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ORIGINAL EQUIPMENT

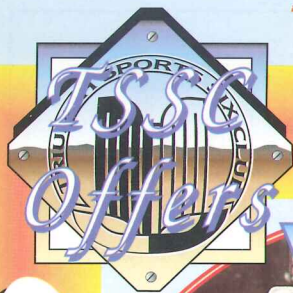
805855	Herald 1200 Bonnet Top	£110.00
	Spitfire Mk1,2,3 Bonnet Top	£110.00
	GT6 Early Bonnet Top	£P.O.A.
803070	Herald/Vitesse Outer Sill Left Hand	£16.00
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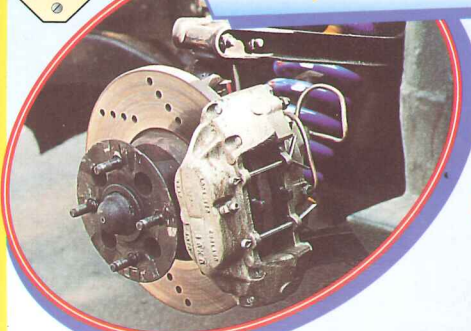
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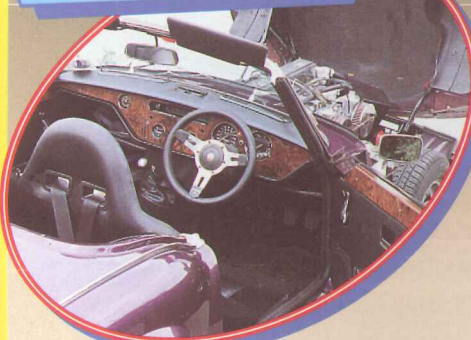
Triumph Accessories

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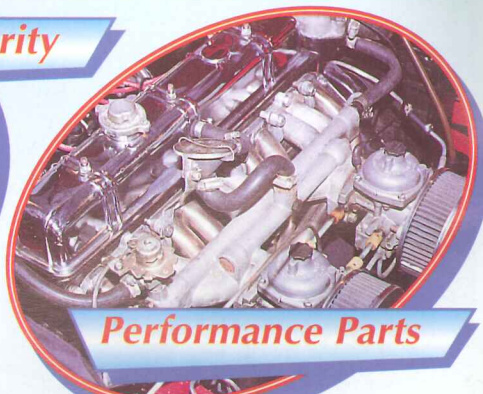


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No. 204

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

Vol 17. June 1997

Price £1.75 Free to Club Members.

CLUB HEADQUARTERS

Main Street, Lubenham,
Market Harborough,
Leicestershire. LE16 9TF.

TEL: 01858 434424 FAX: 01858 431936
e-mail: tssc@tssc-hq.demon.co.uk
http://www.tssc-hq.demon.co.uk/TSSC.html

Headquarters open between
9am - 5pm Monday to Friday
9.00am - 1.00pm Saturday

CLUB MANAGER

Bill Sunderland

OFFICE MANAGER

Trudi Squibbs

MEMBERSHIP ADMINISTRATOR

Angie Hill

TSSC OFFERS MANAGER

John Muggleton

TSSC OFFERS ADMINISTRATOR

Diane Spence

COURIER MAGAZINE EDITOR

Bernard Robinson

IMAGESETTERS

Bernard Robinson,
Matt Squibbs
& Jo Sunderland.

Triumph Sports Six Club,
Main Street, Lubenham,
Leics. LE16 7TF.

Tel: (01858) 434424
Fax: (01858) 468228

Courier e-mail:

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GENERAL SECRETARY

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

COUNCIL MEMBERS 1997

David Aspinall, Mike Costigan, 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:
"My Other Triumph
is a Car"

Photo: David Lightfoot
Courtesy of and passed by
M.O.D. (Royal Navy)

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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

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.

SUN 29th
9th DERBYSHIRE PEAK RUN & CONCOURS
Contact: Anthony, 01332 367215

JULY 1997

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

SUN 6th
8TH WEST YORKS DALES RUN AND BARBECUE
Contact: Sonia, 0113 2854807

SAT 26th / SUN 27th
HERTS & BEDS AREA STAND AT STEVENAGE MOTOR PAGEANT
Fairlands Valley Showground, Stevenage, Jct. 7 A1 (M)
Contact: Mandie, 01462 815051

AUGUST 1997

SUN 3rd
MERSEY AREA WOODVALE RALLY.

SUN 3rd
LEICESTER NATIONAL 15th SUNSHINE RALLY.
Stanford Hall, Lutterworth, Leicestershire. Contact: Chris, 01530 810672

SAT 9th / SUN 10th
SOUTH YORKS AREA. BARNESLEY BILL'S CAMPING SPECTACULAR
Contact: 01302 850740

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

FRI 15th / SUN 17th
NORTH EAST AREA BEAMISH CLASSIC CAR WEEKEND.
Contact: Andy, 0191 5485188.

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

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

SEPTEMBER 1997

SAT 6th / SUN 7th
INTERNATIONAL SPITFIRE WEEKEND.
"Het Leukermeer", Well, North of Limburg, Holland.

OCTOBER 1997

SUN 19th
INTERNATIONAL TRIUMPH SHOW & SPARES DAY.
Sandown Park, Surrey.

SUN 5th
DUXFORD ALL TRIUMPH DAY
Imperial War Museum Duxford
Contact: Chris, 01245 442788
Andy, 01277 214184.

NOVEMBER 1997

SAT 16th / SUN 17th
INTERNATIONAL CLASSIC CAR SHOW.
NEC, Birmingham.

NATIONAL & LOCAL TSSC INVITED '97

JUNE 1997

SUN 1st
13th ANNUAL GREAT BRITISH PICNIC.
Old Warden Aerodrome, Biggleswade, Bedfordshire.

SUN 1st
BORDERS VINTAGE CLUB RALLY.
Millerstain House, Nr. Kelso.
Contact: Ian 0131 539 1402
(Scotland Lothian Area).

SUN 1st
2nd SPITFIRE EVENT.
Bogliasco, Riviera Ligure, Italy.

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.

SAT 14th / SUN 15th
Le MANS 24 HR..
£89 Package - Continental Car Tours.

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
BROMLEY PAGEANT OF MOTORING.
Norman Park, Bromley, Kent.

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

JULY 1997

SAT 5th / SUN 6th
1ST REGISTRO ITALIANO SPITFIRE EVENT.
Lake Garda, Italy.
Contact: Ian, 0131 539 1402.

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.

SUN 27th
STANDARD TRIUMPH MARQUE DAY INC. THE CLUB TRIUMPH NATIONAL RALLY.
Heritage Motor Centre, Gaydon, Warks.

AUGUST 1997

SUN 3rd
BMC/BL RALLY
Ferry Meadows, Peterborough.

SUN 3rd
NSPCC WELSH BORDERS CLASSIC CAR FESTIVAL
Halston Hall, Nr Oswestry.
11am onwards

SAT 9th - SUN 10th
TRIUMPH 2000 / 2500 OWNERS CLUB NATIONAL RALLY
Hatton Country World, Warks.

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.
Dounne 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

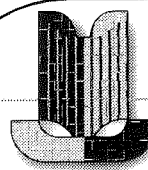
SAT 20th / 21st
SELKIRK VETERAN, VINTAGE & CLASSIC SHOW.
Sunderland Hall Stately Home, Selkirk, Borders.
Contact: Ian 0131 539 1402

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

OCTOBER 1997

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

WOULD ALL SHOWS ORGANISERS PLEASE NOTE THE 1997 CALENDAR AS SOON AS THE 1998 CALENDAR IS AVAILABLE TELEPHONE TRUDIE 01858 434424



"Comment"

by Bill Sunderland

THREE WHEELS ON MY WAGON!

Recently driving to a Club event, I noticed a lot of other classic cars on the road undoubtedly attending a show somewhere, not with us

as the show in question was the South Of England Meet.

Over a 50 mile distance I saw a fair cross section of Classics mainly MGB's, what was interesting is that they were all driving on the inside lane, roads in question, M1 and M25. Only when I came across a Triumph was there any middle and outside lane use. Pondering on that fact while doing valuations and with discussions with Members on the use of their cars at the South Of England Meet, it became obvious that driving was a high criteria for owning a Triumph. My return journey once again saw Classics on the inside lane, Triumphs on anything but. Possibly not a fair conclusion but I do believe that from Spitfire, Herald and GT6, Bond Equipe to Special, one of the main enjoyments of owning a Triumph is in the driving of it.

Now I could not let this moment pass without mentioning our Overseas Register Secretary, Leon Guyot, who has painfully restored, rebuilt, and constructed a

Triumph Vitesse over a twelve year period which is like no other. Many Members will know from his column the pain and frustration that he has been through along with his dedicated parents. Having now driven the car over a two week period making improvements daily, Leon has achieved his ambition, I am not going to mention the cost or the value other than to say that for one of Club's most enthusiastic characters he will undoubtedly impress many Members worldwide and it is the Leon's of this world that keep Triumphs at the forefront of the classic scene. Myself having had the invitation to drive Leon's Vitesse, with Leon alongside giving me a running commentary on the mods, I must confess that I was listening, but in truth, just wanted to drive with the hood down on some nice Leicestershire back roads to really enjoy this very unique Vitesse.

Just where I started this column, driving Triumphs, Oh yes that is what they were built for.

FROM SPITFIRE, HERALD AND GT6, BOND EQUIPE TO SPECIAL, ONE OF THE MAIN ENJOYMENTS OF OWNING A TRIUMPH IS IN THE DRIVING OF IT.



80 YEARS YOUNG WHAT A TRIUMPH

On Tuesday 27th May 1997 it will be the 80th birthday of our firend and supporter, Harry Webster. Harry was the Chief Design Engineer at Standard Triumph when the very first Triumph Herald left the production line. The Triumph Sports Six Club Council of Management, Headquarters Staff and all Club Members from around the world would like to wish Harry a very Happy 8th Birthday.

STAFFORD JUDGES

Would any Concours judges please contact Chris if they are prepared to assist in judging this year. If you are interested but are not sure what is expected and are willing to judge on Sunday, please call **01494 463422 before July 1st.**

ALL JUDGES WILL BE GIVEN FREE ENTRY TO THE EVENT BUT WE NEED TO BE AWARE WHO IS HELPING BEFORE THE EVENT.

Masters judging will be on Saturday evening - cars can be in PREP Hall Friday.

BUDAPEST OR BUST...

For anyone looking for a low cost open top trip across Europe to Budapest (and back !) in the first two weeks of August then I have an irresistible opportunity. Our journey will take us through France, Switzerland, Austria, Hungary and Germany totalling some 4000 miles of open top motoring in a Spitfire ... now that's what I call motoring !! There will be eight Triumphs travelling together with a schedule that ties in with the Hungarian Grand Prix - tickets available. To help keep the cost down it will be a camping holiday. I have a co-driver position available - interested ? Late car entries from other interested touring 'nuts' are welcome.

For further information contact **James Cooper** on **James.Cooper@Farmline.com** or **01666 840293.**

FIRST NATIONAL CLASSIC TRIUMPH SHOW

At last! For Triumph enthusiasts everywhere comes the show that we have all been waiting for - The National Classic Triumph Show scheduled for November 8 - 9 in the Griffin Trust Building at Hooton Park, near Ellesmere Port in South Wirral. Triumph clubs and accessory companies from all over Britain have been invited to the first major indoor event dedicated to all Standard and Triumph cars no matter when they were built.

Coming as it does on the dawn of the 75th anniversary of the Triumph motor car, The National Classic Triumph Show will be an excellent introduction to the celebrations for this auspicious birthday of one of Britain's truly great sporting marques.

For more information please contact:
Fast Lane Motor Shows Ltd.,
P.O. Box 440,
Tamworth,

At last, the show everyone is waiting for

NATIONAL CLASSIC TRIUMPH SHOW

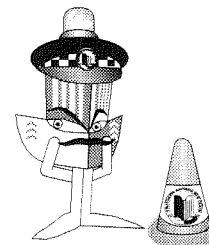
GRIFFIN TRUST BUILDINGS
HOOTON PARK, ELLESMERE PORT, WIRRAL
8 - 9 NOVEMBER 1997

The Show For All Triumph Enthusiasts

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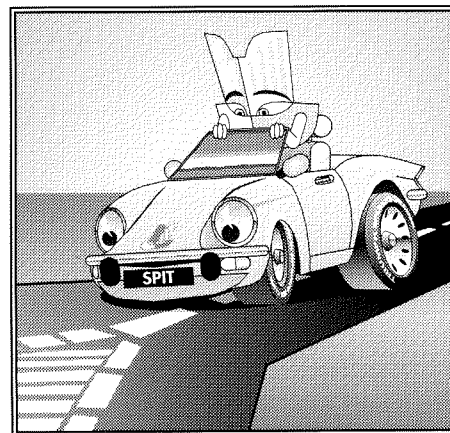
by Mike Crewes

Recently I received a letter asking what the legislation was regarding hatched areas on the road surface and what the various types of lines around them meant.



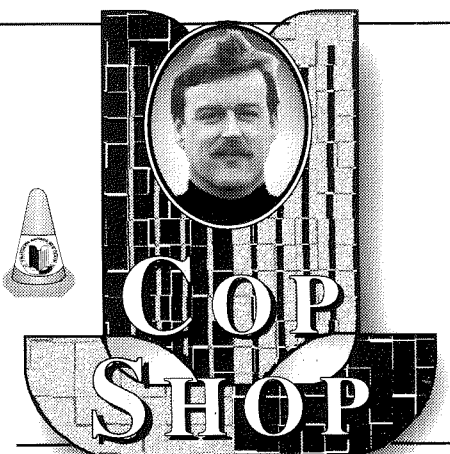
I will try and clarify the position, but there are so many different markings springing up at the moment that I will give the definition of as many markings as I can and where there are two types of markings (e.g. a hatched area with double white lines) the meaning of the two separate markings will apply together. I have taken paragraphs 83 to 89 from the Highway Code.

A single broken line, with long markings and short gaps, along the centre of the road is a hazard warning line. Do not cross it unless you can see that the road is clear well ahead.



Where there are double white lines along the road and the nearest line to you is unbroken, you **MUST NOT** cross or straddle it unless you need to get in or out of property or a side road, or avoid something stationary blocking your lane.

Where there are double white lines along the road and the line nearest to you is broken, you may cross the lines to



overtake if it is safe, provided you can do so before reaching an unbroken white line on your side.

Areas of white diagonal stripes or white chevrons painted on the road are to separate traffic lanes or to protect traffic turning right. Where the marked area is bordered by an unbroken white line, you **MUST NOT** enter it except in an emergency. Where the line is broken, you should not enter the area unless you can see that it is safe to do so.

Short broken white lines divide the road into lanes - keep between them. Coloured reflecting road studs may be used with white lines - white studs to mark the lanes or middle of the road, red studs to mark the left edge of the road and amber studs by the central reservation of a dual carriageway. Green studs may be used across lay-bys and side roads.

On some hills an extra uphill 'crawler' lane may be provided. Use this lane if you are driving a slow moving vehicle or if there are vehicles behind you wishing to overtake.

There you have it, simple in black and white on paper, not so simple in black and white on the road!

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

mikecrewes@compuserve.com.



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- restore sagging sills and sticking doors,
- respray in original Triumph colours,
- and generally get your car looking
good and going well!*

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MW RESTORATIONS
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**Equipe
Weekend**

June 14th - 15th 1997

—by Bruce Pilbrough—

**A final reminder that the 12th Bond
Equipe Weekend takes place on
June 14th/15th at The Plough at
Eaves, Eaves Lane, Woodplumpton,
Preston, Lancashire.**

For those of you who do not know the area, Woodplumpton is just on the outskirts of Preston to the north. There are several routes to the site, but there are also some nasty little canal bridges on some of these routes. These may cause problems if you are trailering a car to the event, or if your Equipe has reduced ground clearance (either due to the exhaust or lowered suspension). There is an easy route from the A6/M55 junction at Broughton (just north of Preston) as follows:

Leave the M55 at junction 1.

Take the A6 south signed for PRESTON.

Take the first left

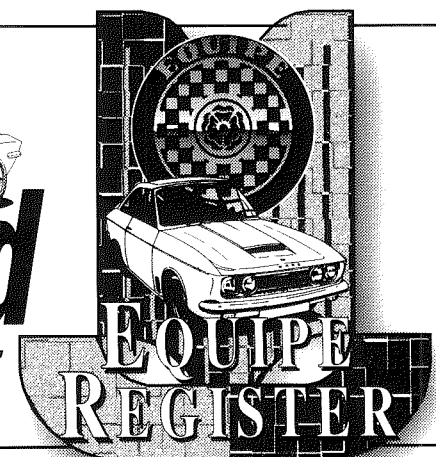
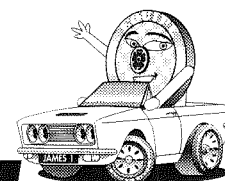
(only a few yards from M55 down the A6).

The route will be signed from here.

Please note, the Motorway widening work which many of you encountered whilst on your way to/ from the last two Bond Equipe Weekends, is now complete. There are no scheduled Motorway roadworks in the Preston area during June. Further south, the work on the Thelwall Viaduct (on the M6 over the river Mersey and the Manchester Ship Canal) is also complete.

All Bond Equipes are welcome whether driven or trailered, remember this is the event where there is no concours fever. A plaque is given to the owner of each Equipe in attendance.

Unfortunately, the programme for this year is rather less full than last year. One particular thing to



note is that there is no Scenic Run this year. There will be some fresh Equipe (and general Bond) display material - photos etc. I can't guarantee a demo like the last couple of years, but I'll try to arrange something. Having said that, given good weather it should still be enjoyable. If you have to travel a long way and want to stay overnight, a small number of tents can be accommodated but let me know in advance. If you are just going to attend one day, make sure it's the Sunday.

Other TSSC Club cars and other Bond vehicles welcome.

**12th Bond Equipe Weekend,
June 14th - 15th 1997 - Preston.**

Provisional Timetable

Saturday

Throughout the day - Just turn up and have a chat to other Equipe owners.

Evening Barbecue - Flames provided - bring your own grub (subject to weather)

Sunday

Lunchtime Barbecue - Flames provided - bring your own grub (subject to weather)

or lunches served in The Plough.

12.30 - 14.00 Choice Equipe voting and vehicle inspection (for Autosculpt Trophy).

15.00 Presentation of prizes and raffle, featuring a superb selection of prizes as usual.

Prizes

Choice Equipe 4 cylinder and runner-up
Choice Equipe 6 cylinder and runner-up
Autosculpt Trophy UK distance award
Special award
Raffle.

Tommy the Triumph

SUNDAY JUNE 1ST...
"A DAY OUT A
DONINGTON PARK,"
YOU SAID...



A LITTLE
RALLY...



BIG MARQUEE,
TRADE STANDS...



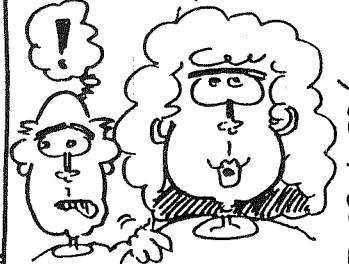
GIFT STANDS....
PRIZES...



BUT I THINK
THAT YOUR IDEA
OF A PICNIC...



...ON "THAT NICE
BIT OF TARMAC..."

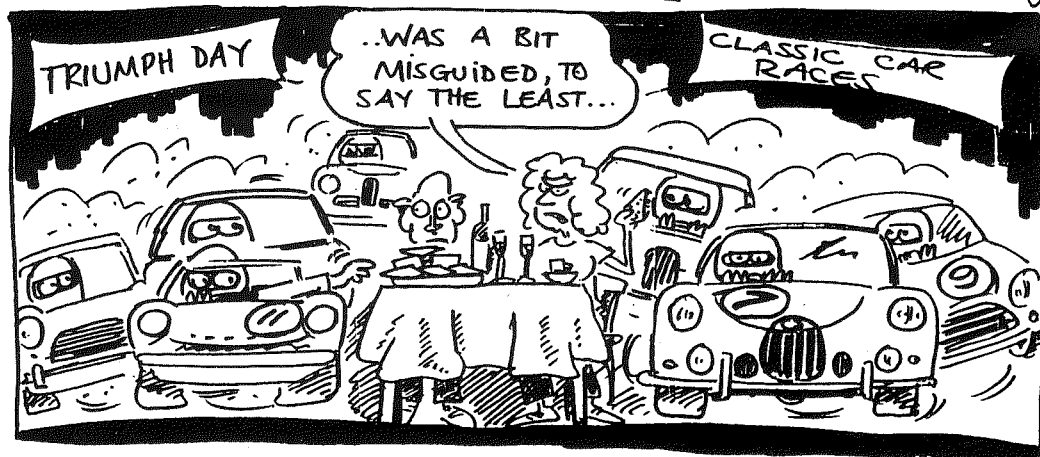


Edwin 9/7/5

TRIUMPH DAY

..WAS A BIT
MISGUIDED, TO
SAY THE LEAST...

CLASSIC CAR
RACES



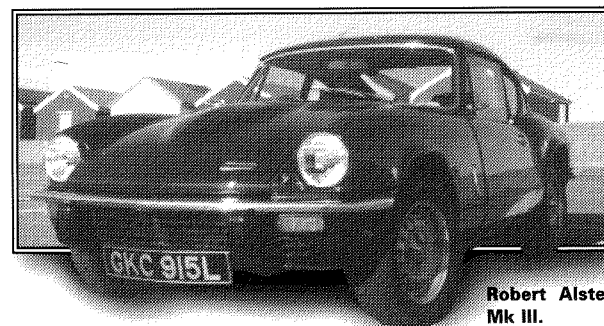
by Mike Scott

We all love our marque, but what impression does the general classic car enthusiast have of the GT6? In an attempt to find out, we shall review recent articles in the classic car press on the GT6 in our very own version of "What the Papers Say."

A good few articles on the GT6 in the various magazines that serve the classic car enthusiast market have cropped up over the past few years. Here are the ones I have identified, in chronological order:

(In compiling this list I have explicitly excluded Triumph World, as this is a magazine specifically for Triumph enthusiasts and, as such, is read by a narrower cross-section of the public.)

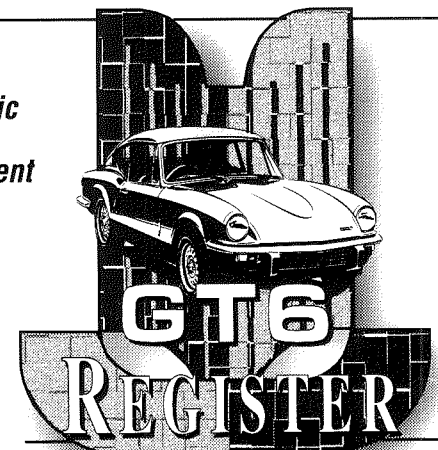
Practical Classics and Car Restorer, November 1992 (Vol. 13 No.7), "Living with a Triumph GT6", Popular Classics, July 1993, "Triumph GT6 Buyer's Guide", Your Classic, January 1992, "Triumph GT6 Buyer's Guide", Practical Classics, April 1994 free supplement, "Practical Triumphs", Classic and Sportscar, April 1994, "E-Type vs GT6" Classic Car Weekly, 30th November 1994, "GT6 Buyer's Guide", Practical Classics, June 1995, "Triumph GT6 Service Guide", Popular Classics, July 1995, "Ginetta G21S vs Triumph GT6", Practical Classics, January 1996, "Six-Pack, GT6: Triumph's Special Brew", Classic Car, April 1996, "Spitfire & GT6 Spring Sports Car Special"



Robert Alstead's
Mk III.

The 3-page colour article in the November 1992 edition of Practical Classics and Car Restorer (as it was called then) features a red GT6 MkIII, MWA 611K, belonging to reader Neil Hyde, then a mechanical engineering student, who rebuilt the car and fitted a Vitesse engine. The article's author comments, "a sweeter sounding engine would be hard to find." Neil bought the car as a box of bits and restored to a high standard. It was his first car and, having just passed his driving test, he found it "easier to drive than the driving school cars", and he "encourages potential MGB GT owners to drive a GT6 first."

The July 1993 edition of Popular Classics carries a picture of Tony Falls' white GT6 MkI, PPO 855E, on its front cover. The article,



covering six colour pages and sub-titled "Power at an affordable price", also features a blue MkIII, KJW 333K, owned by Brian Lees. The author presents a very practical appraisal of the GT6 along with a brief outline of the car's history. He makes the comment "the GT6 represents an inexpensive rarity", and cites the non-Rotoflex MkIII as the most desirable, largely for the extra luxuries (tinted glass, cloth seats) on the last-of-the-line models.

The small photograph of a red GT6 MkIII on the cover of the January 1994 issue of Your Classic is accompanied by the caption "Four pages of reasons why not to buy an MGB GT." Whilst this is just an attention grabbing ploy to get you to pick up the magazine from the shelf, the article itself is full of common sense information for anyone thinking of buying a GT6 (or MGB GT). The (all black and white) photographs feature a MkI, RLD 684E, a MkII, FPD 994J, and two MkIIIs, SLF 977L and one bearing the anachronistic number RVC 439H. Of particular interest is a short interview with our very own Andrew and Angela McGowan. The review is summed up with, "there is no doubt that the GT6 is an interesting sports coupé, and one that's great value compared with

the more sought-after MGB GT."

Perhaps the most disappointing of all the above periodicals is the Practical Classics free supplement on all forms of Triumph. There is nothing specifically on the GT6, but the article on adjusting panel gaps is applicable to all Club cars.



Andy Deacon's Mk III.

The most intriguing article is the one in the April 1994 issue of Classic and Sportscar, which pits a poor GT6 against the legendary E-type Jaguar. Thankfully, the author doesn't make any direct comparisons in performance, but tactfully points out the similarities between the two cars and, obviously, their differences. The GT6 featured is a yellow MkIII non-Rotoflex model, NRY 809M, belonging to Tony Averille. The reviewer describes the GT6 engine as "sweet and torquey", and is generally quite complimentary to the GT6 but compares it with a toy against the Jag. The article ends with "given the differences in price and market it's amazing how well these two compare."

Classic Car Weekly is a non-glossy colour newspaper aimed specifically at those wanting to buy or sell classics cars. The 30th November 1994 edition (featuring Larry Adler and his Alfa Spyder on the front cover), as part of an on going series, carries a brief buyer's guide on the GT6, featuring Brain Lees' MkIII, as seen in the earlier Popular Classics article. The guide covers all the essentials of driving, history, what to check and restoration and repairs, and end with the advice that "even a rough car can be brought back to life if you have the determination."

The Practical Classics article on GT6 servicing (June 1995) opens with "Triumph's GT6 is a potent grand tourer . . .", and goes on to praise the simplicity of maintaining the car and the access afforded by the large bonnet. The article, featuring Ian Reeves red MkIII, consists of a comprehensive step-by-step photo-guide to virtually all the servicing tasks and a detailed section on how to set up Stromberg carburettors (more on these next month).

Popular Classics of July 1995 ran a comparison between the GT6 (purple, non-Rotoflex MkIII, UBY 27M) and the Ginetta G21S. Ginetta G21S? A fibre-glass bodied sports coupé made by an independent company and based on Hillman Hunter running gear and fitted with the Holbay H120 version of the Rootes 1725cc engine (a Ford engined variant was also available). How come you've never seen one? Only 150 were ever made. The reviewer liked the acceleration of the GT6, "you're projected missile-like in a straight line", but thought the cornering of the Ginetta was the better of the two. It was



Andy Deacon's Mk III.

thought that the GT6 was too easily upset on bumpy surfaces, "the Triumph is in its element on fast, straight and, above all else, smooth roads."

The cover Practical Classics of January 1996 has a dramatic shot of Liz Cameron's red GT6 MkI to advertise a 4-page article describing the GT6, its mechanicals and what to look out for in the rot department. Cars featured are RLD 684E, a MkI belonging to David Aspinall of Anglian Triumph Services and the expolice, white MkII and french blue MkIII belonging to TSSC office girls Angie Hill and Trudi Squibbs respectively.

Triumphs made the cover of Classic Cars in April 1996 in the form of a red Spitfire MkIII and a yellow GT6 bearing the number UGC 283M (on illegal white-on-black plates). This issue contains a major 9-page colour article on all aspects of buying, owning, restoring and driving the Spitfire/GT6 models and includes a recent(?) colour photograph of Michelotti's MkIV Spitfire prototype 6104 KV in powder blue (with pop-up lights) - does this car still exist?

Lastly, the photographs this month were kindly sent in by Andy Deacon of Preston, and Robert Alstead of Worcester.

Thank you both very much.



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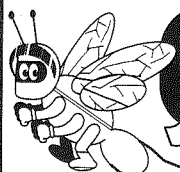
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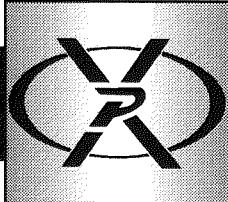
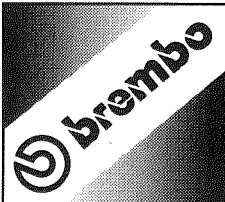
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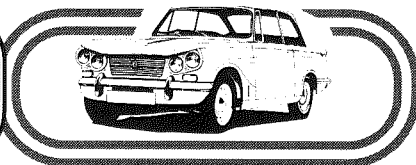
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Life Change

by Trevor Collett

Regular readers will know that I recently moved house, a traumatic enough experience in itself but just a few weeks after this I started a new job. Not a conjunction of events that anyone would recommend, but life, as we all know, does not always respond to planning.

condition! Unfortunately, the fleet manager was not impressed with this notion and pointed to the bit of company policy that said that cars supplied would invariably be new. New! What, not a Triumph? Despite this psychological blow I took the job and have recently taken delivery of a brand new car.

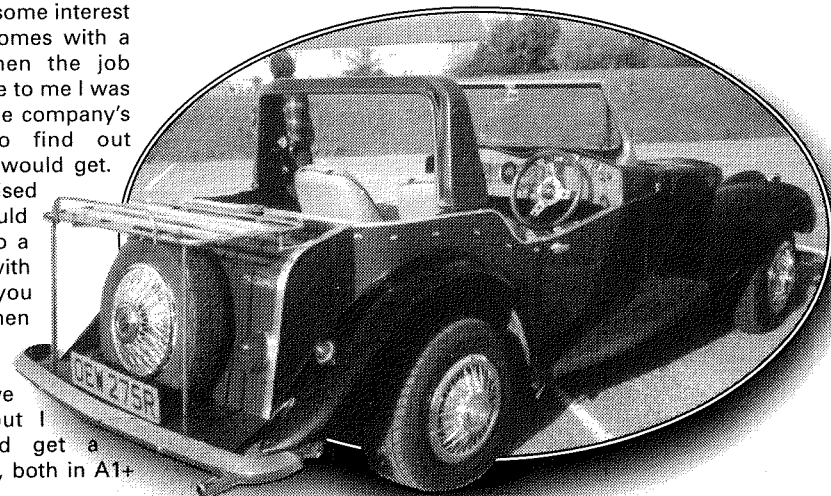
I won't tell you what model I've chosen because I know you wouldn't be interested. I would have liked to "buy British" at least, but by my reckoning there is not a truly British, family sized car available, except Rolls Royce. So, 15 years of daily commuting in a Club car has suddenly come to an end. I must admit the trip to my new office, 50 miles each way, would not be much fun in a Herald. Modern cars are very competent at eating up miles of motorway in comfort.

It amazes me that features that were luxuries only a few years ago are now regarded as necessities. The car has all the usual gadgets, with electric this that

The one factor about my new job that may be of some interest to you is that it comes with a company car. When the job offer was first made to me I was on the phone to the company's fleet manager to find out what sort of car I would get.

The answer surprised me; she said I could have any car up to a value associated with my grade. Well you can guess what then went through my mind can't you?

For the money we were talking about I reckoned I could get a Vitesse and a GT6, both in A1+

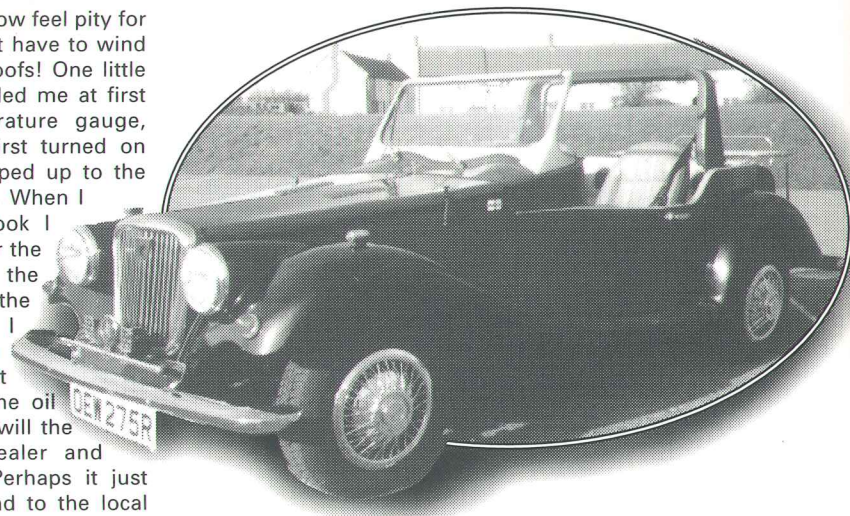


and the other; I now feel pity for those drivers that have to wind open their sun roofs! One little feature that puzzled me at first was the temperature gauge, which, when I first turned on the ignition, jumped up to the top of the scale. When I read the handbook I found out that for the first 30 seconds the gauge gives you the sump oil level. I am waiting to find out what happens when the oil level is too low, will the car phone a dealer and book itself in? Perhaps it just drives itself round to the local garage! Surely I'm not expected to open the bonnet and put some oil in myself.

Only after ordering this particular model did I find out that it was leading this year's British Touring Car Championship. Funny, I don't remember a sequential gear changer being an optional extra, still, I must get a sticker to bask in the glory!

West Country Spartan

This month's featured car is a Spartan which belongs to Rod Matravers from Somerset (it's that Devon influence again). Rod saw his first Triumph based Spartan at Stafford last year. He there and then decided to find one for himself. The car pictured was purchased in August 1996 as a part-finished rebuild that had been started in 1990. It was advertised as 70 percent complete and at the time of purchase Rod assessed it as nearer 90 percent. However, he soon realised that the first figure was closer to the truth. His car was originally built and registered in 1976 and was built on a 1965 Spitfire chassis with a 1147 cc engine.



Rod has almost completed the rebuild and he reports that the car drives well with its Spitfire 1296 cc engine, with no rattles. He plans to use the car this summer so look out for it. And Rod, two things, how about writing a report or two of any car events you attend and, that luggage rack on your Spartan - the upright should be on the front edge of the rack so that if, God forbid, you run into something whatever you have strapped to it does not hit you on the back of the head (this is a common mistake among sports car owners looking for more luggage carrying capacity).

Request Time

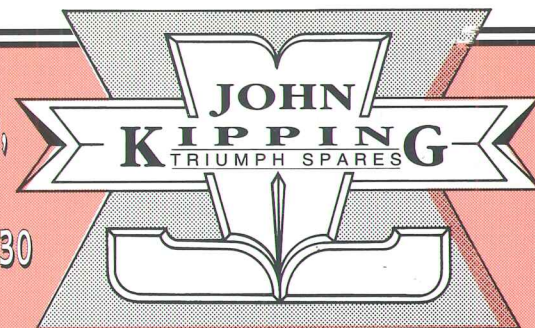
To end, two requests: firstly if you have a Club kit car or special please send me a photo and a few details, it can be just a few words, for possible inclusion in the mag and inclusion in my computer database. Secondly, this is a plea for all of you planning to attend the Club's premier event at Stafford in July in your kit or special - please consider entering the Concours. Last year there was only one, yes one, entrant in the Specials category and even this caused some controversy (which I am not going into) about whether it should have been eligible. So, even if you think your car is not one hundred percent perfect you must enter the competition - or there won't be a competition; and who knows, you could go home with a trophy for your mantle piece.

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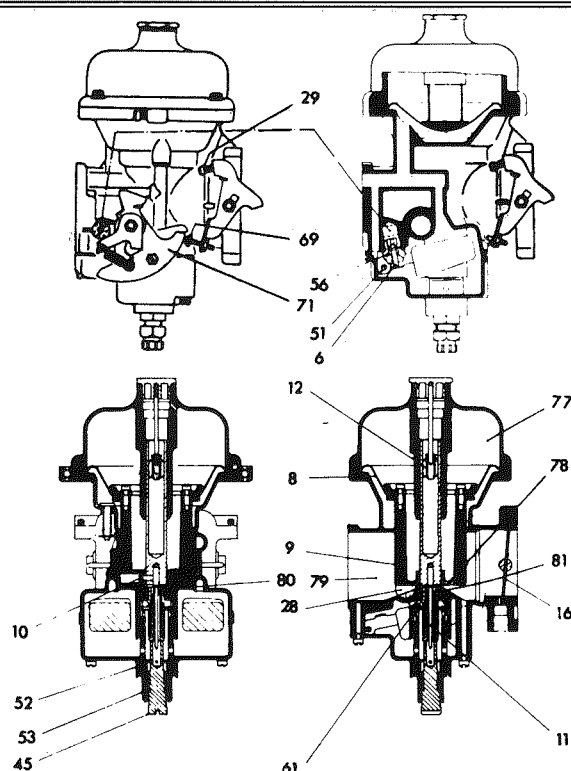


Hi!... This Register was almost... an also ran!! I'm so behind it's unbelievable... But it is Triumph-related (and poor shifts at work!)... Just of late I have had what you might call a small bout of stress... due to my self opening my big mouth as usual...

The story goes... Angie's Herald (13/60) had a slight problem with the engine (bit of firing on three syndrome!!). So what did I say?... No problem, I'll change it... with one that Angie had been given earlier... A suitable weekend arrived, a suitable strong friend had been persuaded to assist (with the promise of much alcohol!). The Sunday arrived, engine out!... Gearbox out! Engine in! Gearbox in!... Superb, no probs, sweet!! Monday arrived... Time to fire her up... or so I thought... At 1100hrs after three hours of frustration... I called the local garage (it was a Bank Holiday!). My friendly

by Mac Reynolds

garage person arrived on a moped, in shorts, in the rain!! What could I say?... Anyway, at 1800hrs later that day she would still not run... She would start (just!) but was not a well engine... Plan 'B'... Remove her head, check/grind in valves... General inspection of pistons/bores etc... All was well... Ordered new gaskets from Six Spares... Arrived first post next day (Amazing Bill/Jo!)... Head replaced... in the bloody rain (whoops, sorry!!)... Fired up... Just as before... would not run... missing, coughing, no power, lumpy... you name it, she had it... Next day (four days on now!) discovery!!! Yes, problem solved... She was taking in air due to my mistake of leaving a bolt in the inlet manifold... which in turn was catching against the exhaust manifold... pushing the inlet manifold off the engine



Section views of Stromberg 150 CD Carburettor.

- 6 Needle. 8 Diaphragm. 9 Air Valve. 10 Locking screw.
11 Needle. 12 Damper. 16 Throttle. 28 Starter bar. 29 Screw.
45 Adjusting screw. 51 Float assembly. 52 'O' ring.
53 Bushing screw. 61 Bushing. 69 Screw. 71 Lever. 77 Chamber.
78 Air valve drilling. 79 Bore. 80 Jet orifice. 81 Bridge.

by about an eighth of an inch... just enough to stop her running correctly... What a pain... A lesson to be learnt here... don't rush anything... Check time and time again... but above all... at the end of the day... don't be afraid to tackle any job. If someone else can do it... so can you... It may take you a while longer, but think of the satisfaction you will get at the end... (this is the first head gasket that I had done...) look out now... I feel I could be a tuning specialist!!!!

Talking of tuning, being involved in Angie's Herald's engine transplant... that did mean at the final stage I had to fine tune the timing and carb... I thought the carb tuning may be of interest, as it is quite a simple task, but important for your fuel economy and performance... so here we go...

Constant-vacuum carburettors such as the Stromberg (or SU) maintain a constant fuel/ air ratio by means of a single jet, within which a tapered needle is moved as the throttle is opened, in conjunction with a piston which controls the area of the venturi throat. The needle and the piston are not linked to the throttle mechanically, but are lifted by the vacuum created in the carburettor when the throttle is opened. The diameter and position of the needle and the position of the piston ensure that the correct fuel/ air ratio is obtained under all operating conditions. On accelerating the throttle is opened and the vacuum will raise both the needle and the piston; an oil



controlled damping device causes the piston movement to be slowed down so temporarily enriching the mixture.

A slotted nut at the base of the carburettor increases or decreases the strength of the mixture, turning the nut clockwise raises the jet and weakens the mixture, turning the nut anti-clockwise enriches the mixture, the idling speed is controlled by the throttle stop screw... To adjust a Stromberg from scratch, run the engine until it is at normal working temperature, then remove the air cleaner and damper, press and hold the piston down with a length of wire held in the oil well so the underside of the piston rests on the bridge of the choke, with a coin screw up clockwise the slotted jet adjustment nut until the head of the jet can be felt to just touch the underside of the piston, then from this position turn the jet adjustment nut three full turns anti-clockwise, this will give an approximate setting. Replace the damper... then start the engine and adjust the idle stop screw so that the engine runs fairly slowly and smoothly (about 600/650 rpm). To get the engine to run smoothly at this speed it may be necessary to turn the jet adjuster nut a small amount in either direction. To test that the correct setting has been found lift the piston 1/32 (just under 1mm) through the air intake with a small screwdriver, if when lifting the piston this amount, the engine speed rises the

Shiniciro Nakano's Vitesse 6 finished in White with a Red Matador interior.

"Shiniciro believes the original registration to be LWX 744D as this is etched on each window (he does know that it was imported into Japan in 1991). He goes on to say that as far as he knows there are only 9 Vitesse's in Japan (2 x MkII saloons, 3 x MkI saloons, 1 x MkI convertible and 3 x Vitesse 6 saloons)."

mixture is too rich . . . if it hesitates and stalls it is too weak . . . Re-adjust the jet, adjusting nut and re-check . . . All is correct when the engine speed does not increase when the piston is lifted . . . Easy or what?!! . . . It may also be good practice to check to see if the carb's diaphragm is in good condition . . . Remove the four screws holding on the cover to gain access, the rubber diaphragm should be in good

sum of 20p! . . . Well worth buying a batch . . .

The featured Vitesse this month (better late than never) belongs to Shiniciro Nakano (Japan). This is a Vitesse 6 finished in white with a Red Matador interior, chassis number HB32625 DL, having only recently purchased the Vitesse, Shiniciro knows no history on her . . . He believes the original registration to be LWX 744D as this is etched on each window (he does know that it was imported into Japan in 1991). He goes on to say that as far as he knows there are only 9 Vitesse in Japan (2 x MkII saloons, 3 x MkI saloons, 1 x MkI convertible and 3 x Vitesse 6 saloons) . . . He also comments that he



condition having no holes or splits or appear to be perished . . . these are available from Six Spares (and other traders) at around £2.50 . . .

Last month I mentioned the small clip that secures the throttle cable to the pedal . . . Thanks to Paul Dawler (Bideford, Devon) who dropped me a line to say that both John Kipping and Rimmer Bros. list this part as being available (609729) at the princely

has heard that there were only 7 MkIIs imported officially (as new cars) . . . Anyone shed any light on these figures? Thanks for that Shiniciro.

And finally I'll leave you with another rare Vitesse photograph . . . just to wet your appetite until next month . . . a pair of genuine officially certified Vitesse Estates together!! Excellent . . . more next month . . . (Where are your wheel trims guys?).

(And no . . . sorry I still haven't got around to my research on centre consoles . . .)

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



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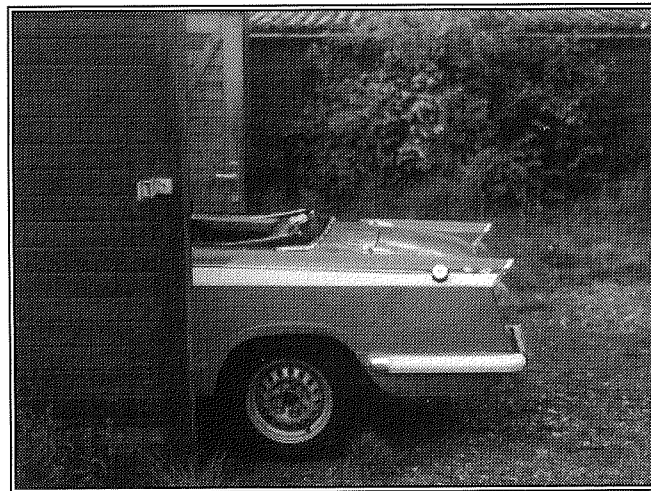
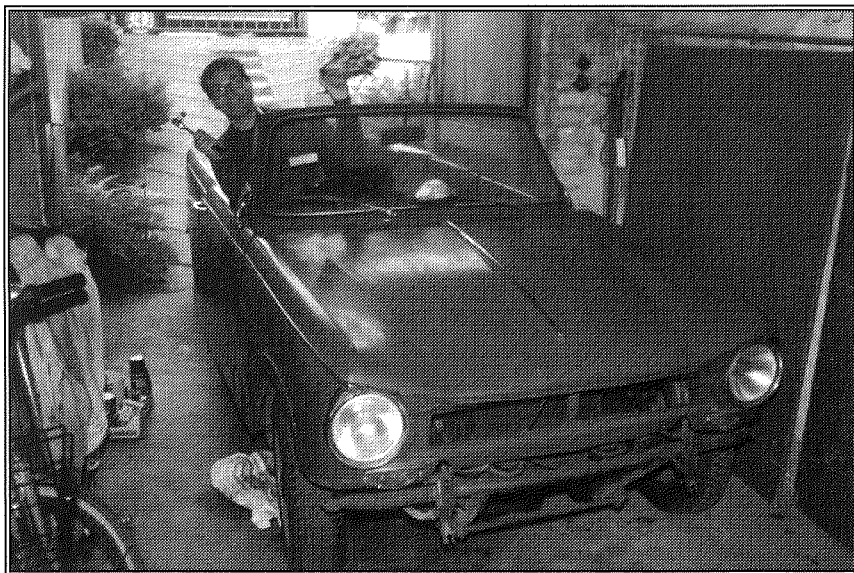
by Phil Willson

We've already had a chat about how we hope to work together in such a way that we do not duplicate material that is common to all Herald models. We will, of course, report on items that are special to our own particular types as well as showing off our own register members' cars. With a bit of luck we'll be able to meet at the International in July and discuss things in more detail over some lubricating fluid - no, not Duckham's!

To pick up on a long running saga, one of my register members, Joachim Moller, has appeared on these pages before and, since we met in Mannheim in 1993, we have become good friends. Last year Mannheim was again one of the places that we included on our holiday itinerary and we spent an excellent few days there, staying in Joachim's flat in the city centre. One bright sunny day he and I decided to go to the lock-up garage where his 13/60 lives. It was by then in a more or less roadworthy state so we borrowed a pair of trade plates from the nearby garage and I was invited to take a test drive. What an experience it was, driving on the wrong side of the road (they all do that over there so it's not too dangerous) in a car with a sticking throttle, an incredibly short gear lever and the vaguest steering I've encountered since I drove a friend's sit-up-and-beg Ford Popular nigh on 30 years ago! I did say it was 'more or less' roadworthy, didn't I? Still at least it was a right hand

I'd like to begin this month by welcoming Bob Westgarth to the team as the new old Herald register secretary (don't confuse him with the old new Herald secretary, which is me!).

Joachim Moller in happy mode.



Teaser shot of the Herald's tail end, back in '95

drive Herald so I felt reasonably at home. Anyway, Joachim and his family were over here a few weeks later and I was able to find him a normal length gear lever and a good lower steering column coupling, the original being really floppy. The photos illustrate the Moller story so far. No.1 shows him in happy mood way back in '93. The second shows his handiwork on the rear seat - which is not quite what you'd expect since it turned out that the car is actually a converted saloon, slightly to Joachim's annoyance. The third picture shows a tantalising view of things to come as the car peaks out of the garage in late '95. The last two show the car and the SU carb installation as of last summer. A close inspection of the SU shows that it has been adapted so that the original Stromberg throttle cable arrangement is still used and I think it may even be the original manifold as well. If that is the case, then it shows what can be done with a little skill. You will also notice that the wheels have changed from Mk.IV Spitfire rims back to conventional 3.5

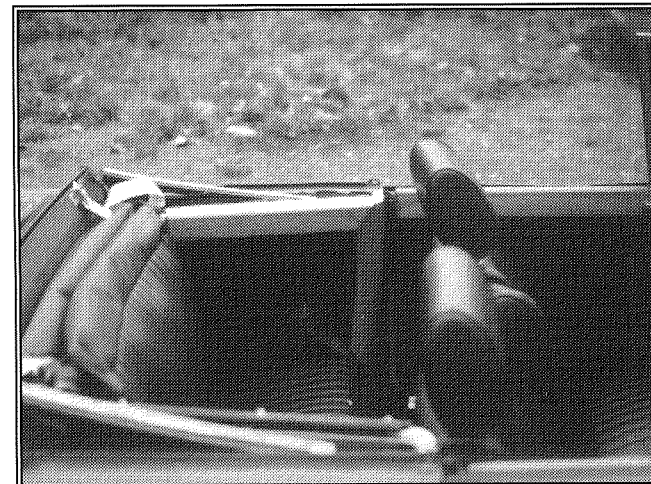
inch Herald wheels. Last I heard, the car was much improved and was progressing towards the TUF test. Apparently, the use of copper brake pipes and reinforced hoses like the Aeroquip ones is frowned upon by TUF and everything must be of the original type or the latest equivalent.

For a bright sunny day, last year's picture of the car looks a bit dark - it's because the bright sunny day had very suddenly turned black as night and within about two seconds of taking the photos we were precipitated upon by hail stones about half an inch in diameter. The car was

rapidly put back in the garage and we sheltered there until the storm subsided. And this was early August. I understand that on occasion the stones can be much larger than that and serious damage can be done to car roofs and bonnets, much to the annoyance of insurance companies! Anyway, when I get more news of the car, and more pictures hopefully, I will report again.

Rear seat handiwork. The first 13/60 with two ashtrays!

Now for another update - the March story about Julie and Dave Micallef. Their 13/60 convertible, BEV599G, passed its MOT with only a minor hiccup and the two cars (i.e. the Herald and the Vitesse) are presumably packed in big cardboard

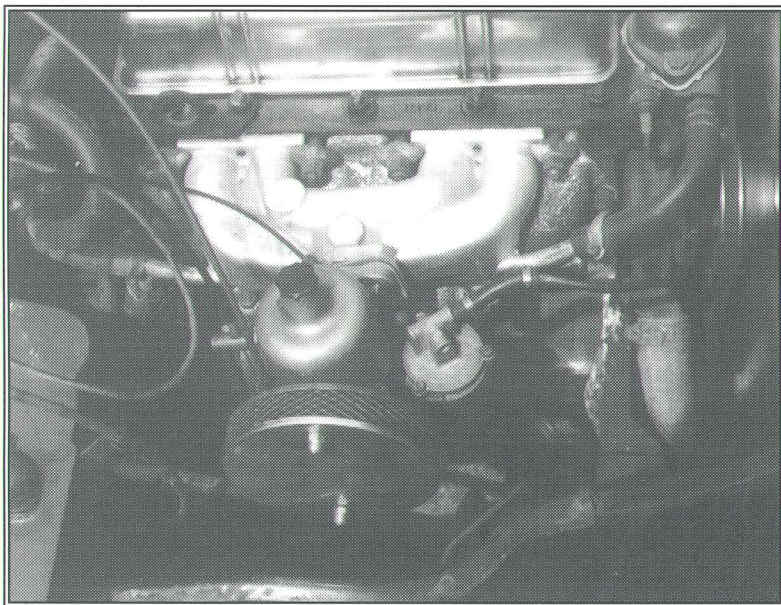




boxes with loads of cotton wool and on their way to Australia. Julie and Dave themselves are taking the slow route through Europe and I've just received a postcard, posted in Prague, of the cathedral in Cologne. It just so happens that this was another place we visited last summer. The cathedral is truly magnificent and it real was a miracle that it managed to survive almost unscathed while the city around it was laid waste at the end of the second world war.

Yet another update: At the time of writing, it's just 4 days before the S.E.M. and I'm hoping to get the 2500 MOT'd on Friday. It is by no means finished and the paint job does not bear close inspection, but I am desperate to be driving it again. I just hope the MOT man is on my side. Hopefully, I can make a start on the 13/60 in early June.

**Last summers
SU carb
installation
results.**



It would be good to get it back on the road by September before I have to re-insure the substitute Metro which my wife and I have a strong dislike for. It's too small, it's tinny, the driving position and steering are reminiscent of a go-kart, and the turning circle is atrocious. It's not even economical to run because you have to rev it so hard to get any semblance of performance out of it. Give me a Herald any day . . . please!

Finally, the first entry to my little competition has just poured in! Just a reminder: Send me your Top Ten suggestions of improvements one can make to the Herald. A model 13/60 will go to the winner in each of the serious and the funny categories. Let's get those brains really working, eh?



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by Bob Westgarth

your help. If you would like to see your car in this column please write to me with the details and enclose a photo or two. In the meantime I will hope to meet some of you at events around the country. It would be great to see a selection of Register cars turning up at the Lakes Triumph Weekend next week. Come along and meet me there. Alternately I fully intend to be at Stafford for the full weekend and look forward to seeing you at the Register Desk with your queries.

Moving on, this month's car is an early 1200 saloon owned by

John
Armstrong's
Signal Red
early 1200
saloon.

John Armstrong. He acquired the car 4 years ago after his restoration project Herald was destroyed by a fire in his garage. During his ownership he has, in his own words, 'tidied it up a bit,' having some new metal let in and a lower half re-spray. This winter saw the under bonnet area receive a little attention. The car came to him with a large history file including the original receipt that shows that the car was supplied with the rare optional leather seating, and also a disc brake conversion. These became an option in October 1961 and this car was first registered in that month. Indeed it could prove to be the oldest surviving Herald to have been fitted with this special order. The option of leather trims cost £13-2-6 (£13.12) with the disc brakes adding another £17-10-0 (£17.50) to the purchase price of £699-13-6. (Just compare the price of the leather trim with Rover today asking £500 to fit it to a Mini.) This certainly is a very clean and tidy example and is used by John



regularly during the summer months for trips out with his family.

Some of you will know that when introduced the 948 Herald saloon was fitted with a single Solex carb, while the coupe had twin SU carbs as standard. This, along with other engine modifications, gave the coupe an extra 8 bhp. This twin carb engine became available as an alternative fitment in the saloon by September 1959. These twin carb saloons had no badging to distinguish them from the less powerful model, and do not appear to have needed any modification to the standard brakes or suspension.

With the introduction of the 1200 in February of 1961 the twin carb models disappeared, while the 948 engine continued in the basic S model. The 1200 gave only a couple of bhp less

available for fitting both to new and used examples, though full engine reconditioning was recommended if a car had covered other than a low mileage. The cylinder head also required machining to raise the compression ratio.

I do not have details of the improvement in power output but would imagine that it would have been slightly lower than the output of the Spitfire 4, though it must have been higher than that of the 12/50 model as the conversion is listed as suitable for both cars.

I have never seen an official conversion kit, though obviously a number of cars have been fitted with Spitfire power units of

"With the introduction of the 1200 in February of 1961 the twin carb models disappeared, while the 948 engine continued in the basic S model. The 1200 gave only a couple of bhp less than the previous twin carb, and was presumably considered to be adequately powerful."

various types. If anyone out there has a genuine kit fitted, or has replicated it, I would like to hear from them. I am also interested in any conversions you may have carried out to

improve the performance of your Herald. I understand that a Weber conversion is possible. I am particularly interested in the views of your insurance companies regarding these

than the previous twin carb, and was presumably considered to be adequately powerful. There was however an engine conversion kit marketed by Standard Triumph, which consisted of all the components needed to fit twin carbs, plus a new camshaft. This kit was

I am sure that you will appreciate that as a new Register Secretary I do not have a large folder of member's cars to feature. I would very much hope to feature a car in each issue of The Courier and in order to do this I really need

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Oil pressure sender. All cars E3.
Water pump. All cars except viscose E33.
Temperature sender. All cars E4.
Petrol pump. Her/Spit E14. Vti/GT6 E17.
Vitesse 1600 solex carbs. New not recon.
1 pair only E160.
Spitfire IV/1500 speedo. New. 1 only E65.
Battery terminal clamp. Very heavy duty.
Electro-bleed brass. Pos or neg. All cars E3.
Battery lead. Pos. All cars E6.
Fuel tank sender unit. Spit E23. Her/Vti E26.
Brake disc. Spit/Her E13.50. GT6/Vti E16.50.
Rear wheel cylinder Spit/Her E5. GT6/Vti E7.50.

USED PARTS

Chassis. Spit. Never been welded, no rust.
One only E150.
Bonnets. Spit. To clear E50-E300.
Doors. Spit. To clear E20-E80.
Petrol tank. Spit E10.
Gearbox Spit/Her. Guaranteed E35.
Wheel, good tyre. Spit E13.
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Rear spring. Spit E17.
Propshaft. Spit not O/D E10.

USED PARTS CONTINUED

Distributor Spit/Her. Guaranteed E31.
Air filter box. Spit/Her E10. Vti/GT6 E18.
Wiper motor. All cars. Guaranteed E22.
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One only E120.
Seats. Spit IV. 1500. Require recovering.
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Window regulator. Spit IV/1500 E11.
Outer door handle. Spit IV/1500 E14.
Hazard warning switch. Push/Pull.
Spit 1500 E14.
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Rear light assembly. Spit E5.
Rear no. plate light assembly. Spit IV E32.
Spare wheel board. Spit E3.
Bootlid stay. Spit E4.

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modifications as nowhere in my literature does Triumph recommend any alterations to brakes or suspension, even though the Herald 1200 was fitted with the same braking system as the original 948.

The first direct query that I have dealt with as Register Secretary was from one of our continental members who sent an E-mail to Club

accidentally given the same commission number. Providing that both were built at the same time to the same specification Standard Triumph added the D to one of the cars. Another prefix that may be found is the letter A. This was used by Triumph to identify cars

BUILD COUNTRY	CODE	BUILD COUNTRY	CODE
BELGIUM	1	EIRE	7
AUSTRALIA	2	PHILLIPINES	8
NEW ZEALAND	3	PERU	9
SOUTH AFRICA	4	PORTUGAL	10
MALTA	5	ISRAEL	1
INDIA	6		

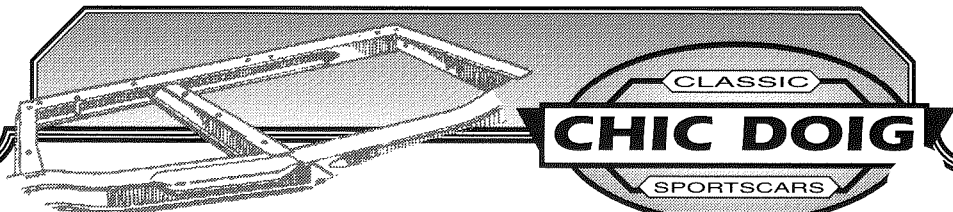
H.Q. asking for help in dating his Herald Coupe. He also wanted to know where his car was produced. Much of this information can be found in Mike Costigan's excellent book, 'The Complete Guide To Triumph Herald and Vitesse'. Some information regarding foreign build details is included but only provides some of the answers. Having spoken to the Archivists from BMIHT at Gaydon I now have some extra details available. All foreign built cars utilise the same prefix and suffix system as used on British built vehicles to indicate the model and whether they were left-hand-drive examples. In order to identify the country of origin the following codes were stamped on the Commission Number Plate as a prefix to the British Commission Number. According to the records that have been made available to me these number codes were introduced around August 1969 and therefore are only relevant for a very small number of our cars. However I do know that earlier cars built in Belgium had a letter B prefix to the commission number, and it is likely that other foreign cars had a similar code. If anyone can shed more light on this for me I would be very grateful for the information.

assembled in Liverpool. For owners of British built cars BMIHT at Gaydon can supply a certificate with details of your car, its build date, original specification, selling dealer and so on. There is a charge for this service, but it is not expensive. Unfortunately the records for foreign build cars are not good enough to enable the service to be provided for them, though if you contact the Archivist at Gaydon they will be able to supply some information for most cars. The address is The Heritage Motor Centre, Banbury Rd., Gaydon, Warwick CV 35 0 BJ.

"The extra D prefix indicates that during production two cars were accidentally given the same commission number. Providing that both were built at the same time to the same specification Standard Triumph added the D to one of the cars."

I hope that this table is of interest to readers and that it may help you identify where your car was built. Also included on the memo that I have seen are explanations for other prefixes that may be found on your commission number plate. A small number of cars have the letter D as a prefix to the normal number. For example a 1200 saloon could have a commission number of D GA1234 DL. The extra D prefix indicates that during production two cars were

If you live in the north of England or in Scotland, I really would like to see you at the *Lakes Weekend*; but wherever you are enjoy your driving, and watch out for those air hoses, they really are dangerous!



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What it's like to own, drive, service, maintain, repair and live with a Spitfire.

by Brett Dennis

Dear early Spitfire owners. This month's article is a Spitfire analysis from car mechanics magazine from March 1969.

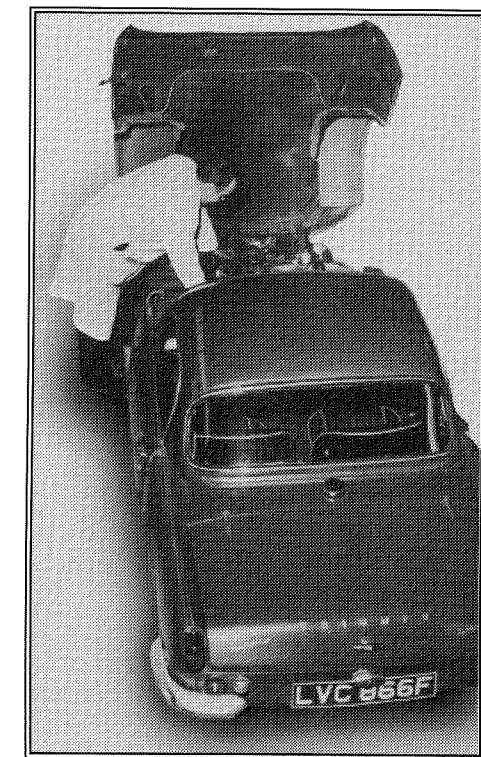
The S.A.H. tuning articles have to stop because certain members keep asking Club headquarters for the whereabouts of S.A.H. which ceased trading in the early 1980's, which you should have seen in previous articles. So I will have to change the format of the tuning articles. If you want to know anything about S.A.H. or tuning please give me a ring. My number is at the back of the Courier.

The Triumph Spitfire was introduced in 1962 as Leyland's answer to the popular BMC "Spridget". Like its competitor it was simple, rugged, rakish, and inexpensive - a sure-fire success formula.

That the Spit is something of a "pansi-fied" sports car has not detracted noticeably from its popularity. It may not scoot round corners very fast - but the ride is infinitely more comfortable than the spine-jarring tradition of the "true" sports car. It is not particularly rapid-but then you don't need a portable oil-well to feed it.

Above all, it is a simple car. There is practically nothing that the home mechanic cannot repair or maintain himself. Apart from the need for a narrow-shanked plug spanner, supplied in the car's toolkit, the only "special" tool ever used on the Spit is a simple puller for the rear hubs.

The Spit has a head start on the maintenance front with its all-enveloping bonnet. With the great jaw raised up there is no question at all about engine accessibility - or anything else accessibility, either. The front suspension, steering, cooling system, master cylinders and light units are all totally exposed.



The regular services are simplicity itself. At 6000 miles you carry out all the usual jobs - points, plugs, tappets, oils, greasing and adjustments. The distributor is eminently reachable alongside the rocker cover, but you do need the narrow-shanked plug spanner to reach number two plug,

Servicing Spitfires is made simple by the easy access the Spitfire bonnet provides.

nestling in the lee of both dynamo and distributor.

The tappets are all set at 0.010", with the engine cold, you must be sure to do them every 6000 because they tend to tighten up in use. The only awkward job on the 6000 is checking the gearbox oil. The level plug halfway up the side of the casing is somewhat difficult to get at and impossible to top up without a syringe.

There are four grease jobs on the 6000. The first two are the front swivel pins, then there is the steering box and the handbrake cables. On early cars the swivel pins require grease, but nowadays these points are lubricated with hypoid oil.

You must also blow excess dust off the air filter paper elements, check the brake wear and adjust the rear drums, adjust the fan belt, and wash the engine filler cap in petrol.

At 12,000 miles- you must additionally change the disposable canister oil filter, dismantle and clean the crankcase breather valve, put a few drops of oil in the rear dynamo bearing, and grease the water pump - not more than five strokes of the gun and the rear hubs. The air filter elements must be renewed and the fuel filter cleaned.

Triumph also recommend that you check-tighten the U-bolts which hold on the steering rack. These are prone to loosening off after a time, and the rubbers which go under them are a point to watch for wear. The front wheel bearings/ taper rollers, are checked for adjustment in the usual way every 12,000, but for road use the factory say that lubrication is only necessary every 24,000 miles.

Routine Repairs

The universal Joints just outboard of the diff are factory-sealed units which die of old age every now and then. Check them at the service intervals. Replacement is a nuisance, but a lot easier than changing half-shafts in a beam axle. If the drive-shaft oil seals on the diff break down, the shafts, complete with the seal housing, can be removed without taking the diff out of the car.

The diff unit itself is held on to the chassis by a system of rubber bushes. The rubber washers on the two bottom bolts should be loose (see picture). Spitfires also suffer from prop-shaft vibration every now and then. If you have this trouble take the shaft to an expert, who will balance it by putting Jubilee clips round it so that the screws act as weights.

Check at each service that the rear wheel bearings are not running harshly or making a noise. The inner bearing is a rather delicate little needle race, and if this seizes, as it is wont to do every now and then due to wear or lack of lubrication, it usually wrecks everything in sight.

Brake jobs are perfectly normal, renew the front pads when they are down to 1" thick, and the rear linings when they are within 1/32" of the rivet heads. The only adjustment is on the rear brakes: one square adjuster per wheel. The handbrake adjusters are on the wheel ends of

the cable. The only thing to watch in the brake department is the flexible front brake pipes. Because of the exaggerated lock of the Spitfire there is a greater tendency than usual for these to chafe, make sure the wire "springs" round the flexibles are unbroken.

The front suspension swivel pins are particularly easy to work on. Replacement of the rubber bushes does not involve any pressing, you merely undo the bolt, the old ones drop out, and the new ones go straight in.

As always, there are one or two awkward jobs. Reaching up behind the dash to get at bulbs and speedo cable requires a certain amount of digital elasticity, and it is only just possible, by dint of removing the speedo gearbox, to change the speedo cable without removing the tunnel. The handbrake cable yoke is likewise rather cleverly concealed above the prop-shaft.

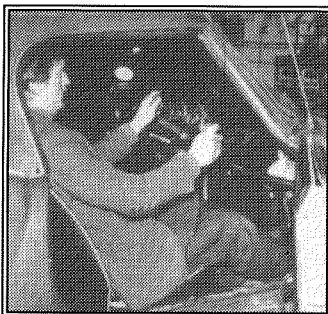
Renewing the exhaust pipe is easy. The flange bolts are plenty 'get-at-able', but you have to jerk up the front of the car to drop the downpipe clear.

The crankshaft pulley, which is easier to observe than on most cars, carries a mark which reveals top dead centre. Before you can start on the timing you have to make your own timing mark in relation to that. (The factory do this to avoid having different pulleys for each of their small engines.) One millimetre on the periphery of the pulley represents one degree, so the Spitfire's static timing point of 6 deg. btdc involves measuring back 6mm from the timing mark.

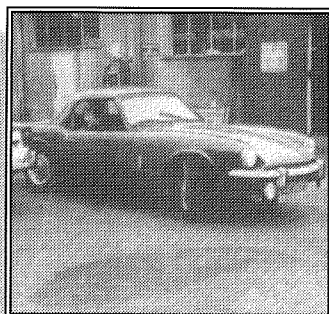
Rust

The Spitfire's main rust-trap, unfortunately is the slightly vital chassis. The outrigger members which support the body contract the lurgy first, whereupon they cease to support the relevant section of body and the car falls

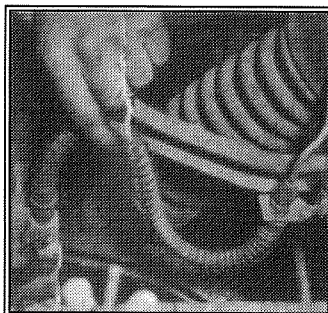
Auto Analysis; Triumph Spitfire.



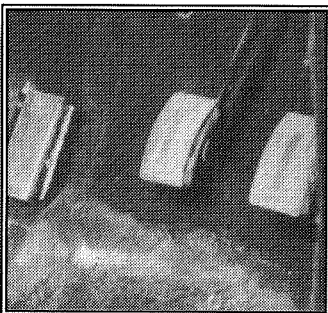
The driving position was quite good for people-sized-people, but the more lofty motorist tended to bash his head on the roof during travel over rough roads.



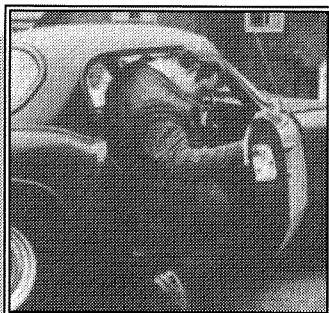
You don't realise the advantages of Spitfire-type lock until you start driving something that doesn't have it. You can see the rear quarters from the driving seat, which helps.



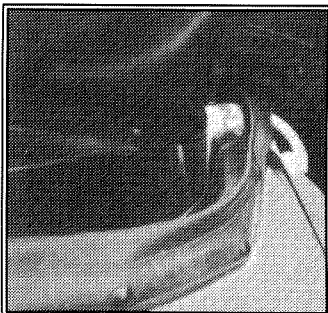
The speedo cable is very well hidden at the gearbox end. You can usually change it by removing the speedo cable. The other end is also tricky.



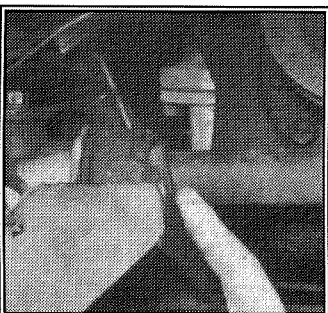
Hardy Spicer universal joints in the drive-shafts are prone to wearing out, but are considerably easy to replace than broken beam-axle half-shafts. Check the flange bolts for tightness.



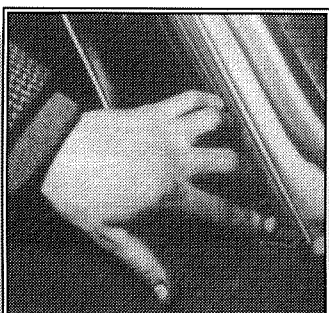
Handy item for the do-it-yourself man: the rubber bushes in the front swivel pins can be replaced simply by undoing one securing bolt. There is no need for a garage press.



Care must be taken in folding the hood down into the well behind the seats. Windows are easily cracked, and the frame is all too ready to trap the fabric and nibble holes.



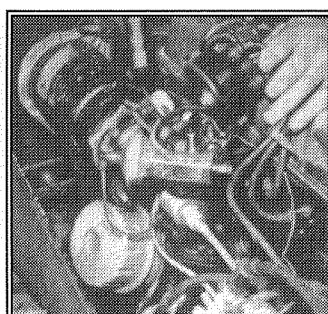
The steering rack is held on by U-bolts, and these need check-tightening every 6000 miles. The rubber insulation blocks tend to break up after a long period.



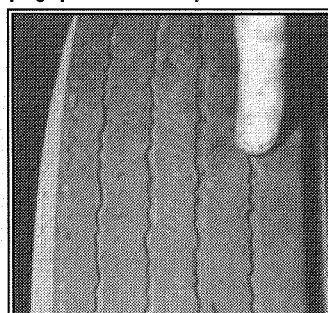
The windows have to be fully up or fully down. Anything in between leaves a gap at both front and back edges, creating penetrating draughts on the neck and wrist.

the MoT test. They can usually be supported by welding on bracing struts-but watch the back 'of the underpan where the rear radius arms are attached. If the radius arm bracket pulls out, the rear wheel runs wild.

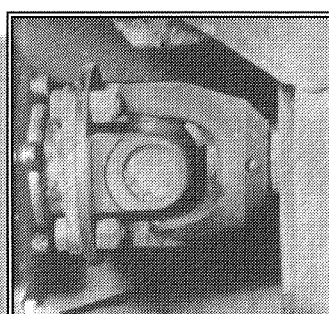
The only other place for rust of any importance is the sills. These can be replaced in the usual way.



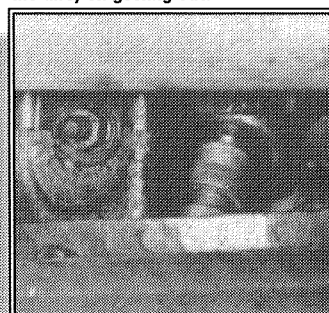
The Spitfire is an object lesson in get-at-ability. The points are easily reached, and the only special spanner needed on the whole car is a shanked plug spanner for no.2 pot.



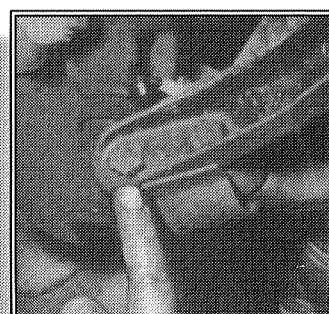
The front brake pipes are particularly prone to chafing due to the extreme angles of steering lock. They are sensibly shrouded by springs, but the prudent man checks regularly anyway.



And how is Mr. Houdini this morning? The Spitfire was hardly constructed for the larger man, although O.K. once you were inside. One often put a hand on the dirty sill getting out.



A small point, but one which is usually neglected by manufacturers - a place to put the left foot now that the dipswitch is up on the column. Are you listening, rivals?



The other side to the small turning circle - excess tyre wear. Lock must be used with discretion, but the car is hard on tyres anyway. rear wheel camber changes cause wear.



Opposite the speedo system we have the gearbox filler plug. This is not difficult to reach, and a syringe must be used for topping up. The padding in the picture is sound proofing.

Major Work

The sump of the Spitfire engine will not clear the front suspension sub-frame, so you cannot replace bearings by dropping the sump. On the other hand, the engine does pull out very easily, with or without gearbox - that accessibility again.

Besides which, the small Triumph engines are exceptionally long-lasting, so you won't have to pull the unit out very often anyway.

The gearbox comes out very easily from the inside of the car. The tunnel, a fibre moulding, lifts out in one piece, and you can reach all the necessary bell-housing bolts, etc., with no great contortions.

A common source of trouble is wear in the gearlever remote control. Several small items made of nylon or rubber die of old age, leaving the gearlever very sloppy. Again, not a big job, tunnel off, remote control out, and a simple stripdown on the bench.

Puncture Repair

The Jack provided with the car is one of the scissors variety, which engages on one of four body bolts which project under the pan. This kind of Jack is not over-stable. The spare wheel lives on the middle of the boot floor, right where you want the maximum depth of luggage space and right where you'll have to take everything out to get at it.

For the Driver

The Spitfire is comfortable if difficult for a big man to get into, and well appointed inside, with the reservation that we don't like the instruments in the centre of the dash and the push-pull switches. Nor do we like headlight dip switches that switch everything out if you move them the wrong way.

Furthermore, the frameless side windows must be either fully open or fully closed: anything in between buckets wind and rainwater down your sleeve and produces a devastating draught travelling from the right ear south-west.

'Not predictable'

The Spitfire is not a fast car even in the Current MkIII 1300 cc guise. The motor is unfussy and pulls evenly throughout the rev range.

The gearchange is all right but not outstanding, and the Spitfire could use closer ratios. Our test car had overdrive, but as the serious acceleration was all over somewhere around 75 we rarely got round to rising it.

The ride is reasonably comfortable, and the steering was quick and positive. The handling and road-holding, however, left something to be desired. The camber changes engendered by the movement of the rear suspension produced an interesting rear-wheel steering effect on occasions, and on a rough surface, or as the angle of roll changed during cornering, the back end would "chop" or step out altogether. This tendency was not completely predictable, nor was it always easy to correct.

These characteristics seem to bedevil Triumph swing-axle cars. We'd have felt a lot happier with a good old down-to-earth beam unit out at the back. It's a pity because this sense of uncertainty at the rear end doesn't inspire the confidence necessary in a sports car of this type.

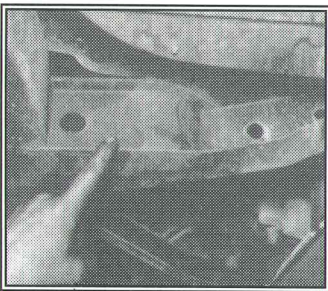
On a smooth surface you could "hang the tail out" or drift the Spit provided you took care to make no changes of line once you were committed. Never lift off the throttle in a bend, by the way, the outside rear wheel tucks in quite dramatically. Keep it pulling all the way round, and the natural characteristic of slight understeer to roll-oversteer will be more or less on your side, oversteer will be more or less on your side.

The brakes were adequate and the handbrake just about held the car on a 1-in-3 test hill. The handbrake lever is of the fly-off variety - a useful and all too rare attribute.

Check Points



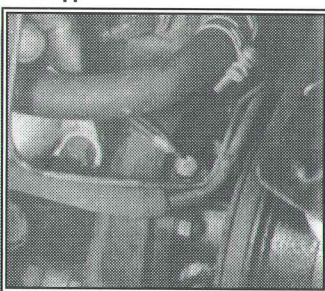
The differential housing is mounted on rubber bushes, and these must not be tightened up. The bottom washer has to be free to rotate, or vibration will be transmitted to the car.



Watch for the demon rust in the chassis outriggers. The outriggers take the weight of the body, and one cannot afford a collapse. A garage will usually weld on a strong patch.



When they are new, Spitfires have set-screws in six lubrication points: on front swivel pins, rear wheel bearings, steering box and water pump. Replace with nipples.



Don't forget to lubricate the water pump, replace this plug with a grease nipple. Like most things on the Spitfire it is easy to reach, but people still forget this item.

The Spit was easy enough to clean, although there are one or two nooks and crannies. The heading around the top of the wings was a dirt trap, and you had to fiddle around behind the bumpers a bit more than usual.

The hood tucked pretty well out of the way, although if you are a family man you would probably find that the rear "seat" would no longer contain your toddler when the hood was folded. The hood frame, like all such contrivances, is prone to becoming stiff if it is not either moved regularly or lubricated with light oil. It was difficult to fold the hood without bending the rear windows. Use of the optional hardtop means complete removal of the folding hood and frame.

A handy point was the extreme angles of steering lock something the Spit owes to its Herald ancestry. It was as well not to use this lock too often, however. The car is extremely reluctant to move off under full lock, and there are nasty scrubbing noises from the front end which worn of the evil wear which is taking place on the tyres.

To sum up, we can certainly say that the Spit is an ideal car for the home mechanics. The worst of the problems, both on the road and in the garage, come from the independent rear suspension. Competition-springs are available from Triumph, and we would recommend the use of stiffer dampers to go with them. People like S.A.H. in Leighton Buzzard market parts to improve the back end. While such modifications help the Spit's handling, we have yet to drive one which held the road as well as a sports car traditionally ought.



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Cadwell Park

Short Circuit
Sunday 4th May.
— by Jo Field

TSSC Round Brands Hatch

21st April 1997.

by Dave Beardsley

TSSC Race Championship Sponsored by:

Standard Class - 'Sports Car Supplies Ltd. of Newcastle Upon Tyne' and, Modified Class - 'Firefly Motorsport Ltd. of Luton'.

Cadwell Park

A very good turnout of Triumphs, ten in total, greeted the scrutineers for the third round of the TSSC Modified championship, on the short circuit at Cadwell Park.

Included in the number, we were pleased to welcome three new members, Bob Moseley with his Modified class Spitfire, Andy Haw (Sports Car Supplies) and Dave Thompson with their Standard class GT6's. All three are a very welcome addition to our number.

Practice saw Martyn Adams setting a blistering pace, giving him his first Triumph Pole Position, Congratulations Martyn unfortunately his luck was not to hold out with him finishing in fourth. John Pinkney, had to carry out repairs between practice and the race, replacing his front vertical link, obviously to his

advantage, as he came home in first place for the Triumphs.

Unfortunately Pete Whiteman and Russell Williams did not fare as well, with Pete having the visit the local A&E for a check up having hit the tyre wall in practice, and Russell suffering from an engine problem. John Davies also failed to finish experiencing "only three wheels on my wagon".

Congratulations go to Andy Haw, Dave Thompson and Bob Moseley for completing the day, having enjoyed the racing and looking forward to further trips out. Well done lads, we look forward to seeing you out again.

Results

Modified Class

- 1st John Pinkney
- 2nd Dave Beardsley
- 3rd Steve Crane
- 4th Martyn Adams
- 5th Bob Moseley
- DNF John Davies
- DNF Pete Whiteman
- DNF Russell Williams.

Standard Class.

- 1st Andy Haw
- 2nd Dave Thompson

Why not join us for a day out at the races, our next championship round will be at **Oulton Park, Saturday June 14th**. The circuit is situated 5 miles NE of Taporley, Cheshire off A49. We look forward to seeing you there, if in the meantime anyone would like further information on the sections activities, please do not hesitate to contact me on: **01536 763799**.

Address for correspondence: 69 Neuville Way, Desborough, Kettering, Northants NN 14 2XT.

Brands Hatch

The day started well with a line up of 7 Spitfires in the Scrutineering queue. It was good to see the return of Kevin Ginger and Pete Whiteman. Practice was fairly uneventful, Paul Lucas put his car second on the grid alongside a Lotus Esprit. Kevin Ginger came in early after his brakes kept sticking oh. Pete Whiteman's exhaust fell off just as he was leaving the paddock, which meant having to practice with another session. He was then made to start at the back of the grid with a 10 sbcond penalty.

The race was a real cracker. Paul won class A with Kevin finishing 2nd just in front of Pete Richards' Clan Crusader. Dave Beardsley and Steve Crane had a massive race long

duel with them swapping places about 10 times during the race. Steve would take the lead at Paddock Hill Bend and Dave on the exit to Clearways. Dave eventually finished 0.35 of a second in front of Steve.

Martyn Adams had a good race despite overheating problems and even found the time to give Brian Cook's Midget a gentle tap onto the grass. Pete Whiteman had a good run and made up some places even after his delayed start. Russell Williams made another good finish.

Results

- | | | |
|-----|------------------|-----------|
| 1st | Paul Lucas | 16 Points |
| 2nd | Kevin Ginger | 12 Points |
| 3rd | Dave Beardsley | 10 Points |
| 4th | Steve Crane | 9 Points |
| 5th | Martyn Adams | 8 Points |
| 6th | Pete Whiteman | 7 Points |
| 7th | Russell Williams | 6 Points. |



Andy Haw & Dave Thompson, 2 Standard Class GT6's at Cadwell Park '97.

TSSC Race Championship 1997

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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	£6.76
Handbrake gaiter	£7.99
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.76
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	£5.29

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	£7.99
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.76
Master cylinder dust cover/boot	£3.82
Boot seal	£9.99
Tailgate aperture seal, GT6	£9.99
Tailgate glass seal, GT6	£22.33
Petrol tank filler neck seal	£4.70
7" headlamp seal SPIT/GT6	£3.53

ALL OTHER SEALS AVAILABLE - PLEASE RING

CHROME/LOCKS/BRIGHTWORK/BUMPERS

Front windscreen insert, HER/VIT, SPIT I, II, III, GT6 I, II	£6.46
Tailgate rubber insert GT6 I, II, III	£6.46
Cover clip for inserts	£1.76
Door handle l/h HERALD, VITESSE	£23.50
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
Inner door handle assembly SPITFIRE IV/1500, GT6 III	£17.04
Inner door handle chrome bezel SPITFIRE IV/1500, GT6 III	£7.05
Window winder handles and inner door opening handles, all models - please state model	£6.46
'B' post striker catch SPITFIRE, GT6	£11.46
Boot hinges (pairs) HER, VIT, SPIT I, II, III	£21.15
B post strikers, less slider, HERALD/VITESSE, pair	£25.85
Boot 'T' handle and keys HER, VIT, SPIT I, II, III	£13.51
Boot lock assembly SPITFIRE IV/1500	£14.69
Tailgate handle and lock assembly GT6 I, II	£14.69
Tailgate handle and lock assembly GT6 III	£14.69
Boot latch/striker assy. SPIT IV/1500, GT6 (ALL)	£8.52
Chrome flip top petrol cap SPITFIRE IV/1500	£23.50
Lock barrel and keys for GT6 petrol cap	£11.75
Locking petrol cap, SPITFIRE, chrome	£15.28
Locking petrol cap, HERALD, VITESSE, chrome	£9.40
Chrome wiper arm assembly, all models	£8.23
Stainless wiper blade and holder, all models	£7.40
Bonnet mirror (head & stem)	
HERALD, VITESSE, ORIGINAL from	£18.80
Door mirror (black or chrome), SPITFIRE IV/1500, GT6 III	£16.45
Bonnet lock kit (pairs) all models	£12.34
Bonnet catch assy. all models	£20.50
Steering column lock assy. SPITFIRE IV/1500, GT6 III	£35.19
Ignition barrel and keys SPITFIRE I, II, III, HER, VIT, GT6 I	£5.88
Ignition barrel and keys as above HIGHER SECURITY	£8.81
Matched lock set GT6 I, II, door, tailgate & ignition locks	£22.33
Full lock set as above with paired bonnet locks	£30.84
Matched lock set SPITFIRE, door, boot & ignition locks	£18.80
Full lock set as above with paired bonnet locks	£25.85
Matched lock set, SPITFIRE II, III, door, boot & ignition locks	£23.50
Full lock set as above with paired bonnet locks	£30.84
Matched lock set, HERALD/VITESSE, door, boot, ign., c/box locks	£22.33
Full lock set as above with paired bonnet locks	£30.84
Cubby box lock assy., HERALD, VITESSE	£8.23
Rear overrider HERALD, VITESSE, fully pressed (each)	£34.08
Front overrider, HERALD 948/1200, original (each)	£34.66
B post capping SPITFIRE IV/1500	£4.99
Chrome w/screen washer jet, complete ass., original SPIT/GT6	£4.11
Chrome w/screen washer jet, complete ass., orig., HER/VIT	£4.99
Rear number plate light aluminium cov., orig. HERALD 13/60	£11.75
Windscreen frame silly capping	£35.25
Rubber bumper set HERALD	£99.88
Bumper end cap, aluminium HER	£8.81
Front bumper, SPIT IV/GT6-III (EXCHANGE)	£176.25
Rear bumper, SPIT IV/GT6-III (EXCHANGE)	£176.25

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

PANELS - HERALD/VITESSE

Front valance, quality fibreglass	£32.90
Bonnet D plate, HERALD, VITESSE	£11.75
Front wing, HERALD 13/60 ORIGINAL PRESSING	£64.68
Front wing VITESSE	£85.19
Front wing, HERALD 1200	£92.83
Front wing arch repair	£14.10
Sill, HERALD, VITESSE	£18.80
Door skin, ORIGINAL PRESSING	£49.94
Door under section repair panel, HERALD, VITESSE	£19.98
Door step/tread panel (not aluminium finisher) as original	£8.81
Rear wing, HERALD, VITESSE	£79.90
Rear wing arch repair	£14.10
Rear quarter valance steel (with or without bumper strip)	£24.68
Rear centre valance, VITESSE, original pressing	£45.83
Rear centre valance, HERALD, original pressing	£49.35

PANELS - SPITFIRE/GT6

Battery box	£14.10
Front valance, original SPITFIRE I, II, III, GT6 I, II, steel	£94.00
Front quarter valance, SPITFIRE IV/1500, GT6 III steel	£52.88
Front quarter valance, SPIT IV/1500, GT6 III, fibreglass	£24.09
Front wing, original, SPIT I, II, III, GT6 I	£65.21
Front wing, original GT6 II	£84.60
Front wing, SPIT IV/1500, GT6 III (GENUINE)	£45.64
Front inner wheelarch, outer section, SPIT IV/1500, GT6 III	£227.03
Sill, all SPIT, GT6, as original	£17.63
Six piece sill kit, both sides SPIT/GT6	£60.00
Door skin, SPIT I, II, III, GT6 I, II	£24.68
Door skin, SPIT IV/1500, GT6 III	£25.85
Full floor, ONE SIDE, front to rear, new improved	£52.88
Heelboard panel	£18.80
Heelboard bracket for radius arm	£18.80
Rear wing, SPITFIRE I, II, III, GT6 I, original	£85.78
Rear wing, SPITFIRE IV/1500, GT6 III, original	£141.00
Rear inner wheelarch, outer section, SPIT IV/1500, GT6 III	£38.19
Rear valance, SPIT I, II, III, GT6 I, II	£44.65
Rear valance, SPIT IV/1500, GT6 III	£36.43
Boot floor, all models	£65.80

ALL CHASSIS AND OTHER PANELS STOCKED PLEASE RING

MECHANICAL/SUSPENSION/STEERING

Front trunnion/swivel ORIGINAL STANPART	£14.69
Front lower w/bone assembly, inc. bushes, all models	£44.65
Adjustment shims for above	£1.18
Front wishbone bushes	£1.18
Steering rack exchange	£44.65
Steering rack rubber mounting	£2.94
Driveshaft all models, non rotolux	£58.75
UJ flange to diff, small or large	£15.28
NEW propshafts from	£88.13
Front vertical link, VITESSE, GT6, original	£54.05
Front vertical link HERALD, SPITFIRE, original	£54.05
Front wheel bearing kit (inc. hub felt)	£12.93
Top ball joint, all models	£11.16
Track rod end, all models	£7.64
Universal joint, all models	£6.46
Front suspension bolt/nut kit, all models	£16.45
Rear suspension, non roto, bolt/nut kit, all models	£16.45
Front coil spring, STANDARD, state model	£14.69
Front coil spring, HEAVY DUTY, state model	£15.28
Front shock absorbers (inc. bushes) all models	£21.15
Rear shock absorbers (inc. bushes) all models	£19.95
Rear full wheel bearing kit, non rotolux models	£17.63
Rear full wheel bearing kit, non rotolux models	£16.45
Rear leaf spring SPITFIRE IV/1500, GT6 III late, NEW	£70.50
Rear leaf spring SPITFIRE I, II, III, NEW	£70.50
Rear leaf spring GT6 I, II, III, rotolux, NEW	£70.50
Rear leaf spring HERALD, NEW	£75.20
Rear leaf spring VIT 1600/I, NEW	£75.20
Rear leaf spring VITESSE II, NEW	£75.20

FUEL SYSTEMS & CARBS

Petrol tank sender unit HERALD, VITESSE	£26.44
Petrol tank sender unit SPITFIRE	£27.90
Fuel pump HERALD, SPITFIRE	£17.63
Fuel pump VITESSE, GT6	£23.38
Carb repair kit (Strömberg) inc. needle valve	£14.10
Carb repair kit (S.U.s) inc. jet	£16.45

FULL RANGE OF NEW AND FULLY RECONDITIONED CARBS AND SPARES AVAILABLE. PLEASE RING

CLUTCHES BORG & BECK

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HER 1200, 12/50, 13/60, SPIT I, II, III, IV, DIAPHRAGM	£64.63
SPITFIRE 1500	£88.13
VITESSE 2 Litre, GT6 all models	£88.13

BRAKES ETC.

Brake master cyl.	
SPIT IV/1500 single line	£49.35
Brake disc 4 cyl. models	£14.98
Brake disc 6 cyl. models	£16.74
Brake drum, late GT6 MkIII ORIGINAL	£24.68
Wheel cylinders - state model	£9.40
Brake hoses front/rear - state model	£8.81

MOUNTS & BUSHES

Engine mounts, 4 cyl.	£4.99
Engine mounts, 6 cyl.	£6.76
Overdrive gearbox mounting	£14.98
Standard gearbox mounting	£2.00
Steering column bush (excluding late 1500)	£5.88
Bump stop rotolux suspension	£4.99
Rear inner wishbone bush rotolux models	£6.46
Rear spring eye bush, all models	£5.88

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Hoods, HER, VIT - original quality	£89.89
Hoods, SPITFIRE zip rear window original quality	£89.89
Hoods, HER/VIT - double duck/canvas	£164.50
Hoods, SPIT - double duck/canvas	£158.63
Headlining, HER/VIT, saloon, coupe	£48.41
Pair of front seat recovering kits HERALD/VITESSE	£133.35
Rear seat covering kit HER/VIT	£133.35
Pair of door trim panels, HERALD	£50.82
Pair of door trim panels, VITESSE	£54.64
Pair of rear quarter trim panels, convertible HERALD/VITESSE	£60.51
Front scuttle side panel, HER/VIT	£11.16
As above, left hand, VITESSE, with pocket	£20.56
Under dash mill board panel HERALD/VITESSE	£18.80
Seat base diaphragm, HERALD/VITESSE	£17.04
Moulded carpet set, HERALD/VITESSE	£125.75
Carpet set, SPITFIRE, tufted and bound	£77.55
Moulded carpet set, SPITFIRE	£169.20
Moulded carpet set, GT6 (state model)	£199.75
Car seat recovering kit, SPITFIRE IV/1500 black (car set)	£99.88
Door trim panel, SPIT IV/1500, black	£52.26
NEW SPITFIRE, GT6 dash top cover (state model)	£34.08
Door trim panel GT6 state model	£25.26
Glove box, SPITFIRE, GT6, each	£16.35
Pair of sun visors SPIT IV/1500, GT6 III	£30.26
Radiator cowl, GT6	£14.10
Radiator cowl, SPITFIRE	£12.04

ALL OTHER INTERIOR TRIM STOCKED

LIGHTS AND MISCELLANEOUS

Side/Indicator light unit, SPITFIRE III, IV/1500, GT6 II, III	£17.63
Holagen headlight conversion set, HERALD, SPITFIRE & GT6	£34.66
Holagen conversion kit, Lucas VITESSE	£59.93
Wood rim steering wheel, all models	£49.35
Leather rim steering wheel, all models	£32.90
Fibreglass tunnel covers, state model	£32.90
Overdrive column switch cowl	£17.63
Alloy rocker cover, 6 cylinder	£52.88
Alloy rocker cover, 4 cylinder	£39.95

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Spitfire Facelift Proposal 1965

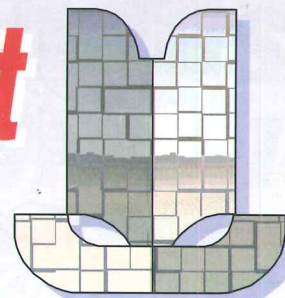
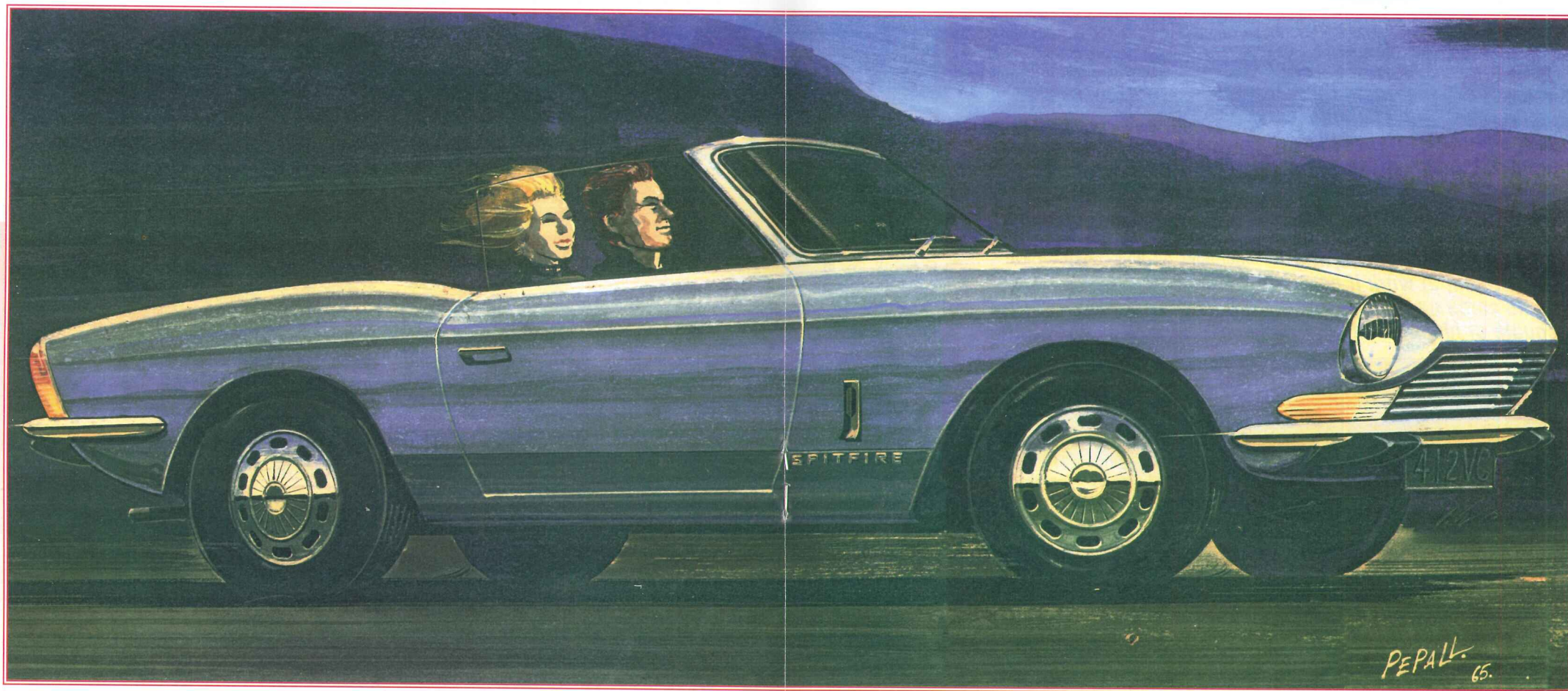


Illustration by Eddie Pepall 1965





It's a small world!

— **by John Thomason** —

A couple of months ago now there was talk/rumours/April Fools in the Press regarding resurrecting the Triumph name with a new car. Not wishing to be outdone, I thought it would be nice to include something in *The Courier* and asked a colleague, Eddie Pepall, in the Styling Department at work if he could come up with a couple of ideas for me.

Imagine my surprise when Eddie mentioned that he used to work at Triumph, with no less a person than the great Michelotti and that he had worked on a face-lift Spitfire in 1965. With such credentials, Eddie was obviously the right person to ask to scheme-up a modern-day Spitfire. Eddie also agreed to write a little about his days at Triumph and the 1965 Spitfire that was not to be and which has remained unpublished until now. So, this month I have a bit of a treat and a scoop for you as you can see on the centre pages. But without further ado, I'll hand over to Eddie to tell you all about it!

The Triumph Fury, circa 1965/66. All-independant suspension and 2 litre, 6-cylinder engine, all in a pressed-steel unit construction bodyshell. One of the many concepts devised by Chief designer Giovanni Michelotti.



I started working for Triumph Motors in 1965, after finishing my engineering apprenticeship with Fishers and Ludlow in Birmingham - in between I sandwiched a couple of good years with Reliant Motors in nearby Tamworth but Triumph represented a benchmark in my life as it was my first job as a 'Car Stylist', an accurate description now replaced by the bland blanket term 'Designer' (fashion, interior, garden, graphic, automotive etc., take your pick).

In those days there was no organised system to achieve this job - nowadays there are quite a number of recognised degree courses in the U.K. and the equivalent in the U.S.A. and Germany - however, I had ignorance and persistence on my side and I entered the I.B.C.A.M. vehicle design competitions with some success which was how I got my chance as a Triumph Stylist.

I worked for Les Moore who was Chief Stylist, in a dark room with no natural light, only fluorescent tubes, next door to the prototype shop - often we would do our sketches in the Styling Room and then take them out to the well lit Prototype Shop to see what the colours really looked like.

Giovanni Michelotti was the Italian Consultant Stylist and he did most of the exterior design work; our role as in-house Designers was to take care of interiors and offer alternative exterior detail. Rather unfairly, I think, we called ourselves 'badge and wheeltrim artists'.

The Engineering Director was Harry Webster, who had a keen appreciation of Italian style and lifestyle; he and Michelotti worked together on the concep-

Memories of Triumph

— **by Eddie Pepall** —

tual design of Triumph products with considerable success.

A short time after I started with Triumph I took another I.B.C.A.M. Auto Design prize and also won a Daily Telegraph competition for a small car design and as a result of this was told by Mr. Webster that I would be going to study in Turin at Studio Michelotti - later he told me that I had to drive there in a prototype Vitesse as Micho' had some more work to do on it.

I was a little nervous when I heard this as I was unused to Continental driving techniques, basically because at that time I had never driven abroad before. However, I assumed it could not be so difficult as so many people were doing it in Europe.

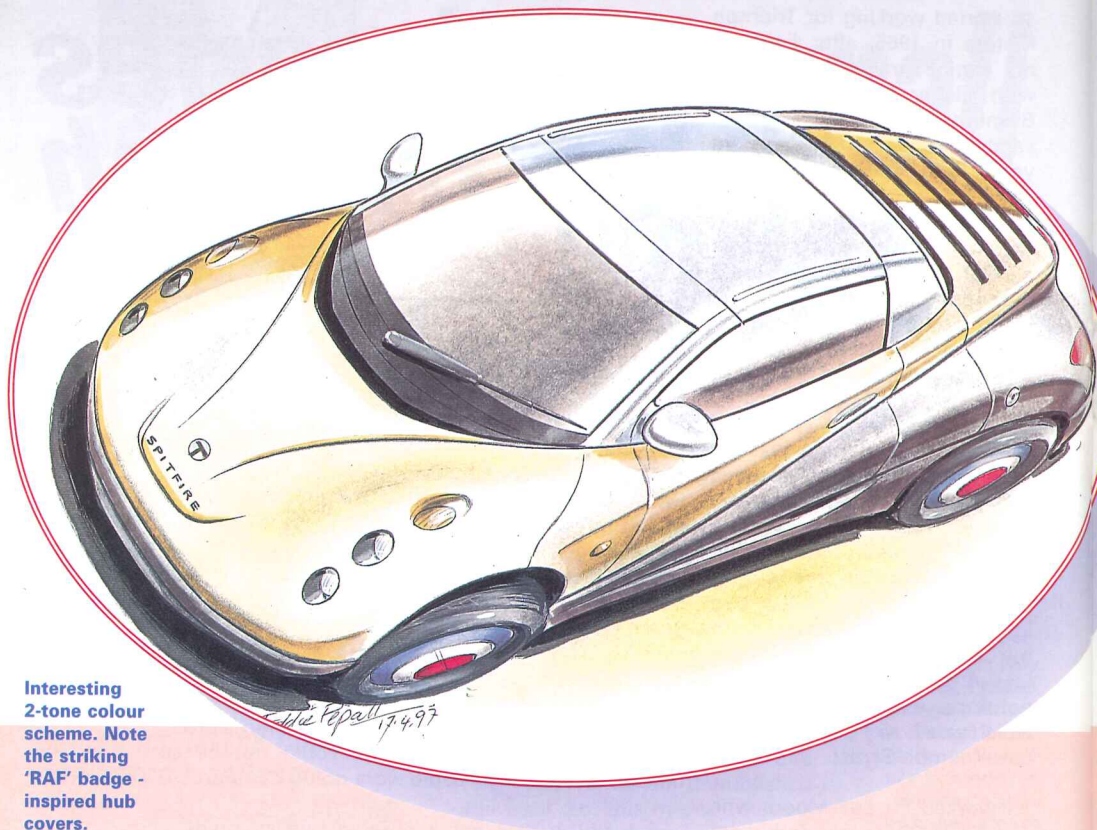
Actually, it was not a problem, which made it difficult to explain my car crash on the second day (in Perpignan) which resulted in the total destruction of the prototype Vitesse (and nearly me too).

Leaving the wreckage at the roadside and without going into detail, I eventually arrived in Turin two days later, bruised and confused to be met at Turin Central Station by Giovanni and his two teenage children.

I remember how considerate he was, that we all went to a restaurant (of course) and then back to my hotel - a day later his young assistant collected me in a dented Lancia Aprillia and we went to the Studio, which was the top floor of a twelve-story office block in Corsia Francia.

So began a most significant and formative Italian experience for me which had a lasting effect on my design appreciation and method and which I still recall with warmth and gratitude.

"...often we would do our sketches in the Styling Room and then take them out to the well lit Prototype Shop to see what the colours really looked like."



Interesting 2-tone colour scheme. Note the striking 'RAF' badge - inspired hub covers.

Giovanni Michelotti was a small man with a big talent - an Italian gentleman aware, as most Italians are, of a culture which appreciates beauty, excellence and artisan skills.

In Turin and Milan, because of the auto industry, this cultural appreciation was transposed into industry in a unique way which resulted in Italian car design becoming leaders particularly during the '50s and '60s, with a continuing strong influence in auto design today.

"Giovanni would work in pencil, full size on cartridge paper, producing outlines and sections which he would regularly roll up and take to the workshop (more of that later)."

Over the days following I worked in the Studio on Triumph work - Michelotti had other commissions also; the Japanese were beginning to use his abilities and he was really the first European Styling Design Consultant to the early Japanese auto industry.

On the other hand, ever the practical businessman, there was the specially styled ice cream van for a local merchant which hid away in a corner of the workshop a short distance from the prototype 'Stag'.

In the Studio, there were a couple of wooden school desks, a large flat layout table, and at one end of the room, a large upright lofting board with full length machines on which Giovanni would work in pencil, full size on cartridge paper, producing outlines and sections which he would regularly roll up and take to the workshop (more of that later).

Sometimes we would work facing each other on the school desks - my sketches in pencil on canson paper and Michelotti in water colour on white cartridge paper - he was incredibly quick using his technique and most effective.

At the other end of the room was a door leading to a small room which was used for making scale models and design details such as badge mock-up etc.

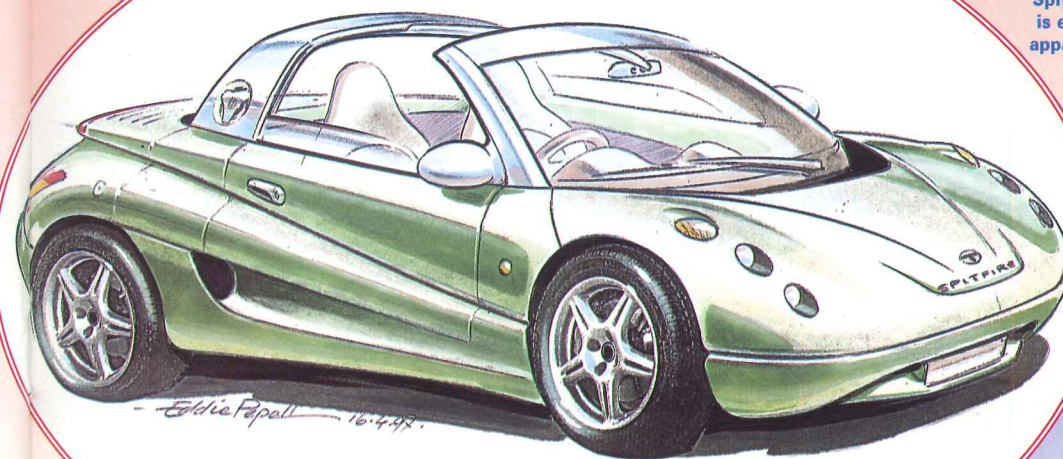
In the Italian way, the designer made his own models in clay (wet clay) or plaster, developing ideas to scale before committing them to full size drawings - the models had to be good enough to show to clients but there was also the constant

limitations of time and cost, which wonderfully focus design appreciation.

Two glass doors led outside to the roof, where I took my lunch sandwiches; I remember well the sunshine and dust and all the sounds drifting up from Turin, horns honking, shouts and the occasional loud report, which might have been cars backfiring or something more sinister.

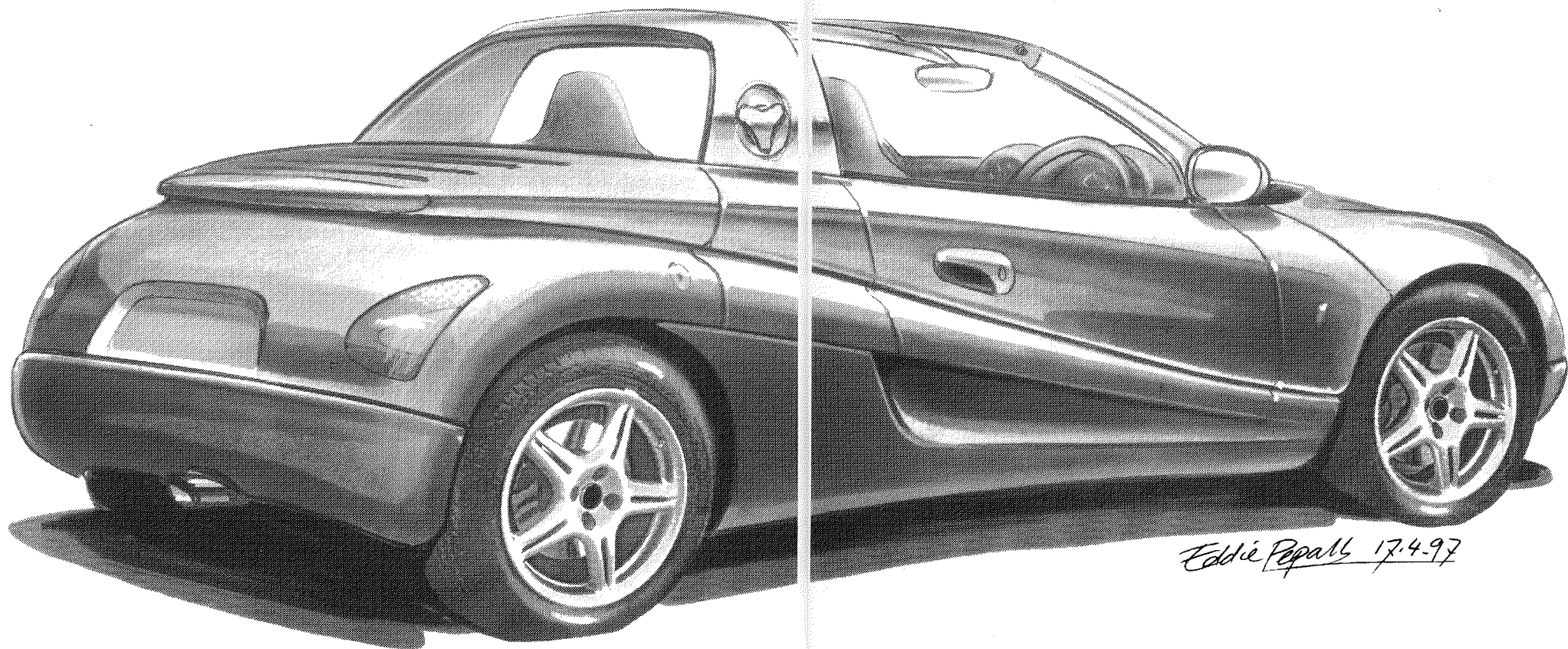
One day Michelotti took me with him for the first time to his prototype builders; he rolled up his cartridge paper sectional drawings and drove out of the city to open countryside, into a field of crops and up to what appeared to be a dilapidated farmer's barn; we entered a side door and I saw about six or seven men in leather aprons beating metal over old tree stumps, wheeling large sheets of metal which were checked against 'egg boxes' for accuracy.

"In the Italian way, the designer made his own models in clay (wet clay) or plaster, developing ideas to scale before committing them to full size drawings . . ."



'Cannonesque' front stacked headlights and indicators. The difference in length of bonnet, between the old and new Spitfires is easily apparent here.

New Spitfire Concept



"I also learned that accuracy took second place to beauty in the Italian approach, as I saw prototype panels being pinned together before welding with reference only to chalk lines on the concrete floor . . ."

I later realised this was a part of the Turin network which supported the Italian auto industry and obviously many other small groups also offered their services, giving very competitive costing to projects.

I also learned that accuracy

took second place to beauty in the Italian approach, as I saw prototype panels being pinned together before welding with reference only to chalk lines on the concrete floor - consequently it was quite usual to have a difference of an inch or so off centre line from one side of the

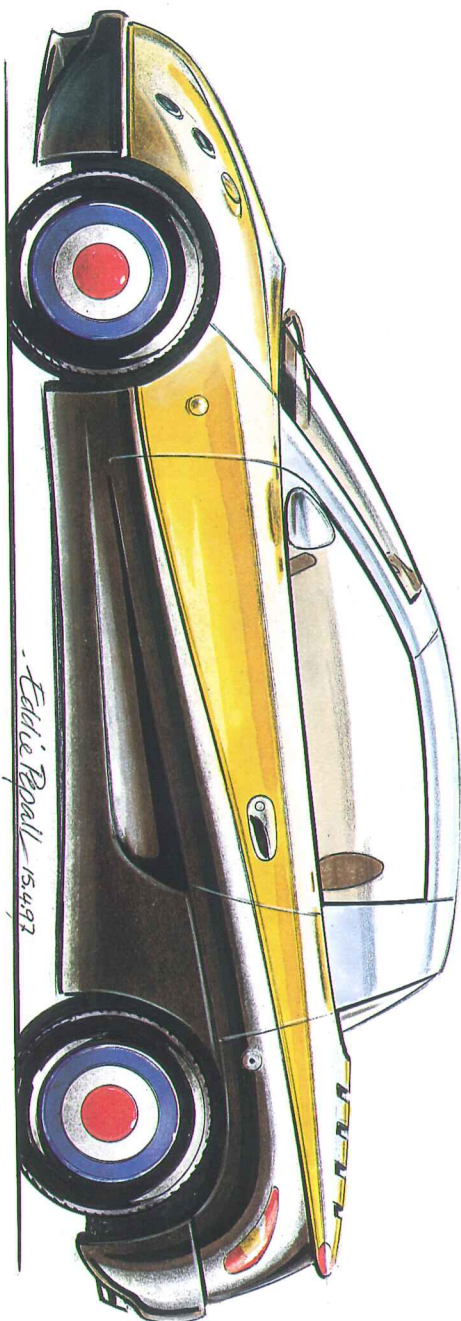
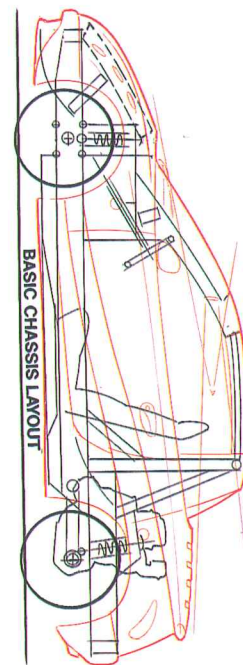
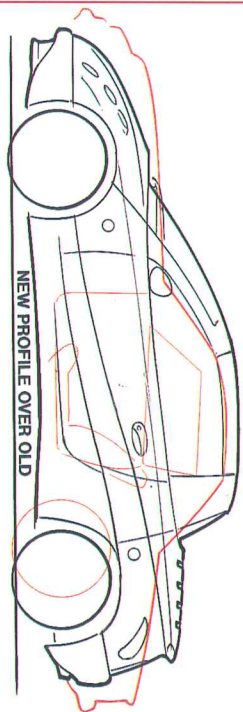
body to the other; no one was particularly concerned so long as the total effect was good.

Triumph design for mass production is very much a committee thing which eliminates possible risk areas such as controversial styling as a matter

of procedure to protect the massive investment necessary, which in my view tends to uninspired and unexciting products.

Sadly, the old Triumph building at Canley, including the historic Ivy Cottage, have been bulldozed to make way for yet another business park etc., but the well-loved Triumph name is still recognised, so why not use it and carry on the

The new Spitfire's rear 3/4 view, sans cockpit roof panel. The characteristic rear tail-light accentuates the design.



New Spitfire Concept



Profile of the new concept Spitfire, compared to the previous design.

tradition with a new Spitfire, a real Vitesse, an honest ballsey T.R. and another great Stag?

It was sometime in February, this year, that John Thomason asked me if I might contribute to the Triumph Sports Six magazine - he had heard that I had worked there in my youth and he had the suggestion that I could supply my version of a new Triumph Spitfire for today's marketplace.

John is a colleague at work, but I was not aware of his connection with the Club; the only clue was his dark green unwashed Spitfire in the car park.

A couple of weeks later I found an old drawing of mine kept from my days at Triumph which was my concept at that time for a replacement or re-skin on the then current Spitfire - it started me thinking on how I would now design a Spitfire for today's buyers.

One thing was clear, the original Spitfire package of long bonnet, small cabin area was unsuitable for today's buyers - the positive side was the separate chassis and almost total access to the mechanicals.

The basic concept of the excellent aluminium chassis built for the Lotus Elise by Hydro Aluminium with the mid-transverse engine layout was an obvious starting point for me, (although high-tech aluminium or low-tech welded steel would be a pragmatic choice) this basis, coupled to an increased cabin space, was the more upright seating and greater headroom but with short bonnet, wider and taller dimensions and less overall length than the original Spitfire.

Power and transmission options could be as follows:

- Engine 1.5 118 bhp MGF**
- 1.8 143 bhp MGF VVC**
- ('K' Series) 1.4 74 bhp Rover 114 (nee Metro.)**
- 1.4 102 bhp Rover 214 (16 valve)**
- 1.4 110 bhp Caterham**
- 1.6 111 bhp Rover 216**
- 1.6 115 bhp Caterham**
- 2.5 173 bhp Rover 800 (V6)**

The last Spitfire had 71 bhp - the most powerful was the 1.3 with 75 bhp and the GT6 had 104 bhp so the proportion could be similar.

The vehicle would incorporate a styled roll-over bar which incorporates a rear window, which can be unlatched to fold down into the cabin area. The roll-over structure is linked to the screen header by a single tube which creates a very strong protective cage and also contributes to body stiffness.

There is a lightweight removable roof panel covering this tube which stores away beneath the bonnet, which is hinged to swing forward to expose front chassis, suspension and radiator; it can also be removed entirely for total accessibility.

At the rear a small hinged hatch with vent slots allows general

service access to the engine and it also incorporates the high mounted stop light.

This hatch is in turn attached to a large, lower panel which itself is totally removable for complete access to rear chassis, suspension and engine.

The valuable 'Spitfire' name is accented by the strong visible aerofoil section to the side view, and by the stacked, projector style headlights and turn indicators, which evoke cannon openings.

Possibly, however, the R.A.F. rounder style wheeltrims could prove negative to sales in parts of Europe.

With the interior, I envisage an instrument panel and controls clustered in a driver-orientated pod in front and to the side of the driver's position, with the rev. counter behind the wheel (containing the airbag) and speedo etc. toward the centre of the car and angled towards the drivers vision. The upper door panels, fascia crossmember and upper rear panel would have exposed paintwork and the passenger airbag would be a small, rounded plastic box mounted unashamedly to the painted fascia panel.

The seats would be a simple lightweight bent tubular steel frame, supporting shaped rubber diaphragms and covered by slide-on washable padded covers - a minimalist design.

So there you are. On behalf of everyone I'd like to thank Eddie for sharing his memories of Triumph and his thoughts on a new Spitfire with us. I am sure you would agree that they have been most informative.



...Pen to Paper...

FOURTH EMERGENCY SERVICE

To celebrate our second anniversary my wife and I decided to take our new acquisition - a Herald 13/60 convertible - out into the Welsh hinterland - for a cruise and a picnic. The day was wonderfully warm and the scenery beautiful so we stowed the soft-top and slipped on some shades, early April or not. Just as we reached the furthest point from home, and at a busy junction, the car decided to stop. And not start again.

Within seconds a blue Cavalier pulled up and a bearded stranger leapt out, helped push our car out of the traffic, had his head under the bonnet and within seconds had the car running again. It turned out that our saviour was a fellow member of the TSSC and had served his apprenticeship working on Triumphs twenty years earlier. The problem was something to do with the fuel feed, but we managed to get home without further fuss.

The purpose of this letter is to thank our rainbow-sweatered Samaritan in particular and to hail the kinship between Triumph owners in general. We were smiling for the rest of the day. What a great club!

Mr. & Mrs. G. Mayers

COLOUR RECOGNITION

As a Paint Shop Foreman during 1978 - 83 period, I encountered many problems with colour codes, particularly earlier vehicles.

On several occasions, certainly with Itals, codes were incorrect; part of the production scheduling at B/L seemed to be very lax.

We consequently used to totally rely on paint manufacturers' colour swatches and I do recall extra difficulty with Tahiti Blue, many being interposed with the code JAE, incorrectly. In any case, paint was supplied to B/L by as many as six manufacturers at the same time and I can recall six different silvers on Allegros, four alone on Belgian produced cars!

As for Tahiti Blue, from my memory, this was a rather purple blue, with a high content of Monastrol, being rather like a rich, royal blue.

Regarding the Coombe Abbey report: I regret having to miss the event through family commitments. Of course, from my point of view, Coventry was the natural base for the event, for so much innovation happened there. Even the "Rover"? Limousine bearing the Lord Mayor and Mayoress was stretched and trimmed by Coventry companies, jointly with my employers (in Birmingham).

During my time in development, I had almost daily contact with some wonderfully skilled people and Coventry can be justly proud of its History.

Incidentally, thinking back, I would suggest Ault-Wiborg ("Gipgloss") colour swatch books may be of the greatest help in chasing colour codes.

Arthur F. Hopkins
Birmingham

REMAIN SEATED

I have a set of removable covers on the seats of my 1500 Spitfire which I bought in 1981 when the car was new but which have sadly reached the end of their life (although only 21,000 miles later). Can anyone recommend where I can buy some replacements or have some made. Please fax me on: **01772 629216**.

Mike Strobin

CON 'COURSE?

Reply to the letter in the Courier issue:
202 Page 50 - *John Cash*.

Whilst I am pleased that John has taken the time to write to both myself and The Courier on separate occasions I wish to comment on the items raised in his letter.

He and many others have as much chance as every competitor to carry away a trophy with a Herald against any other Club Car, the judging is marked in sections such as bodywork, including panel fit and engine bay, including pipework. The type of car is not considered in the marks allocated, I would be happy to send any future Concours entrant a blank marks sheet in order for them to identify where points are allocated.

The minimum mileage was placed reasonably high because this is a Cruised & Used class open to attract the excellent condition cars that are used more often and to prevent an entrant in this class competing against a freshly rebuilt car straight from the garage. I only Tax our car from April to September but I have no trouble in achieving 2500 to 3000 miles on a regular basis.

Hence the only way that exists to determine a vehicle mileage is the mileometer reading, to ensure as far as is reasonably possible, the fairest way is to take the reading from the last MOT Test, I am aware that an entrant may re-test their car in the months before the event, as a result I am happy to look at an average over a couple of years, I imagine most members keep concurrent MOT certificates towards the history of their car, (we will also use Footman James insurance forms as proof of mileage as your mileage is recorded for insurance purposes).

Prizes for each marque would involve much more work and involving agreeing sponsorship etc. although as the class grows this is a possible development, as usual it depends on the number of entrants especially in its first year.

I am always pleased to receive feedback on the subject of the Concours and thank John Cash and many others for their letters and phone calls recently...

Chris Mills
National Concours Organiser

RUNNING SWEET

This is a short history of my 1970 13/60, which I bought in 1978 with 36,000 miles on the clock.

Fifteen years ago, I fitted a Kenlowe Fan, Lumenition IGN and a second-hand Spitfire 4 D-Type O/D gearbox.

The Kenlowe should last indefinitely. It only trips in when I'm stuck in a traffic jam. The radiator is partially or fully blocked off for six months in the year.

The IGN was advanced 2 degrees after fitting the Lumenition Unit and it has not been touched since (except for last year, when a blade dropped off the chopper - which I quickly replaced for £4). Time and money saved against the contact breaker system speaks for itself. The main advantage is that the engine starts first time, every time, under all conditions.

The D-type overdrive gearbox was given a general overall before fitting and so far it has been trouble free.

The oil filter anti-drain device (Courier 151) is a great idea. I made and fitted one immediately. The engine used to rattle a bit on cold start-up. Now I get instant oil-pressure and no rattles.

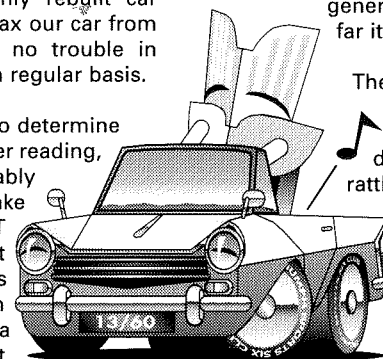
When I fitted the K&N Air filter, I fed the rocker-cover pipe into the backplate (without a trap) and with 50,000 to 100,000 miles cleaning, this is low maintenance.

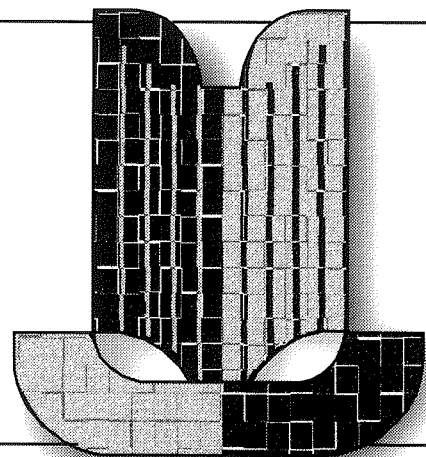
I also feel much safer driving now with rally seats with headrests and full harness (thanks to the Club Shop), even though these are not as comfortable as the old seats.

Finally, I run the car on 50/50 lead/lead-free petrol and she gives 42 mpg average on the last 3000 miles. The engine is now on 195,000 miles and still running sweet.

P.S. A recent article on disc-brake servicing: "O" Rings must be renewed, not replaced.

Harry Tweedale





The Spirit of Adventure

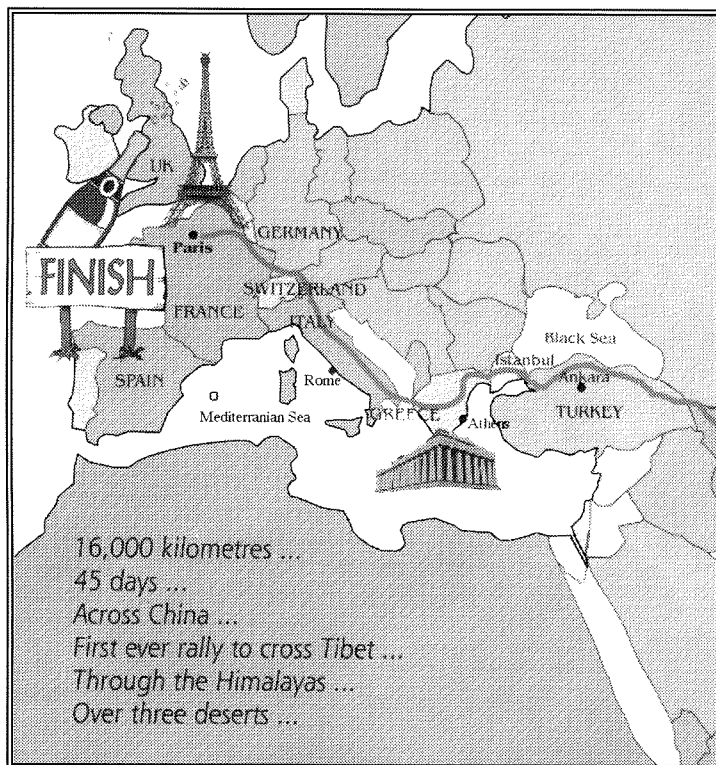
—by John Thomason—

Eighteen months ago now, I received a 'phone call in the middle of the night that was to leave me sleepless for the rest of the night. It had been from a friend in Hong Kong who I had first met on the Hong Kong - Beijing 555 Rally; 4,000 km in 5 days, finishing in Tianamen Square - but that's another story.

He was now asking if I wanted to compete in another rally, something that we had talked about but which had been far too expensive for my blood. However, the proposal now was that he would cover the majority of the entry fees if I supplied and prepared the car. I agreed to think about it for a couple of days.

So what was this event, the thought of which left me so excited? Well, it was to compete in the 1997 Peking - Paris Rally. This was not just another car

rally but rather a unique and remarkable event, celebrating the 90th Anniversary of the 1907 Peking - Paris Rally the first ever international car rally. The event has never been repeated, making this the longest, competitive rally for classic cars since, covering 16,000 km. The rally would last 6 weeks, cross 13 countries, 3 deserts and climb up to Everest base camp and "over the roof of the world". The following excerpt from the Rally Notes describes the route in more detail:

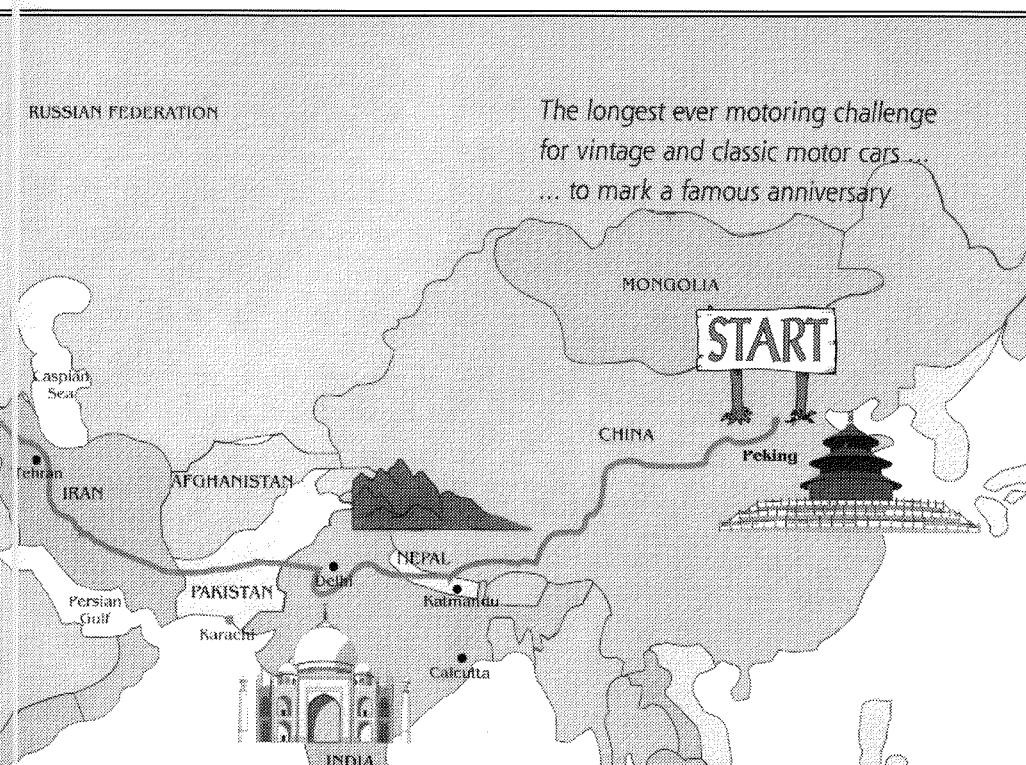


"Route: Drive westwards from Peking, through the Great Wall, into the semi-desert landscape of Inner Mongolia. Past giant pagoda-roofed temples and mammoth sand-dunes that come right down to the Yellow River. Due south in Gansu Province through a spectacular low mountain range to Lanzhou, for a rest-day and final preparations for a tough section ahead. Up through increasingly spectacular scenery to the Tibetan plateau, past the fertile banks of China's largest lake at Koko Nor and through the strange region of desert, swamp and salt-pans of Tsaidam. At Golmud, cars had better be in fine fettle for what is ahead - climbing up to 16,500 ft of the Kunlun Pass. The scenery is awe-inspiring with expanses of snow and wild empty moorland pierced by numerous peaks . . . and if you think that's high . . . it goes even higher to 17,000 ft . . . empty, remote, lonely, the roof of the world. On to Lhasa, descending to 14,000 ft, the great Potala Palace looms over the town. A day of rest, readying for the Himalayas. Dirt and gravel roads to the Nepal boarder at Friendship Bridge . . . very twisty, up and down with yet more mountain climbs. Past Mount Everest base-camp . . . off-



road excursions will be forced on all, as the road is not in the best condition, so high ground clearance is essential. Lhakpa La is 16,900 ft, and Xeger at 13,800 ft is cold, bleak and windswept . . . watch out for

Rally route,
the start:
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1997.



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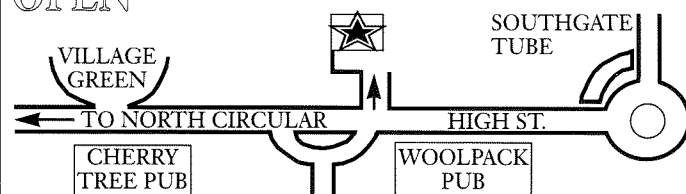
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landslides. At Nyalam the road enters a gorge and a different world, with dense vegetation, and lots of short, demanding sections packed with oh so tight hair-pin bends to bring drivers to Friendship Bridge and the border with Nepal. Past terraced hillsides to the Sun Kosi river with a final descent into the valley of Katmandu . . . rest day . . . dropping down now to the plains of northern India . . . Agra and the Taj Mahal . . . old forgotten forts and Indian Palaces. Here there is no shortage of local repair workshops who will have no difficulty making special parts for old cars. Hopefully out across the Great Thar Desert, but by now, deserts are just taken in their stride by the Peking to Paris raiders.

And on across northern Pakistan . . . Multa to Quetta will be long and challenging . . .

and Quetta to Zahedan will see some demanding roads. Then a hot day through the Dasht e Lut Desert . . . Persian trails first blazed by the likes of Marco Polo. The Peking to Paris Motor Challenge crosses Iran, past Estfahan, one of Iran's most famous and ancient places . . . the roads start to get busy now. Turkey beckons . . . with a coastal route to Istanbul promising to be spectacular . . . to

the city where East meets West. The rally chases on, for the hallowed Acropolis routes of Greece, Thessalonika, Patras, a short boat ferry to Italy, Tuscany, Mille Miglia roads, Alpine passes for the final spurt home . . .

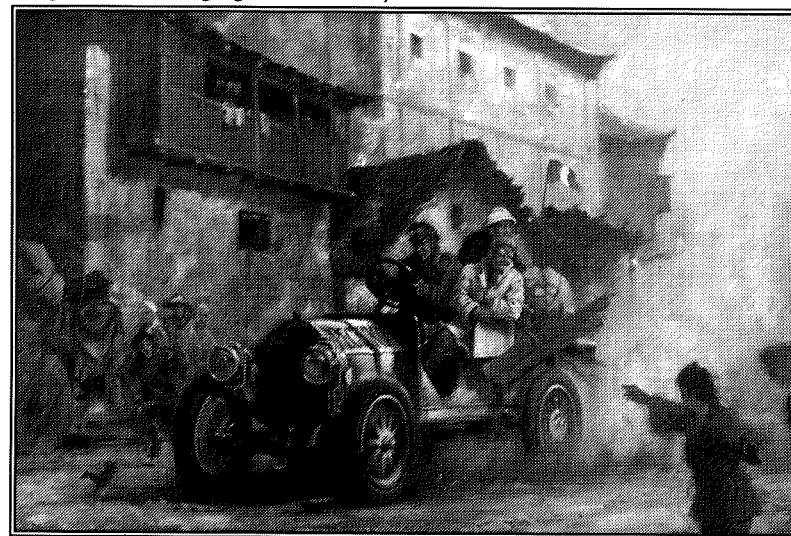
Anyone who survives such a breathtaking and stunning route, with its variety of peoples, many of whom have turned out literally by the million in places like India, will have driven half way round the world in the longest ever rally ever organised for vintage and classic machinery."

The more I read about the event, the more excited I became and realised that this was a

chance in a lifetime, and as a motoring enthusiast, an experience not to be missed. The 'Sporting Regulations' summed it up:

"The Peking to Paris Motor Challenge will commemorate the 90th Anniversary of the 1907 Peking to Paris - the World's first international car rally that proved that motor-cars could provide independent means of travel.

This event is designed to be unique and as epoch-making as the 1907 epic - and is the result of four years of careful research and



planning. Therefore, there are no plans to repeat it.

In planning the event and preparing these regulations, the organisers have tried to create the longest and toughest challenge yet planned for classic-cars, setting carefully devised sporting and technical regulations to echo as closely as possible the pioneering adventure of the original event.

Peking to Paris is therefore not 'just another rally', nor does it





resemble modern motor-sport for old cars - it is a unique and evocative challenge, set against the backdrop of some of the World's most remote and stunning terrain.

The event will be run in the spirit of motoring of the classic era when the emphasis was on adventure, achievement, camaraderie and sportsmanship, when demands of endurance and reliability were essential ingredients, rather than outright competition."

With visions of reliving an adventure such as that of the 3 prototype Heralds crossing Africa in 1959, I was hooked. However, my immediate concerns were: could I afford it, could I get 6-7 weeks off work and what car should I use?

The first 2 questions were soon sorted: yes, I could have time off work, albeit unpaid and no, I couldn't afford it, but I had well and truly been smitten by a spirit of adventure and I was going to go regardless. Which car to use took a little longer. Obviously it was going to be a Triumph but which one? There were 2 classes of vehicles; Pre-1945 (Vintage) and 1945- December 1966 (Classic). A Spitfire MkIII was my immediate thought but then I received more information about the rally. Here are a few snippets that influenced my decision:

- "Service assistance is forbidden."
- "All spares, tyres and service items thought necessary to complete the 16,000 km of varied terrain must be carried on the vehicle."
- "The octane rating of the fuel over half of the route will be as low as 70. A compression ratio of 7:1 is recommended to avoid severe pinking." (!!)

d. "The vehicle must be capable of enduring long climbs up mountain passes, fully laden down with spares. Good torque is essential."

e. "In places the route rises to 17,000 ft where the air is thin, not only for you but for the engine as well. Continual changes to the carb and ignition settings will be required."

f. "You will be travelling over the roughest roads in the world, unmade, deeply rutted by heavy trucks and in the mountain passes, strewn with loose rocks. Good clearance is essential, and a minimum of 8" is recommended." (!!)

It soon became clear that this rally was not only going to be a challenge for man and machine but also a technical challenge to prepare a car that would survive the terrain and conditions mentioned above.

The requirement for ground clearance and stowage space really killed off a Spitfire entry - although I would dearly have loved to. That left the Herald and the Vitesse with advantages and disadvantages for both. In the end the requirement for sufficient torque to pull a laden car up steep mountain passes and through deep mud - despite having the engine 'de-tuned' by low octane petrol and high altitude - swung the decision in favour of the 6-cylinders of the Vitesse. Another factor was that I had a Vitesse, my ex-concours car that was still in excellent condition and that I knew in-side-out. However, I still had concerns about the weight of the 6-cylinder engine, the vulnerability of the radiator so close to the front of the car and that the 6-cylinder had more parts to go wrong, e.g. 2 carbs., extra valves, springs, pistons etc., etc. Nonetheless, a Vitesse it was to be and I entered my 1963 Vitesse 1600 Saloon in the 1997 Peking - Paris Rally. Would this make the Vitesse the furthest, widest and highest travelled Triumph yet?

The first response I received from the Rally Office was "You've got to be joking, the car's far too fragile" and promptly tried to talk me out of it, suggesting a Triumph 2000 would be a far better bet!! However, I upheld the dignity of the Vitesse arguing that the all-important power-to-weight was far better in the Vitesse. This was yet another challenge to make sure that the Vitesse finished. However, looking at the entry list, I certainly was one of the 'light-weight' entries. How was my little red/white Vitesse going to compare with the big boys?

ENTRY LIST

Anton Aan de Stegge (NL)	1966 Citroen DS
Gerry Archer (GB)	1932 Aston Martin International
Bill Ainscough (GB)	1929 Chrysler 77
David Arrigo (Malta)	1948 Allard M Type
Brian Ashby (GB)	1930 Delage
John Bayliss (GB)	1942 Willys Jeep
Howard Bellm (GB)	1967 Chevrolet Camaro advised
William Binnie (USA)	1958 280SE Mercedes Cabriolet
David Brister (GB)	1963 Rover
Nigel Broderick (GB)	1985 Ford 105E Estate
Anthony Buckingham (GB)	1965 Aston Martin DB5
David Bull (GB)	1965 Rover P5
John Catt (GB)	1965 Ford Cortina Mark I
Nigel Challis (GB)	1955 Land Rover Series I
Roberto Chiodi (I)	1953 Lancia Aurelia
Richard Clark (SGP)	1948 Buick 8 Special Coupe
David Cohen (CDN)	1927 Bentley 6.5 litre
Peter Cordrey (GB)	Jowett Jupiter/ Morris Minor
Gerald Crown (AUS)	1967 Holden
Richard Curtis (MAL)	1954 Studebaker
David Dalrymple (GB)	1949 Cadillac Club Coupe
Richard Dangerfield (GB)	1965 Holden HR Saloon
Antonius De Witt (NL)	1964 Volvo Amazon
Kurt Dichtl (A)	1965 Rolls Royce Silver Dawn
John Dick (D)	1907 La France
Cecilia Dickenson (GB)	1964 Vauxhall Cresta 3.1 litre
Jennie Dorey (GB)	1961 Morris Minor
Chris Dunkley (GB)	1935 3.5 litre Bentley Tourer
Werner Esch (L)	1952 Mercedes 300
Josef Feit (D)	1967 VW Cabrio
Nigel Cambier (ZW)	1934 Lagonda ZM
Ian Glass (GB)	1950 Rover 75
John Goldsmith (GB)	1966 Aston Martin DB6
Werner Graf (D)	1968 Triumph TR6
Renger Guliker (NL)	1956 Chevrolet Pick-Up
Herbert Handlbauer (A)	1939 BMW 328
David Hardman (GB)	1964 Aston Mart in DB5
Adam Hartley (GB)	1929 4.5 litre Bentley
Roby Hellers (L)	1951 Sunbeam Talbot 90
John Hunt (GB)	1926 3 litre Bentley
Peter Janssen (D)	1937 320 or 1957 220 Mercedes
Kjeld Jessen (DK)	1929 4.5 litre Bentley
John Jung (USA)	1950 Ford Club Coupe
Murray Kayll (GB)	1967 250SE Mercedes
Charles Kleptz (USA)	1919 Marmon 34
Lisa Klogeiders-Lankes (NL)	1953 MG YB
Abraham Kogan (MC)	To be advised
Jonathan Lux (GB)	1972 Rover
David Macdonald (GB)	1926 7.2 litre Bentley
John Matheson (AUS)	1967 Rols Royce Phantom V
Rolf Meyer (D)	1968 Mercedes 280
Paul Minassian (F)	1962 Peugeot 404
Ivar Moe (N)	1959 Morgan
Lord Edward Montagu (GB)	1914 Prince Henry Vauxhall
David Morris (GB)	1956 Austin A90
Fred Multon (GB)	1955 Austin A95
Joao Netto (P)	1932 Ford 3.4 litre
Peter Noble (GB)	1925 Lanchester 40 Tourer
Francis Noz (USA)	1928 Ford Model A Roadster
John O'Neil (CDN)	1960 VW Cabriolet
Daniel Ortell (GB)	1962 Volvo Amazon
Jonathan Prior (GB)	1934 Ralton Eight Tourer
Derek Radcliffe (SGP)	1955 Jaguar XK140
Burt Richmond (USA)	1965 Citroen 2CV
Bart Riebergen (NL)	1962 Volvo PV544
Walter Rothlauf (D)	Bugatti Type 40
Richard Sackelariou (AUS)	1966 Wolsley 24/80
Don Saunders (USA)	1941 Lincoln Continental
Arnold Schulze (D)	1950 Bentley Dorington Special
Alexa Scott Plummer (GB)	1946 Bristol 400
Maurizio Selci (I)	1965 Citroen 2CV
The Duke of Somerset (GB)	Ford Galaxie Estate
Rt Hon Sir David Steel (GB)	To be advised
John Thomason (GB)	Triumph Vitesse
The Hon Francesca Sternberg (GB)	1962 Volvo Amazon
John Stutterd (GB)	1934 Rolls Royce
Ted Thomas (USA)	1950 Ford Club Coupe
Eustache Tsierycas (GR)	1955 Peugeot 403
Patrick Van Cakenberghe (B)	1960 Porsche 356 Roadster
John Van Der Laan (NL)	1960 Citroen CV
Etienne Veen (NL)	1927 Mercedes
Teodore Voukidis (GR)	1958 Mercedes 190 or 1946 Allard
Carolyn Ward (GB)	1936 Chevrolet
Garhard Weissenbach (D)	1928 Rolls Royce Phantom 1
David Wilks (GB)	1973 BMC 1800
Pen Yew Wong (MAL)	1954 MGA

Cars entered: Total 86, 41 marques represented
42 British cars, 15 American, 11 German, 9 French
7 each Bentley, Ford, Mercedes, 4 each Aston Martin, Citroen, Rolls Royce, Volvo

Driver's nationalities represented: 21
39 GB, 8 Germany, 7 each Holland and USA

A couple of weeks passed and the cold, light of reality dawned on me. What would be left of my pristine Vitesse after I had driven it half-way around the world, whilst colleagues jested about marauding tribesmen! But that just added to the adventure and challenge and my mind was soon racing away again devising ways of improving the reliability of the car to ensure I finished: How the chassis would be strengthened, the sump/ gearbox/ diff guard designs, the engine specification, how to carry extra fuel, how to achieve the 8" ground clearance, how to improve the cooling etc., etc., etc.

Equally important, I set my mind to thinking about what and how many spares I needed to take, ever mindful upon the effect upon the weight and performance of the car that they would have. What would you take?

Advice was sought from various people who had rally experience and tentative enquiries were made with traders to see if they were prepared to sponsor me in terms of spare parts. Responses were encouraging and all was going well until last Christmas, when I received another 'phone call from my friend (ex-friend) in Hong Kong informing me that he was having to pull out. There was no way I could afford it myself and so I was left high and dry after a years' planning and designing the car. I was less than pleased and very disappointed that I wouldn't be going on this motoring adventure of a lifetime. I had to withdraw my entry, Visa applications etc and my potential sponsors. I was not a happy teddy at the start of this year.

It wasn't until the end of March, whilst on the way to work, reminiscing about what might have been, that I thought, "Mike, Mike Kernoy, he's a classic car enthusiast and has got a bob or two". Full of renewed enthusiasm, a 'phone call from the office posed the question. As originally had been the case with me, I think it was a bit of a bolt-out-of-the-blue but after a couple of days of thought, he was in. It was back on!

To be continued . . .



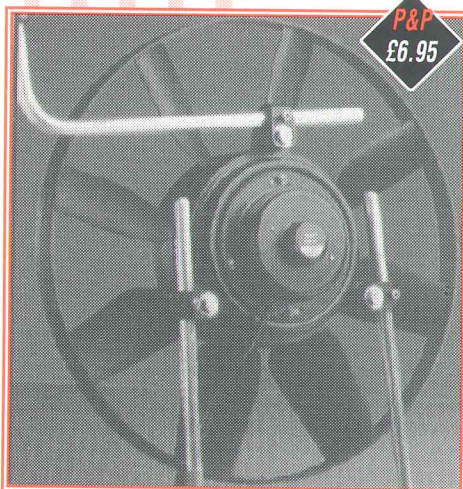


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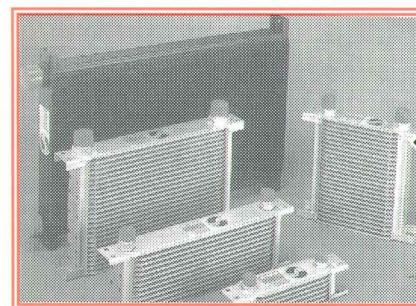
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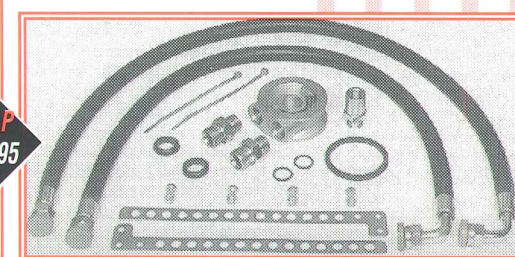
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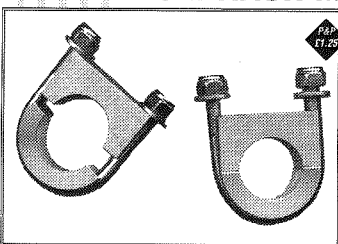
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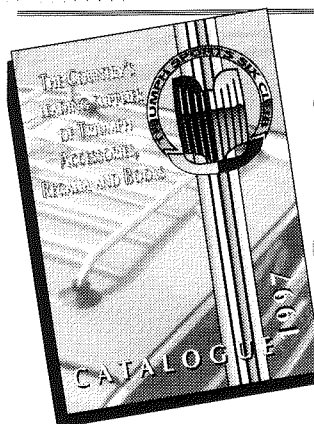
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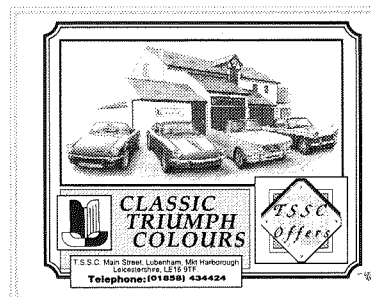
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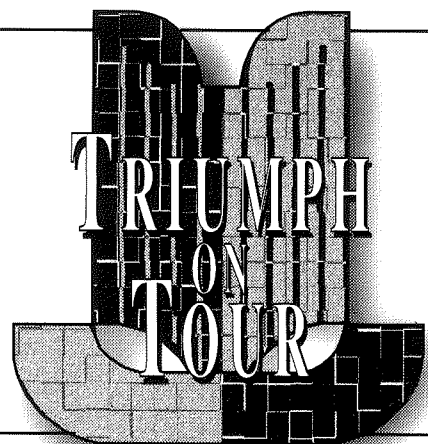
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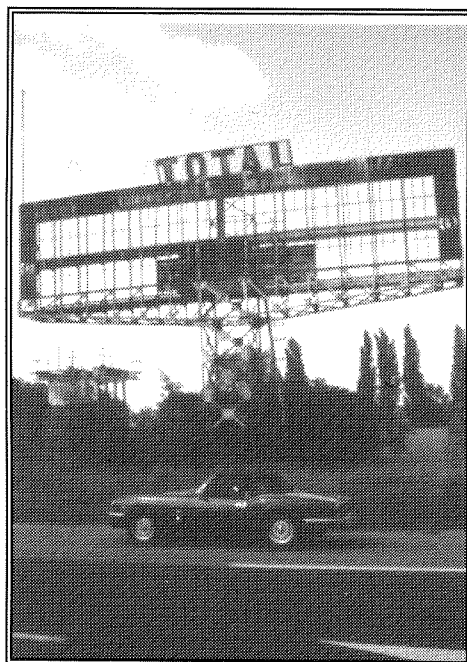


'We went topless Through the Alps!'

by John Kenyon

My name is John Kenyon and this story is about how my girlfriend Julie Fryer and I took our Spitfire abroad.

In October 1995 we started planning for a holiday, touring



Spit parked below the old scoreboard at Reims motor racing circuit.

parts of Europe and camping. Decisions were taken that we would aim for Aosta in northern Italy, but stop off on our way there at a wine growing region in France.

TDJ920S had been bought as a runabout for weekends and Club trips during the summer months of 1995. Bodywise, she was in good condition and mechanically she was up to most things for local use in the UK. We were to be the eighth owners.

Then came the suggestion "Why don't we go to Italy in the Spitfire - we will be able to drive through the Alps with the roof off!" Conservative estimates put the mileage at about 2500 miles to be completed in two weeks. At the time, I would have said that 'Thumper' (as the Spit is known) was capable of gently touring a couple of hundred miles in a weekend; not exactly what was being proposed. After a few more pints at our local, I had been convinced.

It was decided that various improvements were going to have to be made. The first was the engine; 78000 miles had left it a little jaded, and ominous blue clouds from the exhaust on overrun meant a rebuild was on the cards. Out it came. After rebore, balanced tufttrided crank, Kent fast road cam, oil and water pumps and all the other niceties you do when they are in bits, back in it went. Along with it went new engine mounts, clutch, clutch slave cylinder and a new propshaft to cure an ominous clonk at the back.

As the engine had been fettled, a new radiator was fitted along with new hoses. To help keep things cool whilst running abroad, an oil cooler and Kenlowe found their way under the bonnet. Some side valances had been manufactured from hardboard to replace the non-existent originals.

"At the time, I would have said that 'Thumper' (as the Spit is known) was capable of gently touring a couple of hundred miles in a weekend; not exactly what was being proposed. After a few more pints at our local, I had been convinced."

The long painful process of running - in then began as the engine was very tight. Hills were proving to be somewhat of a problem. To tidy things up a bit under the bonnet and cure the wandering ignition timing, Thumper received the Club's electrics pack and Piranha ignition set. Now we were starting first time, every time. The pinking was under control, and we could now go up hills.

By now it was early 1996 and the MOT was looming. Thumper could certainly go, but stopping was not exactly one of her strong points. The thought of Italian mountain hairpin passes and no brakes did not appeal. So off came the braking system. After new callipers, discs, master cylinder, slave cylinders, flexibles and the use of Mintex 1144 pads and silicone brake fluid, we had a Spitfire that could stop along with the best of them.

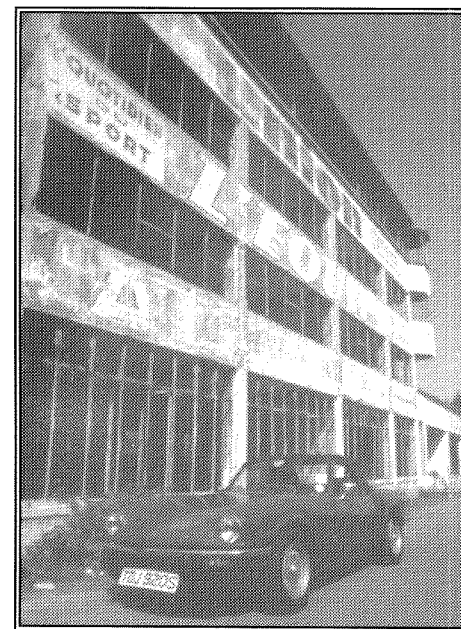
The MOT passed smoothly after a little tweak to the mixture. The car was being used whenever possible, to try and wind some miles onto the engine. The first test came with the TSSC Teddy Bear's Picnic. No problems here, and a great day was had by all. The only concern was that I fitted new shocks all round and uprated the front springs. This had lowered the front somewhat, and whilst the turn in on corners was superb, the front spoiler was just too close to the tarmac for comfort. In went some packers after they had been milled at work, as they were too thick as supplied.



Meanwhile, I still had not completely cured that clonk at the back! Nothing appeared to have too much play, so it was put down to the diff.

Anyway, the weather was improving and Thumper was venturing out more often, frequently taking me to and from work. With a couple of weeks left to go before the holiday, the car was fully serviced and treated to a rolling road tune. We now had performance with economy.

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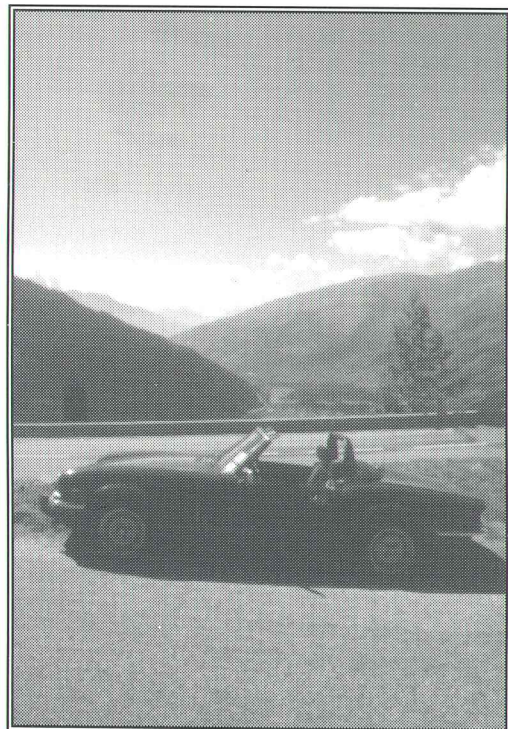
Pits at Reims.

Off we went, on our final run, to the Lake District with the Ribble Group. Another great weekend of camping, cooking, eating, drinking, a little walking, more drinking and so on - you know how the Club's events evolve. On the way home though things did not go as smoothly as planned. The clonk at the back suddenly became prominent. In Thumper's tradition, she soldiered home, albeit at reduced speed. I didn't have time to fix the problem due to work commitments, so STS at Stockport came to the rescue. After a new diff, spring, back wheel bearings, half shafts and UJ's plus many other smaller bits, she was back. That holiday plan was proving to be expensive but having spent so much time, effort and money preparing the car already, the bank balance had to cope with yet another dent. We squeezed in a flying trip to Lincoln to see some friends who had just

bought a 1974 Scimitar to try and run the diff in before the holiday.

Sunday 1st September was D-Day. The car was loaded. It is amazing how much you can fit in one of those things. We were being accompanied by some friends, Ian and Eileen who were riding shotgun in their Sierra. We set off after I managed to shoehorn Julie into the Spitfire, surrounded by maps and other assorted junk (spare brake pads, assorted spanners, screwdrivers etc). We travelled down the motorways during the late hours, to arrive at the Channel Tunnel around midnight. After a little shopping in duty Free and a snack, we went for the train. This outfit is very impressive. It is quick and efficient. We ventured into

On the climb France and parked from Bourg up near the St. Maurice. beaches at Dunkirk



for a snooze. We were awoken at 6.00am by French farmers riding past us on mopeds, with shotguns on their backs. They were going shooting things in the sand dunes, which are a wildlife reserve.

Monday took us to the first campsite at Eperlecques, fifty miles from the coast. All was not well. The steering was vibrating and the brakes were shuddering. The offside front wheel bearing appeared to be at fault. After a strip down and rebuild, and tightening things up a little tighter than usual, things appeared to be all right for now. A trip to the supermarket, and an afternoon stroll to Hitler's V2 rocket factory completed the day. Tuesday saw us heading for Gigny (near Lyon) via Reims and the former motor racing circuit. A trip to the old pits is worth it, if you are in the area - take plenty of film. We cruised on, trying to use the N roads. Whilst these allow you to see a lot of rural France, progress is not what you get on the Autoroute. We were only averaging around 40 mph going across country and consequently getting behind schedule.

Arriving in the dark at Gigny, we went to our tents, got changed and headed for the bar/restaurant. Wednesday saw us take advantage of the use of mountain bikes to go for a pedal alongside the river Saone. To end the day we took a trip to Chardonnay for a little wine tasting.

Thursday was the day when we planned to go over the top. By that I mean, using the Col St. Petit Bernard pass (7150 ft) rather than using the Mont Blanc tunnel (less expensive and far more scenic!) We aimed for Aix les Bains via the tunnel under the Col de Chat. From there we aimed for Bourg St. Maurice near Val d'Isere, the start of the climb. The scenery approaching Bourg St. Maurice goes from superb to awe inspiring, especially as the roof was where it belonged; under the hood bag.

The climb was used by car rallies of old as a route into Italy. Our climb began, Triumph leading Sierra. The idea was that as I still did not want to push the engine past 4000 rpm, I would be the slower of the two. Wrong! Whilst only using second and third, and some spirited cornering, we were pulling away from the Ford. Who said a swing spring won't go around corners. This was impressive stuff, considering the Sierra was a V6 4x4.

As you climb the pass which is continuous hairpins the scenery gets better. The only concern from the drivers seat was that there was no Armco barrier and it was a long way down. Halfway up we were approaching another hairpin, when out of the corner of my eye I saw a Spit in a car park. On investigation this turned out to be a Dutch Spitfire 1500 belonging to Hans Van Steen who was touring Europe with his mother. After lunch



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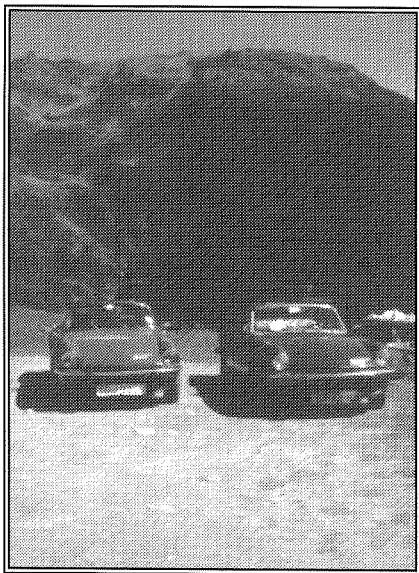
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The two Spits parked above Bourg St. Maurice.

into Aosta for provisions. After Ian and myself had finished our shopping, we returned to find Thumper surrounded by a bevy of Italian beauties. It was one of those occasions when you wished a Spit had more than two seats. Back at the campsite it was a time to chill out, drink some wine and catch some rays.

On Saturday, the ladies wanted to sunbathe, so the lads decided it was time to venture forth. A drive to Courmayeur and a cable car ride up Mont Blanc. At ground level it was 250° C and pleasant. Getting out of the second cable car it was -50° C dry but cold. At the top it was -12° C with a wind chill to match. Very cold! After a cappuccino at the bar and a walk on the glacier we took the cable car to Aig du Midi. It is 6km and takes half an hour. Travelling over the vast glaciers and crevasses is a humbling experience.

As the week progressed, many trips were taken up the surrounding valleys, locals waving frantically at the topless sports car as it wound its way along, with the sound of the exhaust echoing off the buildings. Everywhere we went, the locals stopped what they were doing to look, point, wave and generally be very friendly. The Italians have a respect for old cars, especially when they find out that they have been driven there. Filling up with petrol was an experience. Some Italian petrol stations still have attendants who fight with each other over who is going to fill your car up, by which time you have done it yourself. Petrol isn't cheap at 2000 lire (approx 90p) a litre. I am not sure what Agip put in their petrol, but it stinks. Mind you, the car

in the sun and as Hans was going the same way up the Col, two Spitfires set off in convoy to finish the climb. It caused some amusement as the Italian customs did a double take as the Spits rolled up to the border. Our Dutch friends peeled off, as we cruised down the Italian side to Courmayeur. From here it was a short hop to the campsite at Aosta for a well earned shower, followed by a beer and a pizza.

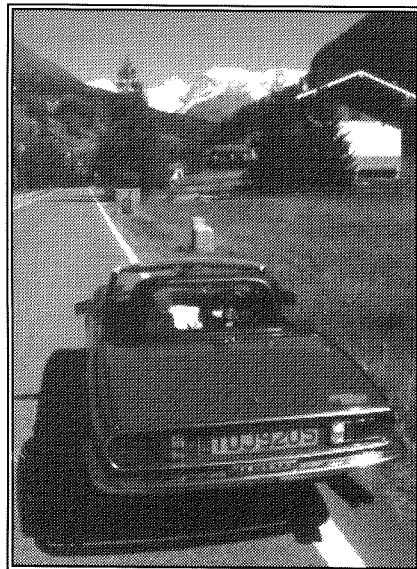
Friday was rest day, apart from a drive

went like stink when it had Agip in the tank, with a suitable pale grey exhaust to match.

Travelling further afield, was a trip to Brig in Switzerland so that we could take the rack railway to Zermatt, worth the trip but expensive.

Prior to departure, was a last day visit to Milan. As it was over 120 miles, it was decided that we would travel by bus. The morning express takes you right to the centre in a little over two hours. We had half a day sight-seeing and shopping, the stained glass in the cathedral being the main highlight. The journey back took 3½ hours as it was cross country. Mario Andretti Jnr must have been the driver as I was not aware that buses could go so quickly as this man could pilot his Iveco.

We packed and set off on the Saturday morning, our next overnight stay being a hotel in Strasbourg. As we were going to have to travel 300 miles, it was decided that we would forsake a trip over the Col Grande St. Bernard and use the



Parked up in the Valle d'Ayas.

6km long tunnel instead. At the entrance to the tunnel is the customs point for Switzerland, and this was the only time we were stopped at a border. This was so that we could obtain a motorway pass. The pass was valid for a year, pity it was only needed for four hours. From the tunnel we descended to Martigny and headed for Lausanne, Bern and Basel. At this point a quick blast on the Autobahn presented itself. The surface on these German roads is not as good as our motorways. On a nice level stretch the throttle was eased to the wide open position. After cruising at 100mph for 5 miles, discretion proved to be the better part of valour and the speed was reduced back to our 80mph cruising speed. We had however upset quite a few Audi's and BMW's, the Germans looking in disbelief at the 19 year old Triumph giving them a run for their money.

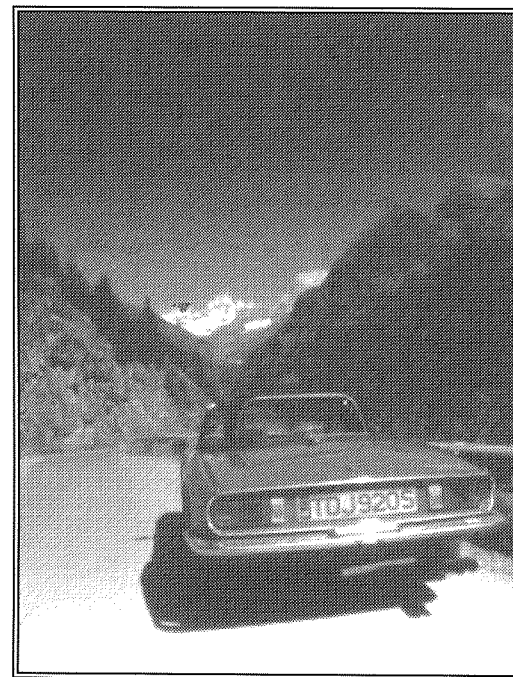
Into the car park at the hotel, check in and back to the car park for running repairs. The tape deck had packed in on the Autobahn. A loose feed wire was quickly tightened up and we were back in business.

The following morning (Sunday) was an early start. Up at seven, shower, pack, breakfast and check out by eight. At ten past eight we were leaving Strasbourg. Next stop Rossendale, Lancashire.

After finding the correct Autoroute we were off. As we were approaching Metz the

drivers wiper blade decided it had had enough, and was last seen heading down the hard shoulder at 85mph. It didn't matter, the sun was shining! At Reims, we turned right for Calais. After another fuel stop, one of many, we rolled into Calais at 2.00pm. After a shop in duty free, we headed for the train. Back in the UK at 3.00pm our time and off we set again.

Our first traffic jam for the holiday loomed as where the M6 and M5 meet. Not long after both drivers were starting to flag a bit, so a well earned coffee was had at the new services north of Birmingham. As we got nearer to home the familiar signs appeared, M62 (E) and M66 North. The Pennines came into view with the 1500 still banging out its tune. As the day had



On the way to Lac di Place Moulin.

progressed the engine note had been getting sweeter. No longer did it seem to be working, it seemed to be enjoying itself. We had completed 730 miles with an on-road time of about 11 hours. You work out the average speed!

On return the car received an oil and filter change as a matter of course along with lubrication of the front and rear trunnions. Over the 2,500 mile epic we had consumed petrol at just under 40mpg, had an average oil consumption of 450 miles per pint, used one wiper

blade, one split pin and cracked a front indicator lens. The oil consumption was falling as the engine was finally bedding itself in. If our semi-sport Bell exhaust system had any baffles in when we started, it certainly had none on our return.

The mystery of the front wheel bearing was explained later by Ian of STS. If, when building the hub up, you pack too much grease in, everything feels OK. Do 400 miles in one go, the grease gets hot and allows the bearings to settle where they are supposed to go, necessitating the need to tighten up the hub nut.

Finally, would we be game for a rematch?
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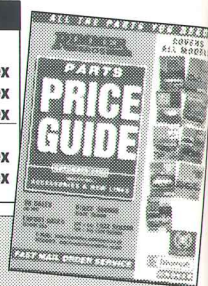
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READERS RALLY REPORT

Novices Rally

by Bob Sweetman —

Early in 1996 my wife Gill and I decided to enter our very first Historic Road Rally with our Mk3 Spitfire.

We are members of the Historic Rally Car Register and through them, received details of a Novices Rally organised by the Amman & District Motor Club, based in South Wales. The idea was to give people new to classic road rallying a basic grounding in the sport, with the event consisting of driving tests, regularities and a 60 mile night rally, interspersed with lectures on how do to do and how not to do it!!

In March, we participated in the rally and it was brilliant! Although we were very green and didn't even have a trip meter we got through it all and finished 34th out of 47 entries.

We did two more events that year still with no trip meter, the Channon Rally in Dorset (we retired after snapping the exhaust manifold off during a special test and the Rally Bristowe which was based at Taunton where we finished last

but one, but we did finish!!

For 1997 we again entered the Novices Rally, now sponsored by Jacee Print Productions, qualifying as novices once more as we hadn't finished in the top ten of any event. Friday 7th March 1997 saw us once again at rally HQ, the Baverstock Hotel near Aberdare and this time we had a trip meter so first we checked our calibration by following a route given to us by the organisers. This was



followed by scrutineering and then back to the hotel for documentation. Here we met David Parsons & Samantha Worrel who were driving an MGB GT. The organisers had put up an extra award for a team prize so the four of us decided to become the 'No-Hoppers'! A very convivial evening followed with everyone getting to know each other, or to renew old acquaintances with people we met last year.

From 47 entries, there were 9 Triumphs: 1 TR3A, 3 GT6's, 1 Herald Coupé, 3 TR4's and 1 Spitfire - ours. As there were also awards to

be won by the crew of the highest placed MG, Volvo, Triumph etc. we wanted to see what the opposition was like! Saturday morning saw us all in the lecture room being taught by Hywell Thomas, one of the top classic rally navigators in the business. This rally is his brain child and he showed us how to read tulips and herring-bones and basically how not to get lost.



It was then out onto the road to attempt the 7 driving tests at venues in and around Merthyr Tydfil, using directions to get to them via tulip diagrams in the road book. Three sites were used twice plus one on a smooth but loose surfaced forest road. Back at the hotel for lunch, the results after the morning driving tests showed that we were lying in 12th position. Lunch was followed by a further lecture from Hywell on regularities i.e. keeping to a set average speed over a route indicated by the map references and spot heights and timed to the second with secret time controls. Then we went off to try the theory out in practice! This section had been our downfall in 1996 but this time, with the trip meter in place to assist, the afternoon regularities went so well we only dropped one second. A short stop at the Welsh Whisky Distillery allowed us time to look around, but sadly not to sample the product!

The return to the hotel was followed by a good break in which we unwound, had dinner and then attended Hywell's final lecture prior to attempting the night rally. Gill and I found to our astonishment that we were now actually lying in 6th position overall which meant we were able to commence the night rally earlier than anticipated, as now instead of the crews running in start number order - we originally started as car 40 - the competitors would start the night leg in order of general classification. One hour before our scheduled time out we were given the necessary map references so we could plot our route. A short run out and regularity preceded the night rally proper. This regularity contained speed changes which were our undoing: we definitely need to practice them some more! Then on to the night rally proper which for me was the best part. It did get a bit hairy on top of the Brecon Beacons as the fog

descended but we managed, just, to avoid hitting the Welsh countryside. Some of the roads used by the organisers were quite unbelievable, they seemed to me to be no more than asphalted goat tracks! Talk about narrow and twisty, they certainly kept my mind on the job.

We found all 25 of the time controls and only lost 4 minutes so we arrived back at the finish well pleased. In fact timing was very good because just as we returned at 2am the Australian Grand Prix was beginning on the TV, but after unwinding with a couple of beers and reliving the days events with our fellow competitors, tiredness got the better of us and we went to bed.

On Sunday morning we all returned to the lecture room for the awards ceremony. We were delighted: David & Sam came third overall and 1st in their class whilst we came 3rd in class and 9th overall. We were beaten by just one point for the best Triumph crew award by Neil Bottrell & Jane Chiswell in their TR4A. But best of all for us: we received the magnificent Blanstam Engineering trophy presented by Mel Baker for Best Husband and Wife crew.

And the 'No-Hoppers'? Second out of 23 teams! Once again a wonderfully enjoyable event conceived by Hywell Thomas and superbly organised by Roy Whitney and his band of enthusiastic members of Amman & District Motor Club. Next year they intend to upgrade the event to cater for slightly more experienced crews and call it The Improvers Rally, if that's the case we will definitely be entering! Roll on 1998!



French Registered

by Brian Wyld

Getting your car registered in France.

Having had some "difficulties" getting my Triumph Vitesse MkII re-registered in France, I thought I'd just share with others the easy way to do it. Those of you who don't live here might find it interesting to see what passes for efficient bureaucracy here . . .

Normally, to re-register a non-French bought car in France, you must take it to the "Contrôle des mines", or Mine Inspectors (the obvious folk to check out foreign cars of course), who will check it for conformance to French law. This works just fine for "modern" cars (those up to about 10 years old in good condition), but can be a big problem for classics, especially if the car is not in A1 condition.

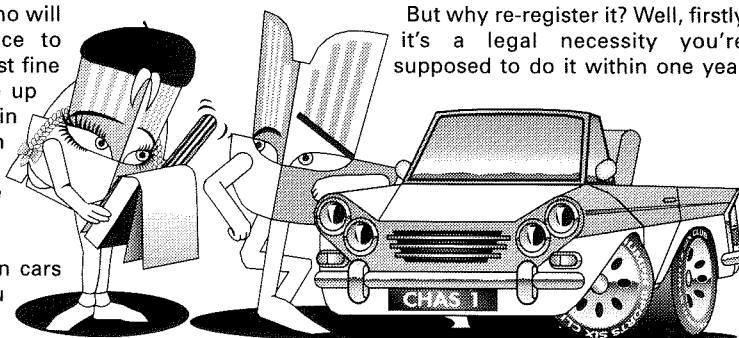
As an aside, for modern cars after 1996, I believe you

can re-register without the Mines visit, if you can get a certificate declaring the manufacturer has already imported and passed the conformance laws for France - which should be standard for all European-built cars.

The problem with the Mines for a classic, is that they inspect the car for conformance to "current" legislation. Given that the window glasses, lamp lenses pollution levels, mirrors etc. are unlikely to have the correct markings to conform, your chances of passing the Mines are slim. Also, if your car is rusty (even non-structural surface rust on unstressed body panels!) then the inspector can fail it. To replace all the non-conformant items, even on a pristine car, would cost a fortune, even if you could find them! The level of inspection will also vary from place to place - the one for Isere was very efficient.

All is not lost however. The normal import route will grant you (eventually) a "carte grise", the equivalent of a V.5. However, with a classic car, you can obtain a "carte grise collectionnaire", a sort of classic V.5. This document is not quite as useful as a normal carte grise, as you must restrict your journeys to your own "departement" and those touching it, except for "special" outings (rallies, shows etc). However, for most use it is sufficient. The advantage is that you do not need to take your car to the Mines, only to obtain a certificate from a classic car Organisation in France, the F.F.V.E.

But why re-register it? Well, firstly it's a legal necessity you're supposed to do it within one year



of import. However, this counts for practically nothing, as there is no way for a policeman to check when you imported it! But if you don't re-register, you have to keep going back to Britain to get an MOT and Tax disk every year - otherwise you have the risk of a policeman spotting the lack of current Tax disk, and your insurance will also probably be void.

Secondly, insurance. Although it is possible to insure your classic from Britain, I found that the insurers wanted almost double the price to give me a year - long green card! (note, Continental insurers give this for FREE). This was if you could find an insurance company willing to do this at all (and yes, this was TSSC's partner insurer . . .). Also, classic car insurance here can be much cheaper if you run the classic as a second car only. Check the ads in La Vie d'Auto (a popular classic car newspaper). To insure with a French company, you must re-register within one year.

So, from the beginning: importing your classic into France!

1. Export It from Britain.

This is simple. Just send the V.5 to Swansea, with the French address as the new location of the owner. They will send you back an "Export Certificate" in its place. This is the document you use as the foreign carte grise whenever asked for it.

Photocopy your V.5 first - although in theory if the car ever returns to Britain they will give you back your original registration number, a photocopy of the V.5 will probably help . . .

Before the EU existed, you had to declare the car at customs on

entry into France and get a customs certificate, but this is no longer necessary.

2. Tax Exemption Certificate or "Certificat D'Acquisition".

You get this document (also known as "1993VT") from your local Hotel des impôts. This indicates that as you owned the car in Britain, you don't need to pay any tax on importing it to France. They should give you this form upon showing them the export certificate, and a proof of address (see later about French terms and documents . . .)

When they ask for the "numero de serie" (serial number), use the chassis number. Depending on your V.5 (the details of which are transferred to the export certificate), you might not have this number shown on it, in which case use the engine number. As long as you're consistent in which number you use it doesn't seem to matter.

3. F.F.V.E. certificate.

First, obtain a copy of the F.F.V.E. application form, which they send you if you phone them and ask.

You send them a photocopy of the export certificate, a photocopy of the tax certificate (1993VT), some money (150FF), the filled in application form, two stamps, and two photos of the car. In theory, you should also send them a translation of the export certificate, correctly stamped by an official translator - I just wrote next to the various terms the French translation and this seemed to be ok! (a useful source of these terms is the carte grise of any car . . .)

If your car is well known (eg. a TR4), they will immediately send you back one of your photos plus a letter attesting that it is, indeed, a classic.

However, if they are not familiar with the make, they will be confused. To avoid this, if the car has ever been sold in France when new, then you can write to the French office of the manufacturer (eg. Rover France in Paris for all Triumphs) and obtain a letter plus a photocopy of the certificate declaring the model has passed through the Contrôle des Mines. This may cost you money - about 600FF for Rover for the Vitesse. Phone them first to check what they require from you - Rover France wanted a photocopy of the export certificate.

This certificate is REQUIRED if you go to the Mines, but is not a requirement for the F.F.V.E., although it helped me both to sort out their confusion (Vitesse? no sir, for a Triumph you must specify the type, eg. TR3, TR4 etc! Spit . . .) and to get info such as the "puissance fiscal" (the tax banding) and the car weights (PTC, PTR, PTV). These are important for knowing if the car was ever tested by the importer with a towbar for instance (PTR=0 means you can't legally use a trailer), and for filling in the final form, the application for the carte grise.

c) Mirrors

The Mines tend not to like the mirrors on the bonnet, but on the door. Rather than drill holes in the doors, a pair of mirrors that clip to the window sliders are better.

To sum up, it's not possible to get your Triumph re-registered here in France. Persevere and you'll get there.

Addresses:

F.F.V.E.: B.P. 502, 35006 Rennes
CEDEX - Tel: 02 99 50 40 50.
Rover France S.A.: Rue Ambroise Croizat B.P. 32, 95102 Argenteuil CEDEX.
Tel: 01 39 98 40 40.

Some explanation of French terms:

F.F.V.E. - The Federation Francaise de Vehicules d'Epoque is a classic car association, which has been given the job by the government of deciding what constitutes a "classic". How it does this I have no idea. However, it seems that any car over about 25 years old qualifies! (a classic Marina anyone?). When they give you the letter confirming the classic status, they also send a book of special "permits" that you must use if you wish to take a car with a carte grise collectionnaire out of the immediate region. You get these stamped when you're going to a rally, or on a "outing" and that allows you to drive where you want.

Department - like a British county or region. Each one has a number from 01 to 99.

Numero de immatriculation - the car registration number. Constructed from a 2/3 digit number, plus 2 or 3 letters, plus the number of the department. The number / letter sections are allocated in series for each new

car registered. Thus there is no equivalent of the "year" letter, although the letters part will tell you roughly when in the sequence the car was last registered - however, as a car must be re-registered when you move or sell it this doesn't tell you how old it is.

Carte Grise - officially the "Certificat D'Immatriculation", but always called this due to it being a grey card . . . Equivalent of the British logbook or V.5. Issued by the department's prefecture. Costs a fortune, related to the "puissance fiscale" of the vehicle. It gives the car's number plate registration, which changes with each new carte grise. YOU need to get a new one if you buy a car, or if you move to a new department. For cars over 10 years old, it's half price. The "collectionnaire" version you'll get with a F.F.V.E. certificate allows you to use the car only in your department and the ones adjoining it, unless you're attending a show or rally and have a stamped permit (which you get in a book from the F.F.V.E.).

Puissance Fiscale (PV) - This is a number, allocated to each model of car, indicating its "tax band". This affects the cost of your carte grise, and your vignette. It will also affect the cost of your insurance. It's related to the power of the car, although it also takes into account the "efficiency" of the car too - diesels are rated lower. Basically an arbitrary number made up by some functionary . . .

Vignette - the tax disk. You buy a new one every year, always in November, from Tabacs (tobacco shops, that also sell "tax stamps" and lottery tickets . . .). If you forget to buy it (being a stupid foreigner) you must go and grovel at the Hotel des Impots, where you are abused and finally allowed to buy one at a special rate (10% more!) If you need one outside November (eg. for your newly registered Triumph) you go to the Hotel des Impots, but won't have to pay extra. In fact, for a classic (over 25 years old) it'll be free.

Proof of address - something to indicate your address. Forget about official government items such as your i.d. card - totally untrustworthy. The only acceptable currency is a recent phone or electricity bill. This goes for all officialdom in France - they always need a proof of address, and a phone/electricity bill is always best.

Controle Technique - MOT equivalent. Tests are the same, failure criteria are (currently) much less strict. Required to be re-tested every 2 years (currently).

Hotel des Impots - Government department responsible for collecting taxes and related activity. Gives out tax exemption certificates and vignettes.

Prefecture - local government dept. that does i.d. cards, passports and carte grises for the department.

PTR/PTV/PTC - the maximum car weights permissible. PTV= unladen weight, PTC= laden weight and PTR= max towing weight.



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Market Harborough, Leics. LE16 9TF
Tel: 01858 434424 Fax: 01858 431936

e-mail: tssc@tssc-hq.demon.co.uk

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TSSC, Main Street, Lubenham, Leics. LE16 9TF
Tel: 01858 434424 FAX: 01858 468228
e-mail: Courier@the-studio.demon.co.uk

TSSC ACCOUNTS

BILL SUNDERLAND (Club Manager)

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

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

TECHNICAL SECRETARY

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

HERALD 948/1200

Bob Westgarth, 12 Palmer Road, Belle Vue, Carlisle,
Cumbria, CA2 7NE. Tel: 01228 25227

HERALD 13/60

Phil Willson, 37 The Grove, North Cray, Sidcup,
Kent. DA14 5NG. Tel: 0181 302 0059 (7-9pm only)

SPITFIRE Mk I/II/III

Brett Dennis, 284A Stanstead Rd., Hoddesdon,
Herts. EN11 0RX. Tel: 01992 448542 (7-9pm)

SPITFIRE Mk IV/1500

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

VITESSE 1600/ Mk I/ II

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

GT6 MkI/ II/ III

Mike Scott, 'Brambles' 4, Blackberry lane, Cowes,
Isle of Wight. PO31 7RB. Tel: 01983 293650

BOND

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

SPECIALS

Trevor Collett, 25A, Greenacres, Bookham,
Surrey. KT23 3NG. Tel: 01372 452292

AMPHICAR

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

TOURER'S TALK

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

INTERNATIONAL LIAISON SECRETARY

Léon Guyot, 5 Kenilworth Ave., Wimbledon, London. SW19 7LN.
Tel: 0181 947 7659 Fax: 0181 947 7659
e-mail: guyotleon@aol.com

EQUIPMENT STORES - LIAISON OFFICERS

Stuart Newbould, 242 Bradford Rd., Otley,
West Yorkshire. LS21 3LT. Tel: 01943 463240
Tony Lancaster, Rignall Barn Cottage, Rignall Rd.,
Gt. Missendon, Bucks. HP16 9PE. Tel: 01494 890272

EVENTS AND EQUIPMENT

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

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

NATIONAL CONCOURS ORGANISER

Chris Mills, 29 Carisbrooke Ave., High Wycombe,
Bucks. HP12 4NL. Tel: 01494 463422
e-mail: 106201.737@compuserve.com

SHOW CAR REGISTER

Vicki Benson, 22 Romsley Close, Rubery,
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