a 308GT4 Ferrari rather than the 246. The mid-engined layout gives excellent cornering on 185/60 fronts and 205/60 rears although vicious breakaway caught my friend out once when he tried to treat it like a 2CV and ended up pointing in the direction in which he had come!

The pick-up from the finely tuned 1500cc Simca engine, with two twin choke Weber carburetors, is weaker than that of the less highly tuned Triumph but it is much keener to rev and produces real thrust at the top end. The left hand drive took some getting used to but most of the drawbacks can be ameliorated with driving technique. It is a good motorway cruiser but could really do with the five speed box available on later models.

The Bagheera is quieter than the Vitesse but is still a bit loud by modern standards. The torsion bar suspension gives a wonderfully smooth ride and the handling is unaffected by the state of the road in true French style. The interior is an exciting example of futuristic design with three abreast seating in grey velour and a single spoke steering wheel in front of an instrument panel with orange numbering. It is comfortable and surprisingly practical, best sampled by two rather than three occupants. There is also a decent-sized boot behind the engine and the rear-wards visibility is good for a car of this type.

Together on give and take roads it would be difficult to call, with the Triumph pulling away on the straights and the Matra better on the corners. The Triumph gives more feedback and is easier to push hard with confidence, although the ride is very poor on bad roads and the wishbone and transverse leaf-sprung back end is underdamped, with archaic lever arms and a very short travel. The front end, also used on the Lotus Elan, is excellent with wonderful steering feel and good

stability. With the popular telescopic conversion at the back the souped-up Herald can be made to handle quite well.

Taking these two cars together, it is difficult to believe that they actually were both offered new to buyers at the same time as they were both available in 1971. The Triumph is plastered in bright-work although most of this is alloy or stainless steel rather than chrome, while the Matra does not have a trace of chrome which must have been very unusual in 1977 when this example left the factory.

It is a difficult job to choose between the two

Matra-Simca Bagheera. S

Engine	ohv straight 4
Construction	alloy head, iron block
Capacity.....	1442cc
Fuel system.....	twin Weber 36 DCN
Power bhp/rpm.....	95/6000
Torque lb ft/rpm	not revealed
Transmission.....	four-speed manual
Mph/1000rpm in top	18.5
Construction	steel chassis, GRP body
Suspension front	Struts, torsion bars
Suspension rear	Semi trailing arms, torsion bars
Wheels/tyres	13in alloys 185/60 front 205/60 rear
Steering.....	Rack and pinion
Brakes	Discs all round, servo
Max. Speed.....	112 mph
0-60mph	10 secs
Mpg	25
Production.....	1971-1982 all guises.

Triumph Vitesse 2 Litre MkII Convertible.

Engine	ohv straight 6
Construction	iron head, iron block
Capacity.....	1998cc
Fuel system.....	twin Stromberg 150s (SU 1.75in)
Power bhp/rpm.....	104/5200 (125)
Torque lb ft/rpm	122/3000
Transmission.....	four-speed manual o/d
Mph/1000rpm in top	21.5 (o/d)
Construction	Steel chassis, steel body
Suspension front	Wishbones
Suspension rear	Lower wishbones and transverse leaf spring
Wheels/tyres	13in steel 155 (165) front and rear
Steering.....	Rack and pinion
Brakes	Discs front, drums rear
Max. Speed.....	105 mph
0-60mph	10.5 secs
Mpg	25
Production.....	1962-1971 all guises.

"It is a difficult job to choose between the two characterful machines but as an individualist I would have to go for the Matra, a car with an almost unrivalled Le Mans pedigree.."

characterful machines but as an individualist I would have to go for the Matra, a car with an almost unrivalled Le Mans pedigree. Yes I admire the beautiful, advanced French machine but I'm quite happy to stick with the car that transcends its humble beginnings with such panache.

The big surprise is how two very different sets of circumstances and engineering cultures could come to produce two cars so similar in everyday use. The blend of genuine ability, sheer style and value for money represented by both Triumph and Matra are unrivalled in the present classic car market.



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SPECIAL REPORT

My first TSSC Meeting

by Gregor Steele

When I decided to get back "into" classic cars and chose small Triumphs as my preferred vehicles, one of the first things I did was to join the TSSC. My area, I was informed by the membership pack, was called Scotland Central West and enthusiasts met on the first Thursday of the month in Stepps.

To be honest, until I rang up Mark the Area Organiser for directions, I did not really believe that Stepps actually existed as a place where people lived. I thought it was one of these motorway junction places with a roundabout or two but no habitation. I apologise. It's real. It's got houses. It's got a hotel too where twelve times a year the odd Herald, Spit or GT6 can be seen.

My first meeting was in midwinter. I'd asked Mark, half facetiously, if it was alright to come in a Skoda. He said that

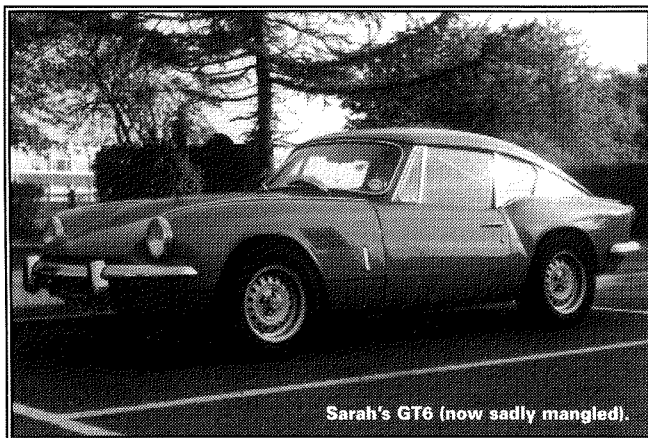
most members would be taking their Club cars off the road until Spring anyway so I wouldn't be out of place.

I was still rather suspicious. Save for the Scouts, I've never been one for clubs and organisations. I had a worry that the Triumph Sports Six Club would be like the Masons in overalls. There would be bizarre initiation rites involving investiture with a transverse leaf spring. I'd be taught the funny handshake and the secret phrase to identify myself to a traffic cop, who was also a member.

At least this would give me something to laugh at. The

possibility that the Club would be full of sad twits who talked in obscure technical language all the time was far more worrying, even to someone who teaches computing. As it

"I had a worry that the Triumph Sports Six Club would be like the Masons in overalls. There would be bizarre initiation rites involving investiture with a transverse leaf spring. I'd be taught the funny handshake and the secret phrase to identify myself to a traffic cop who was also a member."



Sarah's GT6 (now sadly mangled).



Peter's Spitfire.

happened I got in with a nice crowd who were happy to pass on advice in a non-pushy, non-blowy sort of a way. Thanks Jim, Isabel and Frankie.

Then came the feely bag competition. A Club 'worthy' had sealed up small Triumph parts in black plastic bags, leaving only a small aperture through which a hand could be inserted, identification of bag's contents for the use of. Everyone got a worksheet to write the answers on. There were ten items. I scored six - the worst score of the evening. Most answers were worth two or three. Where I would write "switch", keenies were putting down: "column mounted three position light switch, pre - Mk IV Spitfire." Sneaking a look at others' answers, I soon realised I could not compete at this level. I began to fill my response sheet with silly things. "I haven't felt one of those since Amsterdam". "Extremely small commode".

This proved to be an excellent strategy. By making uneducated as opposed to educated guesses, I threw away just enough marks to ensure that nobody else scored so low. My lack of effort was rewarded with a booby prize in the shape of two substantial bars of

Fruit and Nut. One I shared with those around me. If they thought me a smart Alec then at least they'd think me a generous smart Alec.

That was more than a year ago. I rarely miss a meeting and know a good number of fellow members. Andy's done up a MKIII Spitfire and has stopped me wasting a lot of money on a lost cause. Allan's



Organiser Mark's 13/60.

into plastic cars. Colin, I think, is a mechanical genius and I hope to feature his car another day. There are so many people called Mark that we have Mark II, Mark III etc. There doesn't seem to be a Mark 1, perhaps to be

consistent with official Spitfire labelling or maybe for egalitarian reasons. I have never turned up in a Club car - I have only driven one on a half mile test drive since 1984 - but I have yet to go home feeling I have wasted an evening. What always impresses me is the way that those furthest removed from my inexperienced self - the racers, special builders and so on - are always willing to talk. True, I sometimes have to hold up my hands and say "no I couldn't" when somebody suggests I make a Herald convertible by grinding off the rear deck of a saloon and welding on a new panel but the general impression is that even the experts accept that everybody has to start somewhere.

Perhaps those who feel the Club is concours obsessed

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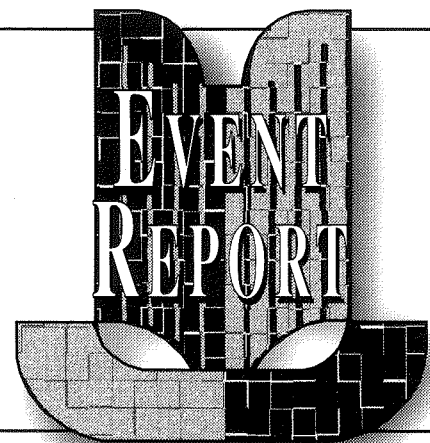
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A TRIP TO CHAMPAGNE

by Tessa Childs—

Ever since I was brave/stupid enough to take a picture of the blaggers who we saw escaping whilst we were in France last year, I have had a recurrent nightmare that when they were eventually caught it would be in front of me, and that they would recognise me, think that I had tipped the police off and had come to gloat. Logic tells me that such things don't happen. After all, lightning doesn't strike twice, does it? Oh yeah?

After a long hot but fun day treasure hunting in France we Christopher – known as Chris (CNC) and I were milling around the car park of the hotel, drink in hand discussing the cars with Christopher – known as Chris (CMB) and Christine – known as Chris (CB) Bailey when one of the armed blaggers referred to in last year's report was frog marched into the car park by a gentleman from Her Majesty's Constabulary. The blagger, who was not fully under the control of the copper, saw me, stared me straight in the eyes. I could see he recognised me and he then proceeded to get a black object out of his pocket and stretch his arm out towards me. It all went so very slowly, but I couldn't move, and found myself asking the most stupid of questions instead.

I will start at the beginning, because fate had so nearly decreed that CNC and I would be safely

at home, perhaps both very fed up, but at least safe. We had booked to go on The Popular and Practical Classics Treasure Hunt in France, and had chosen to go in our Spitfire. The day before the SEM the car went 'pop' whilst I was driving it. Time and several events such as SEM, camping with friends, work, looking for a Jag and a few disasters prevented us from fixing it, so a week before the event we opted to go in my MG instead.

A few days before the event I thought that I ought to have the car serviced, especially as I had had a new engine put in only a short time before. The car went into the garage the Saturday before the event and as promised was returned to me on the next Tuesday, only the essentials having been done due to the lack of time. I had a very small oil leak from the gearbox and they had only had time to do a temporary repair and I should bring it back after the hunt, without fail. I used the car on the Friday, an incredibly hot day, and she went like a dream.

In the evening CNC drove the car and matters were very different – smoke was coming from the underside of the car and she was taking a long time to flick into overdrive. He and the car limped home, after having dropped our two cats off at the cattery and the same thing happened again, just before the petrol station where he was going to get fuel. Thinking that they might not be too pleased to have a fire on their forecourt, my dejected husband went home, put the car in the garage and waited for me to come back from a visit to see my brother. Having listened to my brother tell me that the 23 year old MG would not get us there and that I should get a sensible car, I came back home in a flippant mood complaining

about people who would only drive modern Euroboxes to be told of the problem. CNC thought about all the options and none would work, the Vitesse would not pass an MoT yet, the Spitfire was not working, the 2CV had no MoT and needed a new exhaust pipe. We couldn't take the company car abroad without written permission from every single person in the company, plus the Pope etc. We couldn't even be passengers with CMB and CB as they weren't coming back to England immediately. So we rang CMB and CB, told them to win for us (oh why did we do that?). They rang back and told us to get an MoT on the 2CV instead.

We tried that one, got a new exhaust, but there was a hole in the steering rack gaiter and it was probably a waste of money trying for an MoT. As the problem had to be solved anyway, I took the

route. From there on the weekend began to go like a dream. Ron from EMAP was the first to greet us. They had been looking out for us the whole way down and had ended up peering into every British 2CV, Red Spitfire and Teal Blue MGB.

We shared a drink and a laugh with the Chris Baileys and others by the pool and had a wonderful dinner. We also had a long chat and a few drinks with John Pearson, the Editor of Popular Classics, his lady Pat and others from EMAP talking about Jags, different story, very fraught, but with John's input it had a happy ending.

Next day dawned and after brekkers and a photo-call, the Childs and Bailey teams discussed tactics, ie, were we one or two teams. After agreement that we were two teams, but with



Pooh and Tigger about to disembark.

MG to the garage. No smoke for me, but on the garage floor there were some drips, which I pointed out. That's not oil, it's antifreeze I'm told and the wonderful man from Classic Encounters, North Cheam in Surrey fixed the water hose on my car, whilst I phoned Chris. I then ran out of petrol on my way home – there had been a quarter of a tank in there yesterday – honest. A few well chosen words, from me and from a hot bus driver (I'd come to a halt blocking the bus stop in as well, not only to get the car going but also to stop CNC and I from kicking each other to death.

We made the ferry, 7 hours late, but we made it, and took the motorway to the hotel in order to save time. Everyone else had a lovely country

full collaboration (thank goodness for that) we set off. Without the agreement, we would have got the very first question wrong! Fortunately CMB, being an engineer reads things properly. The rest of us were counting stairways to a church and he was counting stairways on the steeple! Our Scavenger Hunt items included a prune, a toothpick, a box of Swan Vestas, a traffic cone, a Big Mac container and a picture of the Duchess of York, with bonus points for the largest one (cone – not D o Y or even picture!). Guess how many cones we saw that day. Two, but they were in such an obviously exposed place, belonging to a Cafe Renie type pad that we didn't have the heart to take them, although didn't have the nerve is nearer to the truth.

We had a great time hunting, some questions causing discussion every time we stopped, the most discussion being on the topic of how many flippers a dolphin has, ie, is it's tail a flipper as well.

Unfortunately we spent too long at lunch and afterwards had to speed up our clue-solving. We could no longer just saunter away from places when we saw others on our hunt, but by our inability to solve one of the clues (we were looking in totally the wrong place, but were convinced we were in the right place), we caused a fair amount of confusion amongst the opposition, not to mention puzzlement to those passing by who had difficulty in imagining why it wouldtake so long for four people to read one

schedule, but we hunted nevertheless, driving ourselves mad over one of the clues which was, what is Whissie Orbit? We were sure it was either something to do with the church, the chateau, an ice cream, or a type of bubblegum. We had hunted up and down the main street, looked on all boards advertising ice cream, asked countless locals, totally positive that this must be a local point of interest created by Louis whoever-it-was in the days of Henri XXXX or whatever (weren't they all Henri?). I kept on thinking they they didn't know their town very well if they couldn't direct us to the most famous landmark for 50 miles in any direction. The locals were having great fun trying to help us but they just ended up pointing out the answers to other clues that we had already solved (this must have been of limited help to the oppo-

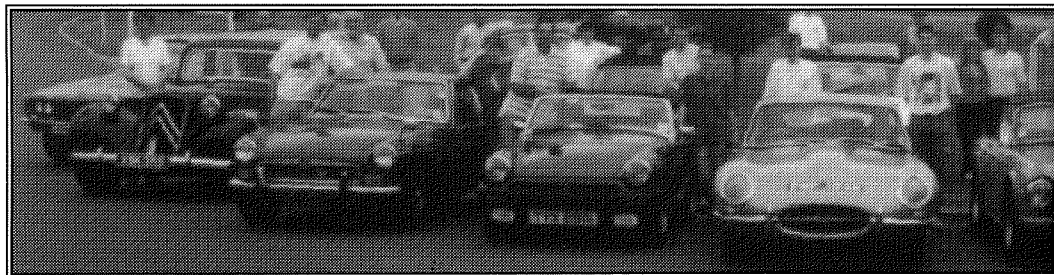
and I know she has even less time to watch TV than I do, the reason is more because she subconsciously retains the apparently useless information that she hears, or reads, and I don't.

We were the last ones not to have penalty points deducted for being late. Ron's first question? 'Where's your cone?' 'We haven't got one' 'Oh that's a shame, I'd have put money on you getting one. If only you'd asked! The hotel have a cupboard of them from last time!' GROWL. Can you claim that homicide, sounds so much better than murder, is justifiable in such circumstances?

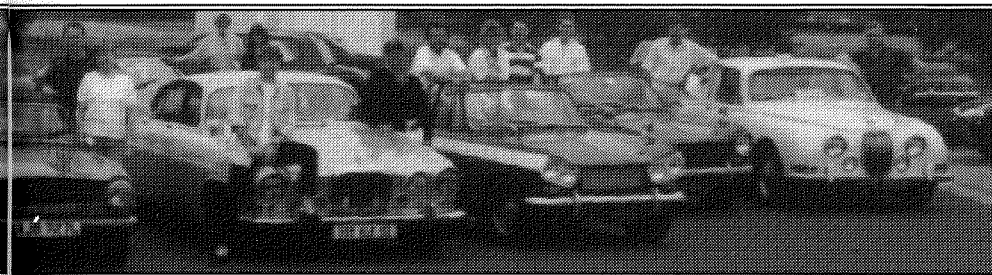
Drinks, post mortems, showers, change into our fancy dress costume, him Tigger, me Winnie the Pooh and then photos in the car park followed by

academic interest only, but rather fun all the same. We hadn't gone that well on the General Knowledge and that became obvious when they read out the answers. The couple who were the overall winners two years ago won that. They were the firm favourites to be overall winners again. They gave out the Piston Broke prize (TR6) and the Fancy Dress prize (blogger and plod). The couple who won the general knowledge were third overall and we were staggered to discover that CNC and I were overall second and CMB and CB were overall first.

There will be another Treasure Hunt on the Sunday of the August Bank Holiday, this time around the Derbyshire Dales, and I strongly recommend this as a good day out. Read Practical



The assembled throng of Treasure Hunters.



clear and concise town map of a place not much larger than Chipping Sodbury, and why they then had to huddle together, whispering about what they had found. We even had an English couple stopping in an attempt to help us find out where we were. They must have thought that this was our first trip abroad, and that we had made a hash of it.

We cut our losses and went looking for MacDonald's. Frankly lunch would have been more edible there, as well as cheaper and quicker, but they didn't supply toothpicks, so you win some, loose some. I tried to strike up a conversation with a rather spotty youth to get his empty Big Mac carton, in preference to rummaging through bins (having already considered that in the town) but he was very possessive and wasn't about to part with it. We ordered ice creams and empty containers instead. Well, it takes all sorts, but I dread to think what perversions our server thought we had.

The next town/hunting stop was a really pretty, little place on a lake with a fair in full swing on the market square. By this time we were behind

sition, as their hints were terrible). We really searched high and low. Feeling frustrated we were just about to leave the town, when I remembered CMB's lesson and looked up to the skyline and saw that the answer was a satellite dish! Time was running short and we still had several miles and two more clue stops to cover.

We raced along and got to the last clue stop after the latest time for giving in the answers and we thought of giving up. We elected to carry on however which meant that instead of a cool calm approach in deciding on the final answers, we were filling them in as we were driving along, trying to navigate and look for traffic cones as well. My spelling and writing leave masses to be desired at the best of times, but when I'm flung around in an MG, they take on the attributes of a dyslexic spider. The last general knowledge clues were filled out on the roof, literally running for the check-in point. I like to think that the reason why I didn't know that Hutch's (of Starsky and) Christian name was Ken, or that Star Trek was originally going to be known as Wagon Train to the Stars, is because I never have time to watch TV. However I suspect as CB knew the answers,

an encounter with the long arm of the law and his captive. The black item? The blogger's camera. The instructions? Which button do I push?

We partook of dinner with CB (Mary Quant), CMB (Sgt. Pepper), TSSC member Dave Bond and his friend Mac - Laurel Green? (Coventry area will understand the question mark) 13/60 Herald convertible (hippies), an Italian/German couple from London in a lovely green TR6, (although the exhaust manifold had parted ways with the car the previous day), John and Pat and the Blogger with Plod (handcuffs kept on during meal). Much of the conversation turned on the gorgeous 3.8S Jag that Plod was using as his police car which bore a remarkable similarity to the blogger's getaway car from last year. I'm sure he intended to turn it over to the proper authorities when he got to Blighty, but I would have been very tempted not to myself. (Well every girl has her price). If it turns out to be blogger's Barrister's car next year, I won't be surprised.

After a fair amount of wine they held the prize giving. On the basis that we hadn't got a traffic cone, whereas most other teams had, this was of

Classics to get more information. The price is very reasonable as there is no overnight stop, so all those who complain about the fact that they have no money can still afford it.

For those that feel they can keep up with performance cars, there will a Treasure Hunt for Performance Car Magazine the last weekend in October, again in this country. Chris and I came overall third in that one last year, using the MG (with a totally knackered engine in at the time). The pace is a little quicker but a GT6, 1500 Spitfire or a Vitesse should have no real problems in keeping up. They do a 'half monty' for that one for those who wish to be a little more relaxed. For those who would prefer, or need, to take their Euro/Jap box instead of a real car, there was a Ford Mondeo on the hunt last year, (excuse me whilst I comfort my computer after using the 'F' word - but sometimes these things have to be done), so whatever you turn up in won't be worse. I had considered going in my 2CV, but will probably settle for the Jag instead. I'm told by EMAP that the readers of Performance Car aspire to such cars rather than necessarily own them themselves.

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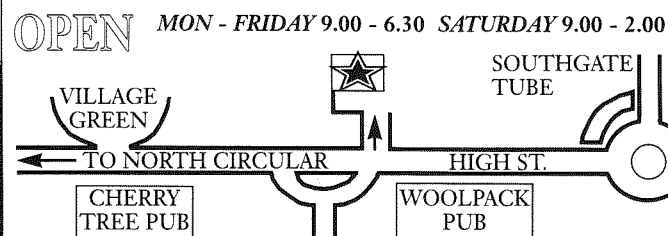
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Fitting Accessories

TSSC Archive

Additional lighting to the front and rear of the vehicle is probably one of the most popular types of extra, it will be found that if the instructions are followed, no difficulty should be experienced.

The fitting of a reverse light on the Herald range is a comparatively simple job and is the first unit we will discuss. There are various types of light available, the usual choice being made on appearance, and of course price. Through the Stanpart Spares system there is a reverse light kit available, Part No. 509792. Using this Kit, the light is operated automatically reverse is engaged, this is brought about by a special switch which is fitted to the reverse selector shaft. With this set up there is no danger of the light being left on whilst the car is travelling normally.

We will first consider the mounting of the lamp, and then two alternative methods by which the lamp may be operated.

The exact position of the lamp can be left to the individual, but it may be positioned on the centre line of the car or approx. 10" from the inner edge of the overriders. Drill one 3/8" dia hole 3 1/4" from the lower edge of the rear valence and fit the lamp with the glass rim securing screw towards the bottom.

Should you wish the light to be operated automatically then the reverse light kit is a must, the instructions for fitting this up are all detailed out in each kit, it entails quite a lot of mechanical fitting as well as electrical work, and is a little or more complex than the next method we will consider.



According to law, it is essential that if a reverse light is fitted and it is not controlled automatically by a selector switch on the gearbox, a pilot warning light, but if these are unobtainable then an ordinary tumble switch with a warning light must be fitted into the circuit to warn the driver the light is operating. There are several types of switch suitable for this job that have incorporated in the switch a warning light, but if these are unobtainable then an ordinary tumble switch with a warning light connected in parallel with the reverse light circuit is quite satisfactory.

A convenient place for the switch must now be found, the ideal position being on a small auxiliary panel made from wood or sheet metal and attached below the main fascia panel with self tapping screws. By mounting the switch in this manner the original layout of the fascia is not effected, so in the event of selling the car, auxiliary switches can be removed without any trouble. To wire up the light, first run a suitable length of cable from the accessory terminal No.4 on the ignition switch, to one terminal on the light switch. This means the light will be protected by the ignition switch, so should it be left on by mistake when the car is left unattended the battery will not run flat.

The type of terminals used on modern cars today are the push on Lucas type Spade connector, the fuse box and ignition switch will almost certainly be fitted with these, and therefore corresponding female connectors must be soldered onto any wiring which is to be linked onto a spade terminal. These terminals can be purchased in two sizes 12/15 amps, and 35 amps from accessory shops and garages. They should be fitted to wiring in the following manner, see Fig.1.

1. Thread the wire through the rubber protecting sleeve and strip the plastic insulation from the cable for approximately $\frac{1}{16}$ ".

2. Pass the wire through the aperture in the connector, and secure the cable with tags.

3. Bend the wire back over the connector and spread it out flat.

4. Solder wire to connector making sure no solder runs into the mouth of the connector. Finally slide the rubber insulator up over the connector.

Another piece of cable is now required to go to the light. To ensure that the cable will not chafe through and cause a short circuit, care must be taken when running this through the car. Pass the cable down the O/S kick panel, remove the sill tread plate from the left hand side door aperture and lift the carpet. Allow the cable to follow the main harness into the luggage boot. Secure the cable to the existing wiring harness clips on the side of the quarter panel in the boot.

Directly in line with the centre of the rear body mounting, and the fuel tank drill a $\frac{1}{2}$ " dia. hole.

Fit a grommet to protect the wire and pass it through to the reverse light.

Remove the lamp rim and lens, the lamp will be either earth return or a double pole type. On the earth return lamps the wiring is connected to the centre pole, of the bulb. On a double pole unit a second terminal is provided inside the unit and this must be connected to a good earth point on the body of the car. Finally test the circuit - the warning light should come on with the reverse light, replace carpets and sill tread plate.

Fog or Spot Lamp

Selecting a fog or spot lamp as for the reverse light is a matter of individual taste. With these individual units there is often supplied the necessary wiring and a switch, but a mounting bracket for the particular car will have to be purchased, or alternatively made by hand.

A further point to be taken into account, is the legal aspect, the centre of the lamp must be a minimum of 24" from the ground, otherwise it should only be used in fog or falling snow. When the lamp has been bolted to the car a convenient place must be found for the switch. As for the reverse light this switch may be mounted on the small auxiliary panel so that it is nice and handy. Connecting a supply to the lamp can be done in one of the two ways, both of which are very simple.

Connect a wire onto the SW spare terminal on the ignition terminal on the fuse block, these will require Lucar connectors, the procedure for fitting having been described earlier. This will mean the light will operate through its own switch only when the ignition is switched on.

The alternative and best method is to wire the light up through the car side lights so as soon as the side lights are switched on the light will operate through its own switch. This is achieved by running a wire from the side lamp terminal on the light switch to your lamp switch on the auxiliary panel. By wiring the lamp up in this manner you can be sure that when using the light in fog your side and tail lights are working well.

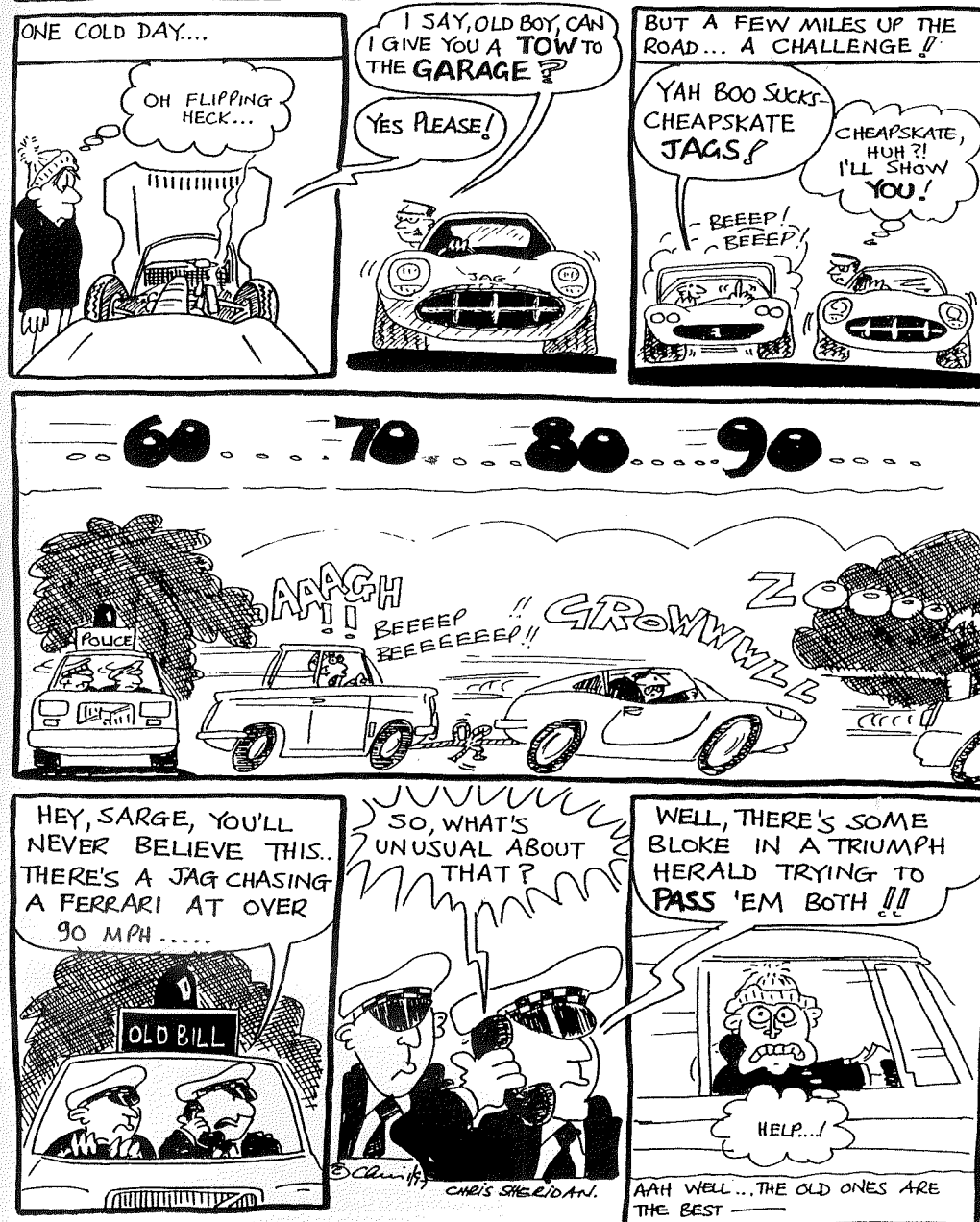
Now cut a length of wire to connect between the switch and lamp, passing the cable through a convenient hole in the bulkhead, (i.e. speedo cable) tape this wire

neatly around existing wiring under the bonnet finally bringing it out to the lamp.

Connecting the lamp up. As for the reverse light this will be either earth return or double pole type. On earth return lamps the wiring is connected to the terminal inside the lamp leading to the centre of the bulb. On the double pole units there is an additional terminal which must be connected to a good earth, preferably inside the bonnet away from the effects of water and corrosion. If both a fog and spot lamp are to be wired up then two separate switches must be used. A supply is carried to one switch, this is then linked across to the other switch, the lamps are then fed in the normal way from the remaining terminals of each switch.



Tommy the Triumph



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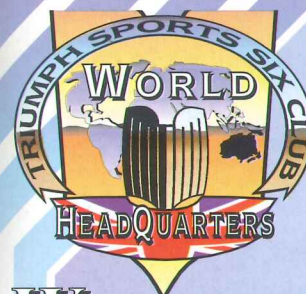
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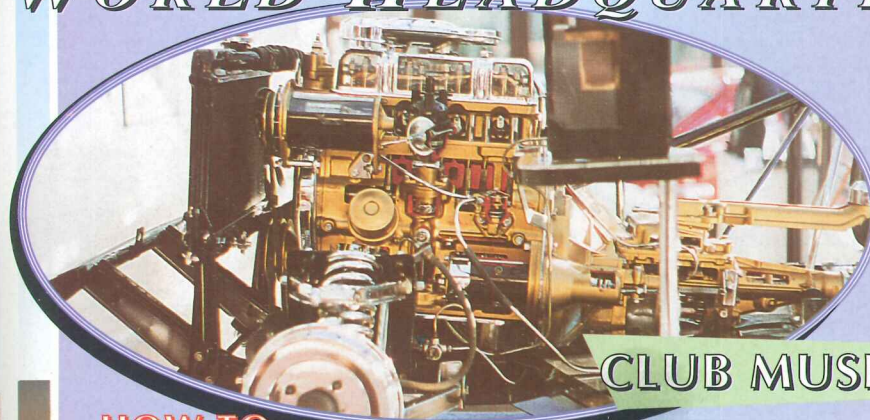
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