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903076	Herald 13/60/Vitesse Front Inner Wheel Arch Right Hand	£37.50
706549	Herald 1200/Spitfire Mk1,2,3/GT6 Mk1,2 Front Inner Wheel Arch Right Hand	£37.50
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115643	Herald Single Carb Insulator	£1.50
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GEG344	Herald 948 Dekoke Set	£35.00
208652	Vitesse 1600 Cylinder Head Gasket	£12.50
GBPI66	Herald 1200/Spitfire Mk1,2/Vitesse 1600 Front Brake Pads	£9.00
GEXI608	GT6 Mk3 Centre Silencer	£14.00
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N/A	GT6 Mk3 LHD Dashboard Set	£35.00
AAU7994	Spitfire 1500 Indicator Stalk RHD	£37.00
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624737	GT6 Mk3 Bonnet Badge	£14.00
625186	Spitfire 1500 USA Front Badge	£4.50
625188	Spitfire 1500 USA Rear Badge	£4.50
RTC2540	Spitfire 1500 Seat Cover Back Beige Check RH	£22.00
RTC2543	Spitfire 1500 Seat Cover Squab Beige Check LH	£22.00
715842	Spitfire Mk4/1500 Rear Hood Retaining Bar	£9.50

PRICES INCLUDE VAT

WHILE STOCKS LAST

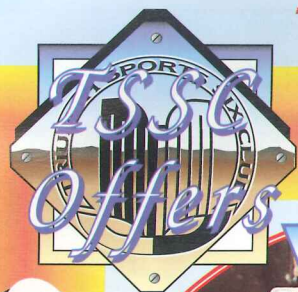
303 GOLDHAWK ROAD, LONDON W12 8EU TEL: 0181-748 7823 FAX: 0181-563 0101

THE COURIER
206

DEVON & CORNWALL
POLICE

XCV 22J

AUGUST 1997



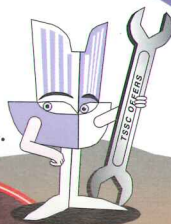
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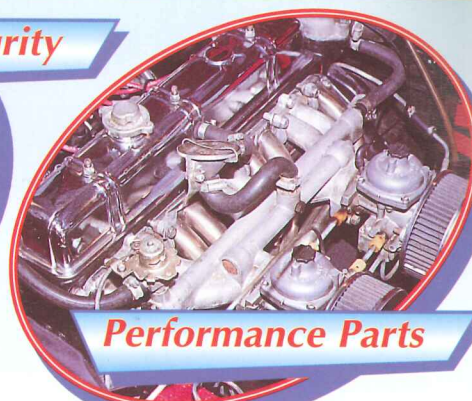
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No. 206

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

Vol 18. August 1997
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9.00am - 1.00pm Saturday

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TEL: 01604 705319.

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Leon Guyot, Tom Longley, Chris Mills,

Stuart Newbould, Simon Roberts,

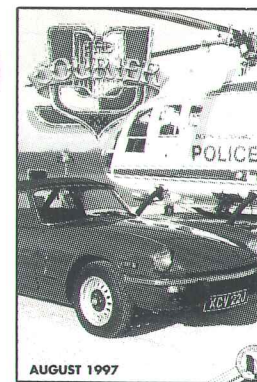
Bill Sunderland, Trudi Squibbs,

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:
Spitfire and
Messerschmidt Police
Helicopter
Photo: Mike Hadley

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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

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.
BARNLEY 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 BREMORE
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.
Sundown Park, Surrey.

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

NOVEMBER 1997

SAT 18th / SUN 19th
INTERNATIONAL CLASSIC CAR SHOW.
NEC, Birmingham.

NATIONAL & LOCAL TSSC INVITED '97

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, Works.

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
BREMORE HOUSE
CLASSIC CAR SHOW.
Fordingbridge, Hants.

SUN 31st
DEVON CLASSIC TOUR
Start Eggesford, 100 mile route,
finish at Barnstable

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.
Creuse, Dordogne Area.
Contact: Guy Painchault phone/fax
0033 146029412 or TSSC H.Q.
4th - 16th
GUILD OF MOTOR ENDURANCE
LIEGE AGADIR LIEGE
An International Touring Trial
open to self build
and specialist vehicles.
5,000 mile route. Contact: H.Q.

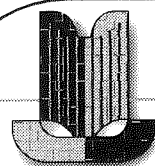
NOVEMBER 1997

SAT 8th / SUN 9th
FIRST NATIONAL CLASSIC
TRIUMPH SHOW
Griffin Trust Building at Hooton
Park Nr Ellesmers Port, South
Wirral. Contact: Fast Lane Motor
Shows Ltd 01827 899717

TSSC ORGANISED EVENTS 1998

SAT 11th / SUN 12th
TSSC INTERNATIONAL WEEKEND
STAFFORD COUNTY SHOWGROUND
CONTACT CLUB HQ 01858 434424

**WOULD ALL SHOW/
EVENT ORGANISERS PLEASE
NOTIFY TRUDI OF DATES FOR
THE 1998 CALENDAR AS
SOON AS THEY BECOME
AVAILABLE. TELEPHONE
TRUDI:**



"Comment"

by Bill Sunderland

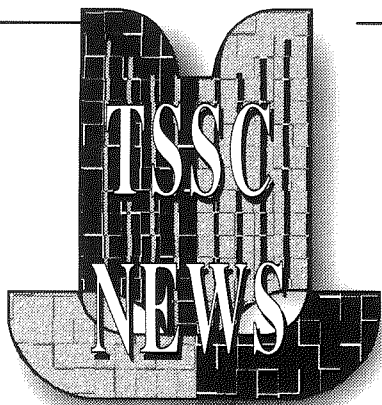
THANK YOU - TEAM

Months just fly past and writing my monthly column always reminds me of how quickly time flies especially during summer months at an ever accelerating rate. Our International Weekend has gone but will be well remembered as one of the friendliest that we have had with the comradeship among Members reaching new heights.

Each year we try to add new dimensions to the weekend and like past years we achieved very successful results. I would like to thank via this column the work put in by the Team, Club Officers, Area Organisers and Area Members, the Gate crews, TSSC Staff and Committee Members and our very hard working Concours Team. Overall over 250 people worked at different times throughout the weekend including show breakdown team, the Essex Area as usual with also this year the Northern Ireland Area - well done to everyone. Before leaving Stafford there are two cars I would like to mention amongst all the other super examples. The interior of Charlotte Hamilton's 1500 Spitfire shows a special kind of dedication, so much work. For me the car I would have liked to have driven home would be Adam Egeland-Jensen's Vitesse MkII Convertible, so well engineered and so superbly executed. What a car and Adam has more surprises for us, as like his late father more cars are on the drawing board for Members to drool over in future years.

Recently a new Member of staff has joined us at TSSC H.Q. namely Simon Lewis, working under John Muggleton in TSSC Offers. John himself has just got married to Maria (19/7/97) and I'm sure you would join us in wishing them a happy and peaceful marriage. Both John and Simon are extremely busy in TSSC Offers with some exciting new products planned for 1998.

**IN TOTAL
OVER 250
PEOPLE
WORKED AT
DIFFERENT
TIMES
THROUGHOUT
THE WEEK-
END**



EVENTS

WARNING

ATTENTION ALL EVENT ORGANISERS AND MARSHALLS.

If you are Organising an event in the name of the Club (including Area events) and the event contains an element of competition whether moving or static, for fun or more serious, **YOU MUST OBTAIN A CERTIFICATE OF EXEMPTION FROM THE RACMSA.** This includes events like Concours, Autogymkhana, Treasure Hunt, etc. Any competition involving a car must be run under the Motor Vehicles (Competitions and Trials) Regulations and requires a RAC Permit.

If you do not have a Permit or Certificate of Exemption you will not be adequately covered by Insurance and as an Organiser or Marshall you may be sued personally in the event of an accident. You will also be committing an offence under the Motor Vehicles (Competition and Trials) Regs as well.

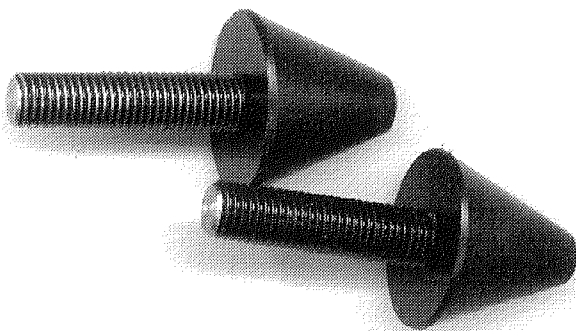
Very few of the Official events advertised at

present have any form of Permit or Certificate of Exemption and they **MUST** have something. Full details are published in the Club's Events Manual which should be read thoroughly. If you don't have a 1997 edition contact the Club Office. Application forms within the Manual should be photocopied, filled in and sent to **Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN AT LEAST 28 DAYS BEFORE THE EVENT.** If you send the application form direct to the RAC they will return it to me for checking and your application will be delayed.

If you are the subject of legal action through neglecting to obtain the correct Permit the Club will not protect you. It is your responsibility. It is one of the easiest things to arrange, but one of the most important. If you have any problems arising from the Events Manual, I'll try and help if I can. Please send a stamped addressed envelope with all queries or email: mikecrewes@compuserve.com

Mike Crewes (COP SHOP)

NEW IMPROVED BONNET STOP CONES



New Heavy Duty, Long Lasting, Bonnet Stop Cones, are now available from Six Spares of Twickenham. available from stock to all TSSC members at a cost of only £9.99 per pair including VAT. These are a vast improvement on the original rubber ones and should last considerably longer. Six Spares would also like to announce that from Saturday 2nd of August they will be changing their Saturday opening hours. From this date forward they will be open from 10am until 4pm (Saturday only)

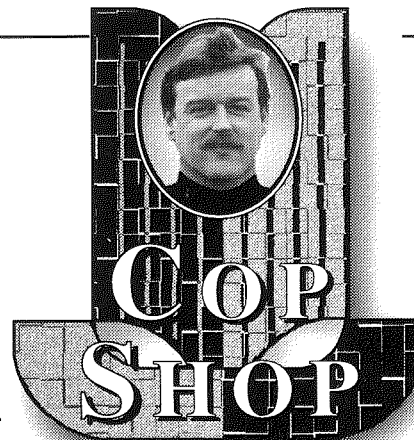
BARNSELY BILL'S STAFFORD GRAND PRIX

The results of Barnsley Bill's Grand Prix held at Stafford this year:
1st Mark Brears (South Yorkshire) who wins his Dad a years subscription to Triumph World.

Nick Dawes (Lincoln) who wins a £15.00 regalia voucher £55 was raised for South Yorkshire area funds and they would like to thank everyone who took part, all helpers and the TSSC and Triumph World for donating the prizes

BRIAN WATERS AWARD

THE WINNER OF THE BRIAN WATERS OVERSEAS AWARD AT THIS YEARS INTERNATIONAL WAS **CLAUDE BUNTIX** WITH HIS LOVELY **HERALD COUPE . REG NO. CAR 894**



Unroadworthy Sales AND THE LAW

by Mike Crewes

Recently I received a letter about a member who sold a Club car on behalf of a friend. The member was later prosecuted for selling the vehicle in an unroadworthy condition.

Since we all sell cars from time to time, my correspondent suggested that it might be a good idea if we all knew the law relating to the selling of unroadworthy vehicles. So here it is.

The subject is dealt with under Section 75 Road Traffic Act 1988 (as amended by Sec. 16 R.T.A. 1991).

Sec 75 (1) Subject to the provisions of this section no person shall supply a motor vehicle or trailer in an unroadworthy condition.

(2) Supply includes selling, offer for sale or supply and expose for sale.

(3) For the purposes of subsection (1) above a motor vehicle or trailer is in an unroadworthy condition if it is in such a condition that the use of it on a road in that condition would be unlawful by virtue of any

provision made by regulations under section 41 of this Act (this enacts the Motor Vehicles (Construction and Use) Regulations) as respects -

- (i) Brakes, steering gear or tyres, or
- (ii) the construction, weight or equipment of the vehicle.

(4) Subject to the provisions of this section no person shall alter a motor vehicle or trailer so as to render its condition such that the use of it on a road in that condition-

- (a) would be unlawful by virtue of regulations under section 41, or
- (b) would involve danger of injury to any person.

(5) A person who supplies or alters a motor vehicle or trailer in contravention of this section, or causes or permits it to be so supplied or altered, is guilty of an offence.

(6) A person shall not be convicted of an offence under this section in respect of supply or alteration of a motor vehicle or trailer if he proves -

- (a) that it was supplied or altered, as the case may be, for export from Great Britain, or
- (b) that he had reasonable cause to believe that the vehicle or trailer would not be used on a road in Great Britain, or would not be so used until it had been put into a condition in which it might lawfully be so used.

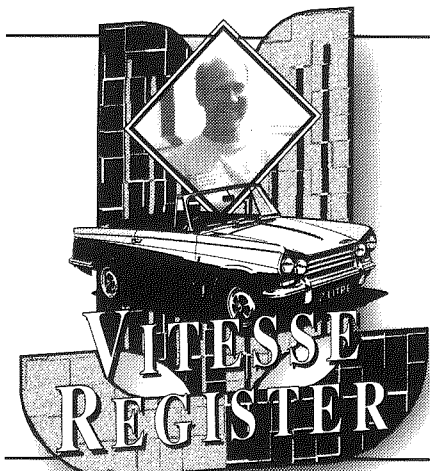
(6A) Paragraph (b) of subsection (6) above shall not apply in relation to a person who, in the course of a trade or business -

- (a) exposes a vehicle or trailer for sale, unless he also proves that he took all reasonable steps to ensure that any prospective purchaser would be aware that its use in its current condition on a road in Great Britain would be unlawful, or
- (b) offers for sale a vehicle or trailer, unless he also proves that he took all reasonable steps to ensure that the person to whom the offer was made was aware of the fact.

Well that's the legislation virtually verbatim. I tried to simplify it, but found the original was easier to understand. Put simply; if you advertise a car for sale and don't tell a prospective buyer of any faults that would make it unroadworthy, you could be prosecuted for the sale of the vehicle. If you buy a vehicle and subsequently find it is unroadworthy, you have some recourse in criminal law and perhaps some recourse in civil law to reclaim your losses.

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

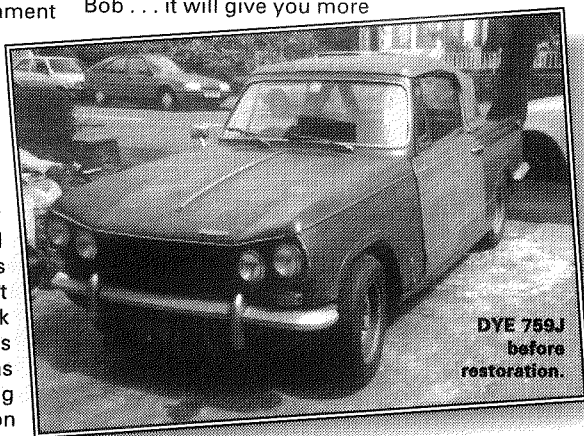
mikecrewes@compuserve.com



H i!...it's still raining!!
And to make matters
worse the budget looms...
oh dear I feel it in my water that
we as motorists are going to suffer
badly... shall I make a couple
of predictions (i am writing this
before!). Petrol... up! 20p a
gallon or it's equivalent!).

And possibly the re-introduction of licensing of our 25 year old cars... no more exempts! And this idea about a £500 bonus/ bounty for owners of cars over 10 years old... what a ridiculous idea... so what happens when your new purchase seven year old car becomes ten? Another handout? I often wonder what planet some of these politicians are on, we don't seem to be able to win... the old saying sums it all up... at the end of the day it matters not who you voted for... because the government always get in!!...

Ok, waffle over... onto our first featured Vitesse(s)... belonging to Andy Marsden (London SW2)... Andy is one of the few people who have responded to a plea in these pages... he was a previous owner of the 1600 convertible EOT 844D... I actually said that it was a saloon in the April register... it did start life that way but it's now a convertible (I think!) thanks for that Andy I'll pass on the photographs to frank in Germany, Andy owns two convertibles himself at present... the first DYE 759J has been restored from scratch (May 1995 - Aug 1996). He is hoping to complete him soon



DYE 759J
before
restoration.

by Mac Reynolds

(Vernon) with just trimming and tuning to carry out... reading through the seven sides of A4... DYE has had extensive work and mods carried out... including strengthened chassis, also using 'box-in' kit for the side rails (from SW Classics), front suspension lowered and up-rated, Superflex steering rack bushes, rear spring negative camber (2°) copper brake pipes, Goodridge hoses... silicon fluid, 3;63 diff (from 1500)... engine:... stage III head, lightened rocker arms, uprated valves/ springs '2x SU HS6's (1;75) on 2;5 manifold, full Bell stainless exhaust system... six branch manifold... the list actually goes on and on but Andy is missing a carpet, as yet anyone a good original one?... Or a newton commercial one? (let me know, I'll pass it on). Andy says the total time spent is somewhere around 900hrs... possibly nearer 1200hrs... I don't doubt it... cant wait to see dye!... Andy's second convertible RS UMR 909J finished in white (DYE is in Citroen... rouge delage almost damson!) Andy says he bought it... just because 'it was there!' I know how you feel you don't want it you certainly don't need it, but anyway he says that he wants to keep it but if it won't fit in the new garage it just may have to go!! If you may be interested I'll jot your name down on a list to pass on to Andy if ever!...

Yes! An update on the centre consoles. There is a gentleman who makes them for the Bond 2litre Équipes (they are identical... so I'm told)... I am hoping to meet up with him at Stafford... and also to borrow the original one owned (never used) my Michael Hancock... but in the meantime if you would like such an item, give Bob Read a call on 01253-883563 when I spoke to him he only had 15 Working Days to go 'till his retirement... we wish you well in that Bob... it will give you more



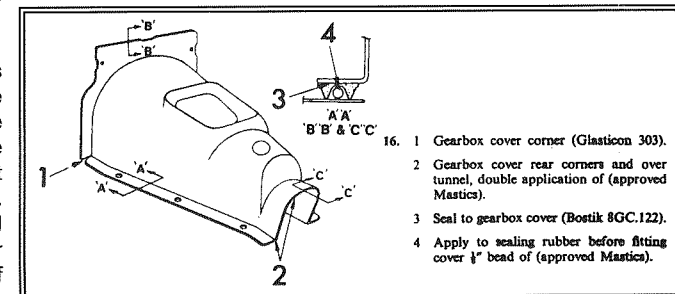
UMR 909
Bought because
'it was there'.
Maybe for sale?

time to manufacture these consoles! They need trimming with a fine grain vinyl... and can come with holes cut or not cut as you require... there is also a moulding which goes over the handbrake... the centre console is at £15 and the handbrake cover at £10... I also have another couple of people to contact with regards to making of these items... so watch this space...

I suppose the next item is slightly related to the centre console as it does support it! The gearbox tunnel... you will see the diagram as to the correct way to dust and water seal it... as if they are a poor fit they will let in water... fumes and hot or cold air depending what time of year it is... and how you are feeling... you can bank on it that if you are hot you will get all the hot air from your engine coming in and if it's in the middle of winter and you are already freezing there will be no hot air from the engine, but some icy blast right up your legs!! It's well worth spending time and patience to get a spot on fit... a question I am often asked is 'are Vitesse any Herald tunnels interchangeable... the answer is... Sort of yes! They are both identical in shape the difference lies in the gearlever hole... due to the obvious difference in the Herald/ Vitesse gearboxes the Vitesse tunnel has the gearlever hole further back in the tunnel (nearer the handbrake) they can of course both be modified to fit with a little innovation and perhaps a little strengthening from a spot of fibreglass... I covered one end of a tunnel in a previous Herald

with fibreglass to give it strength and shape as it bolted against the bulkhead... it worked well... I have not had any dealings with the re-manufactured fibreglass tunnels perhaps I could have your comments/ findings?... please...

And finally a solution if you are trying to cure pre-ignition (running on) and you have investigated all avenues to no avail... and it's driving you to distraction... you can fit an anti-dieseling valve (as fitted to some early Ford Fiestas, and possibly many other makes?) what it is basically is a solenoid valve electrically operated, connected to the inlet manifold (drilled and taped) what it does is lets in fresh air and kills the engine dead. It's a Ford part number 1563632 at a cost of F-37;50 including VAT should still be available as it is still listed... Stan at SW Classics passed on this tip... saying that he had to use it on a Vitesse some years previous all these bits of knowledge out there... if only we could get them altogether in a reference book!!

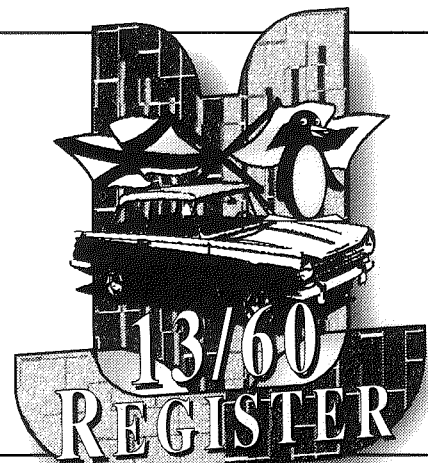


1. Gearbox cover corner (Glasticon 303).
2. Gearbox cover rear corners and over tunnel, double application of (approved Mastic).
3. Seal to gearbox cover (Bostik 8GC.122).
4. Apply to sealing rubber before fitting cover 1/4" bead of (approved Mastic).

And finally... finally... a quick mention about the MkII IVR update... as you will have read in the July Courier (pages 28/29) all is going well... but we do need you to complete a register form for your Vitesse... regardless of what condition it's in from concours to a box of bits in the shed they are all as important as each other... and as you saw the completed form are bringing in some very interesting information your Vitesse could be 'one of a kind' but without filling in an IVR... you'll never know... don't delay... find out today (actually it may take a few weeks but you know what I mean!!).

Thanks, take care, cheers... Mac.





And the Winner is...

by Phil Willson

This month I'll round off my little (that being the operative word) competition. One entrant, Rob Pearce, said he didn't want it to be less successful than a Banbury Area treasure hunt.

Well, it's twice as good as that - I received 4 entries which makes it equal to a Mid-Kent Area treasure Hunt.

It was obviously a bad idea, but that's what I'm good at! I also worry about the numeracy of our members with 'Top Ten' lists having 4, 9, and 11 items - we obviously went to different schools together.

Alexander How's original entry, mostly serious (with my comments, if any, in brackets):

1) Unleaded cylinder head - makes motoring cheaper (With the way things are going, it's more like future-proofing. I fitted one of these from John Kipping 5 or 6 years ago and it's been fine. I had to retard the ignition to about 6 degrees BTDC but the difference in performance has been negligible.)

2) All synchro gearbox - saves embarrassing noises especially from visiting drivers who claim 'My dad had one.', 'I learned in one.' etc. and then forget.

3) Silicone brake fluid - no more rust.

4) Synthetic suspension parts as opposed to the original rubber ones (Expensive but great for cars that are going to be used a lot. Will earn zero marks for originality in a concours competition).

5) Halogen headlights - better for those winter nights.

6) Improved brakes - either vented discs or better callipers (Certainly a good idea for performance modified cars but not really necessary for those in standard tune. A cheaper possibility is to fit a remote servo.).

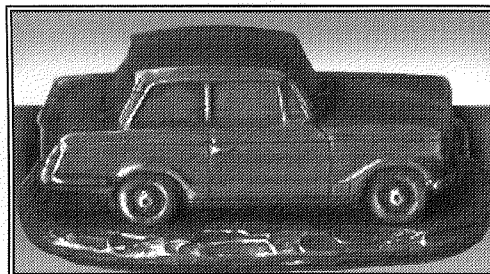
7) A radio - yet to see one that fits well and doesn't occupy the glove box...

8) Inertia seat belts - mainly to stop the belts getting trapped under the seats.

9) Upgraded steering rack mounts - better road feel (You mean you can't feel the road in the normal Herald?).

A serious entry from Ian Leiper:

1) Rear seat belts (good if you can get good anchorages. Easier on saloon and estate than convertible - see later for further comments.).



2) Loudspeaker connected via a capacitor across turn indicator warning light because the flasher unit is not usually audible. (Sounds a reasonable idea to me and the capacitor would ensure a 'clicking' sound - and you'll burn out the speaker without it. My solution to the deafening silence of the standard fitment is to pass the connecting wires through the nearby grommet to the inside and re-mount the unit behind the parcel shelf.)

3) Full width radiator (I've never found this necessary on a car in ordinary use if all the waterways are clear, but it's a good idea if you aim to modify the engine).

4) Leave nipples permanently screwed into front trunnions (to be picky, they're actually in the vertical link) to encourage frequent oiling - fit rubber brake bleeder caps to keep the dirt out.

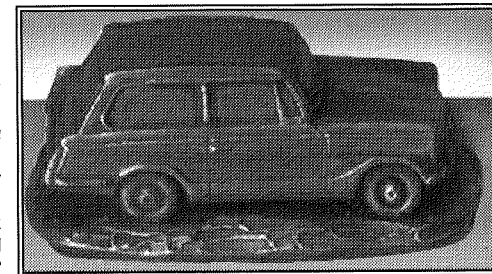
5) Reversing light. (If you use a selector mechanism from a MkIV 1300 Spitfire, it should have a reversing light switch mounted on it so that switching would be automatic. Otherwise you must fit a dash warning light.)

6) Halogen headlights (Heard that one before somewhere.).

7) Vitesse size fuel tank. (8.75 gallons - later cars have this already and all estate cars have a 9 gallon tank.).

8) 'Easy view' reservoir on brake master cylinder (The originals were effectively like this, although the extra bit looked like an afterthought - which, of course, it was. So were the more recent replacements. I am

Look at what you coulda' won! One of these fabulous pewter 13/60 miniatures (below, right & overleaf) in saloon, estate or convertible form. Don't they look lovely ladies and gentlemen?



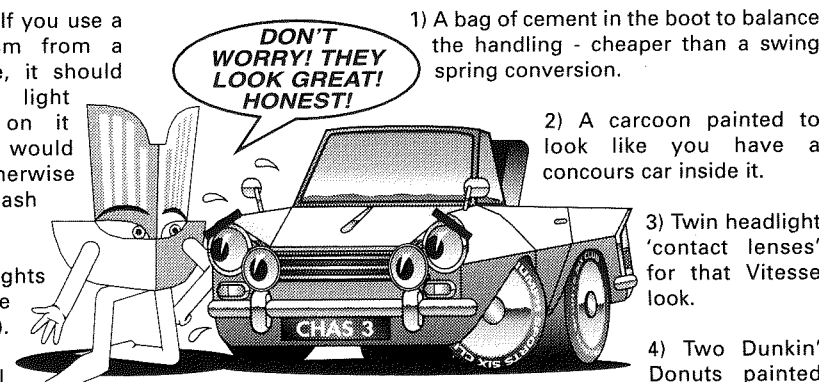
often asked why you need the extra capacity that the 'add-on' bit gives and it's simply because the disc callipers have a large fluid capacity. As the pads wear, the fluid level will drop more than the original cylinder could cope with. Obviously, if you maintain your car regularly this would not be a problem but you have to design these things for owners who only service things when they go wrong - if they survive!).

9) Unleaded cylinder head.

10) Rear fog lights (A dash warning light is required by law).

11) Give car a name. It makes it much less likely you'll sell her. It also tends to make you care for her better. (I agree, and many Herald owners have done this.)

And on the amusing side, from Gregor Steele:



1) A bag of cement in the boot to balance the handling - cheaper than a swing spring conversion.

2) A cartoon painted to look like you have a concours car inside it.

3) Twin headlight 'contact lenses' for that Vitesse look.

4) Two Dunkin' Donuts painted

with underseal and placed on your driveshafts to make people think you've converted to Rotoflex suspension.

And finally from Rob Pearce, some mods carried out on his 13/60 estate and guaranteed to work:

1) Fit no. 3 big end cap backwards which will allow the bearing to slip round, get squashed and wreck the crankshaft and conrod.

2) Connect both horn wires to the same terminal. The horn doesn't work too well, but it makes a nice mess of the wiring loom.

3) Undo all 8 half-shaft flange bolts by a quarter of an inch. Gives amazingly entertaining handling.

4) Don't lubricate the trunnions. This creates exploding vertical links which instantly convert your Herald to a sledge. (Rob knows this works well because he's done it TWICE.)

5) Fit a new engine with one and a half head gaskets. It takes ages to work out where the compression went.

6) Don't fit copper washers between brake hoses and cylinders. Brakes are great for a while, then non-existent.

7) Bend the carb linkage bottom bracket down a fraction. One day you'll be driving along when the rod inside the return spring pops out and jams the throttle firmly shut.

8) Rust along the top rail of the windscreen creates extra ventilation. Becomes an ice making machine in winter.

9) Remove nylon bush from base of gear stick. Great anti-theft device because they'll never find any of the gears.

10) Break off four dynamo fan blades, all on one side. Be amazed by the vibration.

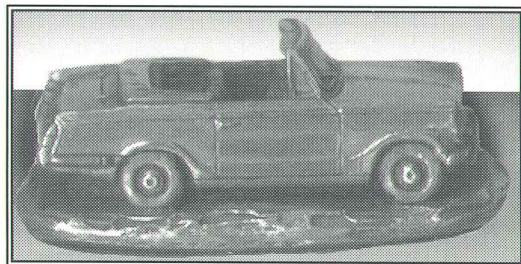
Now, if you think that was a bit extreme, Rob sent a second set in which everything on the car gets changed until you end up with a GT6! Quite a modification but, if I were to be really honest, I think I'd rather convert it to a Mk2 Jag.

So, now to the really exciting bit. It has

been really difficult to choose from so many high quality entries (that's what they usually say in competitions) and I have decided that the prize winners are Ian Leiper and Rob Pearce. If these two gentlemen would like to contact Bernard at HQ, he will send you the model of your choice (no I won't crack the obvious joke.). Many thanks for the entries. It would have been very embarrassing if no one had responded.

Now for some comments on rear seat belts for Heralds. I am often asked about this, particularly with regard to convertibles, and I'm afraid that it's a question that I find difficult to answer due to the kick-back I would get if something went wrong. The cars were never designed with rear belts in mind and nobody, as far as I know, has ever crash tested a Herald with rear belts fitted. Modern

3-point belt fittings are required to withstand a force of around 13.5 tonnes for at least 0.2 of a second at each fixing point (or 20 tonnes for a 2-point). There are also rules about the location of mountings so that Mr. or Ms. Average can wear the belt safely and comfortably. I doubt that any of these can be achieved for a Herald since the car was



designed even before seat belts came on the scene in 1964. My usual reply to an enquiry is to send information about what other people have done to their cars and point out the possible limitations and risks. The main rules are that the fixings must be on strong areas of the body shell and reinforced with heavy gauge backing plates. The belts should be able to run directly to the hips or shoulders of the wearer without touching on other parts of the car such as seat frames etc. A better route for members might be to ask the professionals. I am sorry if this looks like a cop-out on my behalf, but the Club and myself could end up in real hot water if we made recommendations which proved to be seriously flawed.

On that bright note, I bid you farewell and go back to assembling my chassis and preparing for Stafford. TTFN.

p.j.willson@qmw.ac.uk



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Front wing lip repair	£18.00
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Rear wing Vitesse/Herald	£68.00
Rear quarter valance	N.A
Rear valance Herald/Vitesse	£39.00
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Door step repair	£8.00
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Moulded carpet set, Herald/Vitesse	£130.00
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Inner weather strip Spitfire/GT6	£4.00
Bonnet scuttle seal	£4.50
Door check strap seal	£2.25
Wheel arch seal kit	£6.00
Spitfire Furlux seal	£12.00
GT6 Furlux seal	£19.00
Front valance seal Spitfire III	£1.10
Front quarter valance seal MkIV/1500	£2.20
Triumph pedal rubber	£2.00
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ANGLIAN TRIUMPH SERVICES - KEEPING YOUR TRIUMPH ON THE ROAD



by Bob Westgarth

**Spit 1500
powered 12/50!
The Herald
street-rod
resplendent in
Signal Red.**

This month I am featuring a modified Herald 12/50 which attended the Lakes Triumph Weekend last month. In fact it almost fits in to my request for information on twin carb conversions, and other performance modifications, as it has a Spitfire 1500 engine lurking beneath the bonnet. This certainly makes for excellent performance and would perhaps be a good swap for anyone wanting to run a Herald as an everyday car and needing to be able to easily keep up with modern traffic. As you can see the modifications do not end with an engine swap.

At long last I am free of the plaster cast and can type my own articles but I must thank my daughter for her help, and her patience, in producing my previous efforts.

Regrettably doctors orders still are keeping me from the garage as the fracture has only partially healed and stress could re-break the bone. However I have managed to do some work and will report on it's completion next month.

On now to a slightly more technical subject. As I said at the beginning I am not allowed to put strain on my wrist but I have managed one or two small jobs in the last few weeks. Having recently acquired a JC MIDGE kit car which had stood outside for three years and never turned a wheel I was faced with a number of jobs which are applicable to anyone buying a car with a similar history. As a non runner the car was trailered home. Fortunately the brakes were not seized on as the handbrake had been left off while the car was parked. Had they been seized I have found that they usually free if you first slacken the adjuster then hit the brake drum all round with a hammer while attempting to turn the hub. If this fails I have usually found that strip-down is required and a suitable puller will be needed to remove the drum. Once removed fit the wheel back on the hub without the brake drum. The adjusters, springs and shoes can then be replaced with new items at your convenience in the comfort of your own garage. It will then be ready to roll on to a trailer or to tow on a fixed bar.

Having freed the mechanical side of the brakes it may be that the hydraulics are also seized. This was the case with my car, the rear slave cylinders and the master cylinder being solid. Fortunately the front calipers were free. The master cylinder can be dismantled easily by following the instructions in the workshop manual and new seals are readily available from specialists, autojumbles and even your local parts factor may



The owner has fitted quite subtle wheel arch extensions along with other modifications to the body which include the fitting of a front air dam and a Vitesse alloy bumper set. The lighting has been altered to include sidelights built in to the headlights with new small indicators below. At the rear fog guard lamps have been built in to the rear valance. Polished eight spoke alloy wheels and an excellent paint finish complete the exterior. Inside extra dials have been installed along with bucket seats fitted with head restraints. The car certainly turns heads and has excellent performance.

be able to help. Never simply free any brake hydraulic cylinder and refit it to your car. The rubber seals will almost certainly be damaged and the consequences of brake failure could well be fatal! The rear cylinders can be rebuilt in the same way although I used new components as these are not too expensive.

Even if the hydraulics appear to work perfectly on your car it is prudent to replace the seals on any car which has been stored for any length of time as the rubber will have deteriorated and become brittle. This will inevitably cause fluid to seep past the seals leading to eventual failure. For the same reasons it is advisable to replace the rubber hydraulic hoses leading to the slave cylinders. Problems with the clutch hydraulics can be dealt with in the same manner. Many people experience a problem with a stored car of the clutch plate having rusted to the flywheel. This prevents disengagement and gear selection. Sometimes merely running the engine in neutral with the clutch pedal depressed will spin the clutch plate free. If this does not work a more brutal approach will be needed. Usually I lift the rear wheels and put the car on very solid stands then start the engine with the car in gear. With the rear wheels spinning quickly and the clutch pedal depressed apply the brakes sharply. The clutch will free or the engine stall. Some people recommend this procedure be done with the car running on the road though I am not convinced that this gives any better results. If after several attempts the clutch has not freed then I am afraid the best course of action is to remove the gearbox from the car and replace the clutch.

I have found that it is not worth refitting the old clutch parts unless you know that new parts were fitted

just prior to the vehicle coming off the road. Even then it is still possible that corrosion has damaged the friction material. One other problem you are likely to have to

...a lot of the problems relate to items containing rubber and it is worth checking all rubber parts, hoses, fuel pipes and so on before running the car for any great distance.

overcome is getting the engine to run. I always check the plugs, points, condenser and coil to ensure a good spark in the cylinder. Then I would advise running a length of rubber fuel hose from a gallon can of fresh petrol direct to the fuel pump. If the car still will run it is worth putting a small quantity of fuel into a bottle and connecting directly to the carb. With the bottle held above the carb gravity will provide enough fuel feed to start the car. If the car now runs it is

likely that there is a fault in the fuel pump and a new one, or a rebuild kit will be needed. The reason that I use petrol from a can is that petrol deteriorates over time and often contains dirt and corrosion from inside the tank. It is better to know that the fuel is not the cause of the failure of the car to run. If the fuel in the tank has gone off it is a simple job to drain the tank. It will usually be beneficial to remove the emptied tank and clean it thoroughly to remove any particles which could block the jets in the carb.

Another possibility would be to install an extra inline disposable fuel filter to remove these. I also use a product called Easy-Start which belonged to my father. This is

GET IT GOING!

sprayed into the air intake of the carb and is highly combustible. If anyone knows if this product, or a similar one, still exists I would like to hear from them. The final problem on my car was the tyres. These were new only a few hundred miles before the car was laid up and looked very good with full tread depth. Never allow the presence of new tyres on your prospective purchase to sway your judgment of a car. In my case the tyre sidewalls began to crack and split almost as soon as the wheels began to turn while loading the car, and on close inspection even the spare was showing signs of slight crazing on the sidewalls. As you can see a lot of the problems relate to items containing rubber and it is worth checking all rubber parts, hoses, fuel pipes and so on before running the car for any great distance.

"As I am writing this my information is that the field is waterlogged and there is a possibility that we may not be able to use the grass areas."



From the rear, check out the built in fog lamps and wheelarch extensions

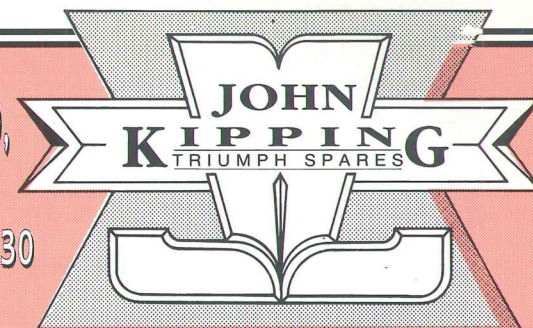
Checking all of the above is also important before making your purchase and the faults found may help you to negotiate a better deal. None of the jobs require special equipment or expertise and are fully detailed in both factory and Haynes type manuals, however if you have any doubts over your ability any work on braking systems should be trusted to a competent mechanic.

By the time you are reading this Stafford will have happened and I will no doubt have met quite a number of you there. As I am writing this my information is that the field is waterlogged and there is a possibility that we may not be able to use the grass areas. Looking from my window it is sunny with a light breeze and the forecast says this will continue for at least another week so hopefully the field will be dry and the sky sunny over the Stafford weekend. Regardless of the weather I am sure we will all have had a wonderful time and acquired more bargain parts in the autojumble.

Next month I hope to bring you more members cars, more technical bits, and hopefully some news regarding the IVR scheme. Until next time enjoy your Herald and pleasant driving.



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A couple of months ago Bob Westgarth, the Herald 948/1200 Secretary, was asking if anybody had information regarding Herald twin carb conversion set-up.

As this area overlaps Herald and Spitfire, I thought owners of these cars might be interested in what information I have on the subject.

I am very lucky in owning an old booklet called Triumph Spitfire 4 Competition Preparation and Stage Tuning Incorporating Herald Models. For the Herald there were tuning kits and special conversions available. The most interesting fact being that OVERDRIVE WAS AVAILABLE for the Herald, only if purchased with conversion Kit 'A', which included Spitfire engine complete with clutch to current production specification. Vitesse instrumentation which includes separate speedometer, revolution counter, temperature gauge and fuel gauge. A free-flow, twin chrome tail pipe silencer. A rear axle ratio of 4.55:1.

by Brett Dennis

HOMOLOGATION

General

Because of frequent changes in the regulations governing motor sport, any private owner who wishes to modify his car prior to participating in serious competition events should first contact the Standard-Triumph Competition Department.

All items mentioned in this booklet, unless stated, are homologated, that is, eligible for use in competitions approved by the 'Federation Internationale de L'Automobile' (F.I.A.).

Triumph Spitfire (1964)

The new 'four-port cylinder head' included in the 'Stage II Conversion', differs from the normal production item. Therefore, all Spitfires from Chassis No. FCI, when built to Stage II Tune, are homologated as an entirely different model. This has been titled 'Triumph Spitfire (1964)' to differentiate it from the normal production model.

The rules of the F.I.A. permit the use of any of the following additional items of equipment without the need of homologation:

1. Stage II gearbox conversion, with or without Overdrive.
2. 4.5J wide rim wheels (Steel or Alloy).
3. Competition brake materials.
4. Brake booster of any make.
5. Oil cooler.
6. Competition suspension.
7. Competition shock absorbers.

Triumph Herald 1200 Range

Under F.I.A. rules, homologation requirements for touring cars differ from those of sports cars. A normal production Triumph Herald 1200, therefore, may be fitted with any of the following items:

1. 1147cc Twin 1 1/8" S.U. Carburettor Conversion (Kit No. 511037).
2. Disc front brakes.
3. Competition brake linings and brake booster of any make.
4. Suspension equipment.
5. Oil cooler (group two events only).

NOTE: The Stage II engine, gearbox and Twin 1.25" S.U. conversion have not been homologated for the Herald range.

Rear Axle Ratios

The standard production rear axle ratio is 4.11:1. Alternative ratios are available as crown wheel and pinion sets under the following part numbers. The fitment of alternative ratios will require a correction of the speedometer. Calibrated speedometers are not available for the alternative ratios at the present time through normal spares channels.

4.11	(Standard production)	51005
3.89		514201
4.375		512453
4.55		502018
4.875		502017

HERALD 1200 AND 12/50 TUNING KITS

Herald and Spitfire models have common basic units, therefore, all Stanpart materials marketed for the Spitfire 4, with the exception of competition springs and dampers, can be fitted to the Herald. (Refer to 'Homologation' page 5). Page 4.103 of the Workshop Manual lists appropriate springs and dampers for Herald Models.

On table.1 - tuning kits, containing fitting instructions, are available for Herald 1200 and 12/50 Models.

Fitting a 12/50 Kit to a Herald 1200

A 12/50 tuning kit can be fitted to a Herald 1200 but this conversion will require the following parts not included in the kit as they are already fitted to 12/50 models.

	Standard Production Herald 1200 Single Carb.	Herald 1200 Twin 1 1/8" S.U. Carb. Conversion	Herald 12/50 Twin 1 1/4" S.U. Carb. Conversion
Kit Part No.	-	511037	512596
Retail Price	-	£39 10s. 0d.	£39 10s. 0d.
Compression ratio	8:1	8.5:1	9:1
B.H.P.	43 at 4,500 r.p.m.	*60 at 5,800 r.p.m.	63 at 5,750 r.p.m.
B.M.E.P. p.s.i.	139	135	144

*With 'pancake' type air cleaners.

In addition to machining the cylinder head to provide a compression ratio of 9:1, it will also be necessary to machine the inlet ports to 1.248" - 1.252" dia. for a depth of 0.38" to accept the inlet manifold locating sleeves.

	Item	Part No.
1 off	Camshaft - this item is required only up to Engine No. GA. 154890. Later engines are provided with the correct camshaft.	204490
1 off	Front exhaust pipe (up to Commission No. GA.80001)	304213
1 off	Front exhaust pipe (after Commission No. GA.80001)	306443

The basic differences between the 1200 and 12/50 tuning kits apply to compression ratios, ignition distributors and carburettors. The details are as follows:

Compression Ratios

The standard compression of 8:1 is raised to 8.5:1 for the 1200 tune and to 9:1 for the 12/50 tune.

Ignition Distributor

The standard distributor, Part No. 208968, is suitable for the 1200 conversion at 8.5:1 compression ratio. A new distributor (Part No. 209697), included in the 12/50 kit, is needed for a compression ratio of 9:1.

Carburettors

Twin S.U. 1 1/8" carburettors are supplied in the 1200 kit and S.U. 1 1/4" carburettors in the 12/50 kit.

Valves

Both the 1200 and 12/50 tuning kits contain valves using split cone

spring retaining collars. This type of valve must be used when the high lift camshaft supplied in either tuning kit is fitted.

Warranty

The fitting of factory Stanpart twin carburettor conversion kits, disc brakes, conversion kits and other factory accessories detailed and specified for use on Herald Range will not invalidate or affect the vehicle warranty in any way. Should the fitting of Spitfire tuning equipment as detailed within this booklet be contemplated, your attention is drawn to the warranty position with regard to engine tuning parts specified for Spitfire as outlined within this booklet under the heading 'Warranty', page 6.

HERALD 1200 & 12/50 SPECIAL CONVERSIONS

Subject to the receipt of specific written instructions. The Standard-Triumph Service Division will undertake the fitting of Stanpart tuning kits, special accessories and any suitable item of optional equipment described in this booklet. They will also undertake any special work involved in the preparation of a car for rallying or competition events.

Owners who wish to purchase a new car built to a specification different from the standard form should direct their enquiries through a Standard-Triumph Distributor or Dealer and must conform with the following conditions:

All prices for conversion work detailed are strictly nett and are applicable only to new cars with inter-factory mileage delivered to Allesley, Coventry,

direct from the Car Release Despatch Department at the Fletchamstead Works.

Cars to be subjected to engine conversion must be equipped with disc brakes, which should be specified on the original order form placed with Standard-Triumph Sales Division.

Purchases Tax - Special Conversions

NOTE: To avoid payment of purchase tax for conversion work the following H.M. Customs and Excise requirements must be complied with in full.

(a) The Distributor/ Dealer must have completed the sale of the car to the user customer and substantiate this by the provision of a specific user customer order accompanying the normal Distributor/ Dealer order, which should detail the registration number and the commission number of the vehicle.

(b) Collection from Canley Car Release Department, Fletchamstead Works, and delivery to Service Department, Allesley, must be undertaken by the owner or his Agent, not Standard-Triumph personnel.

Special Service Division Conversions available which in no way affect the normal vehicle warranty

Conversion "A" Price £95 0s. 0d. nett. Consisting of: Spitfire engine complete with clutch to current production specification. Vitesse instrumentation which includes separate speedometer, revolution counter, temperature gauge and fuel gauge. A free-flow twin chrome tail pipe silencer. A rear axle ratio of 4.55:1.

Conversion "A1" Price £165 0s. 0d. nett. Consisting of:

Conversion (A) plus Laycock "D" type overdrive operating on 3rd and top gears. Ratio 0.802:1. N.B. Overdrive only available with conversion (A).

Conversion "B"
Price £65 0s. 0d. nett.
Consisting of:
Current production specification Spitfire engine and clutch.

Conversion "C" Price £25 0s 0d. nett Consisting of:
Current production specification 12/50 engine and clutch.

Conversion "D" Price £15 0s. 0d. nett. Consisting of:
4.55:1 rear axle ratio.

PERFORMANCE DATA FOR SPECIAL CONVERSIONS A & A1

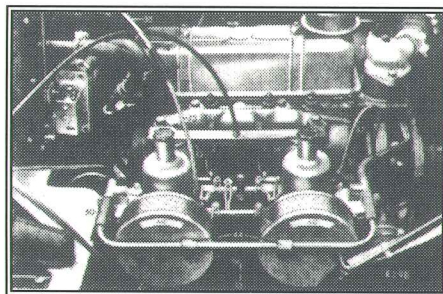
Gearbox Ratios at 1200 - 12/50.
Rear Axle Ratio 4.55:1.
Overdrive if fitted. 0.802 ratio. Laycock "D" type.
Figures in brackets denote M.P.H. speeds with radial ply tyres (Dunlop S.P. 145 13).
Tyres Dunlop 5.20 13.

	O/D Top	O/D Top	O/D 3rd	O/D 3rd	O/D 2nd	O/D 2nd	1st & Rev.
Ratios to	1.802	1.0	1.12	1.39	1.73	2.16	3.75
Overall Ratios	3.65	4.55	5.09	6.35	7.88	9.83	17.06
Engine r.p.m. at road speed of m.p.h.	565 (575)	705 (716)	790 (804)	985 (1000)	1220 (1240)	1520 (1550)	2640 (2680)
Road speed (m.p.h.) at 1000 r.p.m.	17.67 (17.4)	14.17 (13.9)					
Road speed (m.p.h.) at 5,500 r.p.m.	101.6 (100)	80.2 (79)	71.0 (70)	56.8 (55.8)	45.0 (44.2)	36.2 (35.6)	20.8 (20.4)
Road speed (m.p.h.) at 6,000 r.p.m.	111.6 (110)	87.9 (86.4)	78.1 (76.9)	62 (61)	49.2 (48.4)	39.4 (38.8)	22.7 (22.3)
Road speed (m.p.h.) at piston speed of 2,500 ft. min.	91.7 (90.0)	72.8 (71.5)					

All above road speeds are theoretical 5th wheel calculations taking into account tyre growth.

COMPARATIVE PERFORMANCE DATA

M.P.H. IN TOP GEAR	1200	12/50	VITESSE	1200-12/50 CONVERSION "A"
20 to 40	11.9	12	9.6	10.7
30 to 50	13.0	13	9.6	11.2
40 to 60	18.5	16.5	10.6	12.4
M.P.H. THROUGH GEARS				
0 to 50	17.5	14.5	12.0	10.9
0 to 60	17.5	21.5	17.1	16.3
MAX. Speed				
M.P.H.	77	81	89	87
B.H.P.	43	51	70	67



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Steering Column Bushes (all cars except late 1500/GT6)	£5.91
Front Wheel Bearing set (state model)	£12.34
Track Rod end	£6.99
Solid Rack Mount Kit	£22.26
STANPART Trunnion	£14.04
Front Spring (standard OR uprated)	£14.68
Top ball joint (all models)	£11.69
Front Trunnion kit (all models)	£4.64
Front vertical link (state model)	£52.81
Anti Roll Bar Links	£11.69
Front Shock Absorbers (state model)	£21.09
Steering Rack (exchange)	£41.06

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

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

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

BRAKES	
Fully Restored Calipers (as new (exchange) Her/Spit)	£53.95
Fully Restored Calipers (as new (exchange) Vlt/GT6)	£64.56
Caliper Seal Kit Type 12 (early spit/Her)	£11.74
Caliper Seal Kit Type 14 (late spit/Her)	£17.25
Caliper Seal Kit Type 16 P/B (Vlt/GT6, state chassis no)	£10.51
Caliper Pistons from	£10.51
Front Brake Pads (type 12 caliper)	£6.99
Brake Hoses (state model and position)	£8.10
Front Brake Pads (other models) from	£8.16
Brake Discs Herald/Spit	£15.21
Brake Discs Vitesse/GT6	£17.03
Brake Shoes Spit/Herald	£11.69
Brake Shoes Vlt/GT6	£7.95
Brake Drums (all models) from	£25.85
Copper Brake Pipe Kits from	£23.44
Rear Wheel Cylinder (Herald/Spit)	£7.50
Rear Wheel Cylinder (1500/GT6)	£7.50
Silicon Brake Fluid (1 litre)	£19.91

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

Spit MkIV/1500 Rear wing (excellent quality)	£82.19
Spit/GT6 Outer Sill	£21.09
Spit/GT6 Quarter Valance (fibreglass)	£23.44
Spit/GT6 Quarter Valance Teel	£46.94
Spit/GT6 Floor Pan	£50.46
Spit/GT6 Door Skin (high quality)	£25.79
Spit/GT6 Front Wing (high quality)	£28.14
Spit/GT6 Front Wing (original)	£39.95
Spit/GT6 Boot Floor steel	£58.69
Spit/1/2/3 Bootlid steel	£135.12
Spit Mk IV/1500 Bootlid steel	£152.69
Rear Valance (MkIV / 1500)	£35.19
Rear Valance (Spit I, II, III)	£43.41
Front Outrigger (Spit/GT6)	£18.74
Front Chassis Crossmember (Spit/GT6)	£25.79
Chassis Outriggers (Her/Vlt) (Heavy Duty) all	£16.39
Front Chassis Cross Tube with overrider brackets (heavy duty Her/Vlt)	£64.62
Front Cross Tube Repair ends (Her/Vlt)	£17.03
Her/Vlt Front Valance (F/Glass high quality)	£28.20
Her/Vlt 13/60 LH Front Wing	£67.56
Herald 13/60 RH Front Wing	£67.56
Herald/Vitesse Sills	£15.21
Herald/Vitesse Front Wheel/arch Lip Repair	£14.04
Herald/Vitesse Doorskins (original pressing)	£44.59
Herald/Vitesse Rear Quarter Valance (f/glass)	£13.51
Herald/Vitesse Rear Centre Valance (f/glass)	£22.26
Herald/Vitesse Centre Valance Original Pressing	£42.24
Herald/Vitesse Rear Quarter Valance (steel)	£18.74
Herald/Vitesse Rear Arch Lip Repair	£15.21

RADIATORS AND COOLING	
Full Width High Cooling Spec (Spit)	£111.62
Standard Herald and Spitfire ex	£76.37
4 row, High Spec for all GT6/Vitesse, (no Kenlowe required) ex	£105.69
Kenlowe Fan Kit (for the power hungry)	£88.12

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Windscreen Seal (Spit 1/2/3 GT6 1/2)	£15.21
Bright Trim Finisher (for Spit I/II/III/GT6 I/II/III/Her/Vlt)	£5.95
Windscreen Seal (Spit IV/1500)	£14.98
Pair of Bright Trims for (Spit IV/1500 seal)	£39.89
Windscreen Seal (Herald/Vitesse)	£18.80
Rear Screen Seal (Herald/Vitesse)	£25.85
Door Seal Furlex (per side) from	£12.69
Outer Door Glass Seal (all cars)	£5.81
Inner Door Glass Strip	£4.11
Boot Seals from only	£13.47
T' Pedal Rubbers	£2.34
Herald Rubber Bumper Set (6 parts)	£99.87

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

HOODS AND TONNEAUS	
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Vynide Hoods, all at	£99.81
Tonneau Covers	£57.51
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Mohair Hoods	£223.19

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Dynamo Exchange	£23.44
Alternator Exchange	£23.44
Voltage Regulator (2 Bobbin)	£23.44
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CLUTCH KITS	
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— **by Trevor Collett** —

interior and dash and is setting about making improvements. Apparently the reason Malcolm has the car at all is my fault! He has had the TSSC car bug for many years but had decided, as he reached the official retiring age, that it was time to stop playing around with old Triumphs. He should have realised that it was not going to be as easy as that. Prompted by my writings on the joys of Moss ownership he went to have look at one and, inevitably,

Malcolm
Lewendon's
Moss Malvern

This month's lead photo is, as I'm sure you all know, a Moss Malvern - and, surprise, surprise it is not my Moss Malvern.

This car belongs to Malcolm Lewendon from Tadley. Malcolm tells me it is a Sheffield built body and chassis (Store Street in Sheffield was the original premises of the John Cowperthaite Moss company) with a body number of 319 and a body date of 14 May 1984. This is quite close to my own Malvern which is numbered 272 and dated 29 December, 1983. From this we can perhaps assume that Moss sold about 50 kits in 6 months, at a time when I reckon the company was as busy as it ever got.

Malcolm's car is fitted with a 1500 TC Dolomite engine and he says there is only a small amount of crazing on the fibre glass body - it looks good for 13 years. He is not happy with the

"The Gentry is an MG TF replica body kit originally designed to fit on a Herald / Vitesse chassis and to use all the original Triumph components. Latterly these have now all but dried up, very few are now left as donor cars - unrestored and unloved."

bought it. He says he enjoys messing about with it - long may that enjoyment continue Malcolm, you sad case.

He ends his letter with a hurtful remark about the gel coat finish on my car, which he saw at the SEM - all it needs is 5 solid days with some gel coat repair paste, 1200 grade wet and dry, rubbing compound and polish - any volunteers?

Prize Winning Gentry

The other car featured this month belongs to Roger Turner who lives near Leicester. His Gentry has appeared before and does again thanks to Roger sending in some words of his own. Roger not only composed the following but sent them to me on a disc, thus saving my typing finger - very well done:

The Gentry is an MG TF replica body kit originally designed to fit on a Herald / Vitesse chassis and to use all the original Triumph components. Latterly these have now all but dried up, very few are now left as donor cars - unrestored and unloved.

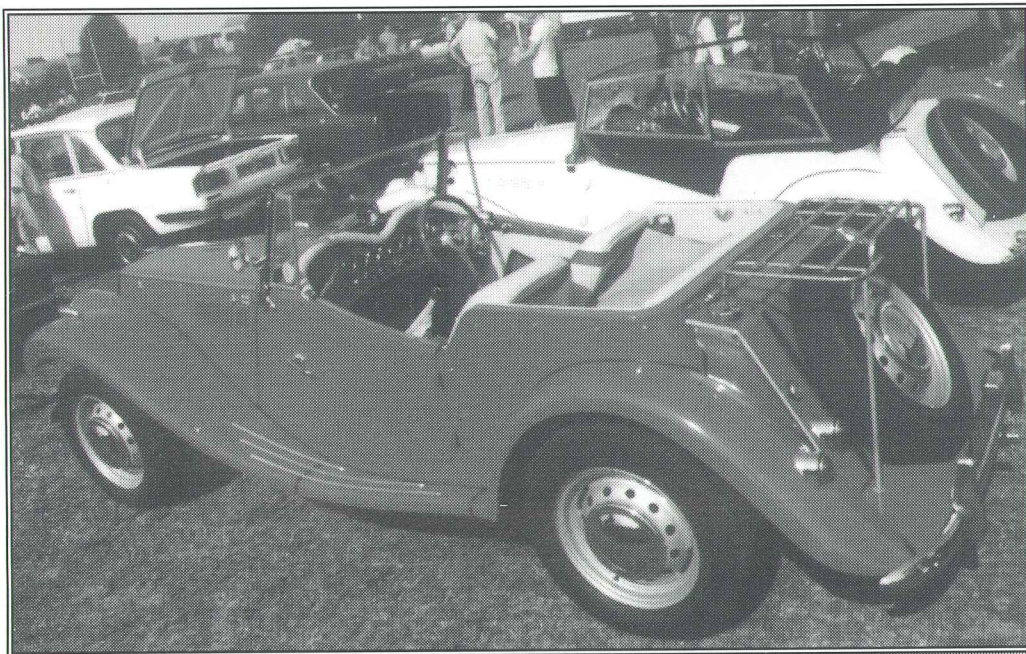
The company producing the Gentry Sports is SP Motors, Barwell, Leicester, they now produce a range of new chassis for Triumph, Ford and MGB mechanicals, which gives the vehicle a wide range of engine types and sizes. The body is constructed on a steel framework, plywood is used for side panels,



flooring and bulkheads and then covered with aluminum, The front and rear wings being glass fibre.

I purchased my Gentry in 1995 as a finished car, it was built in 1991 on an original Triumph chassis. It was fitted with a MK1 2000cc engine and uses all the donor vehicle's running gear, instruments and seats. I have since fitted an overdrive gearbox, a brake servo (very necessary with a six cylinder engine!) and have made some other small modifications.

"Don't forget the event I mentioned last month, the Historic Specials Day takes place on Sunday 17 August at the Cotswold Wildlife Park, Burford in Oxfordshire. This is always a good event with some very rare and interesting cars present."



Historic Specials

1996 was a good year for the car as I gained a first at the Leicester Sunshine Rally, Stanford Hall and was awarded Best Special at Shelford, The TSSC International was another, venue I attended but I didn't enter the concours as I thought it was strictly a pre-entered event I have entered and will be there this year - hopefully,

Thanks Roger, by the time you read this Stafford will be gone and we will know how well you did in the concours.

Don't forget the event I mentioned last month, the Historic Specials Day takes place on Sunday 17 August at the Cotswold Wildlife Park, Burford in Oxfordshire. This is always a good event with some very rare and interesting cars present. for more details contact Richard Disbrow of the Fairthorpe Sports Car Club on:
01 258 454879, evenings.



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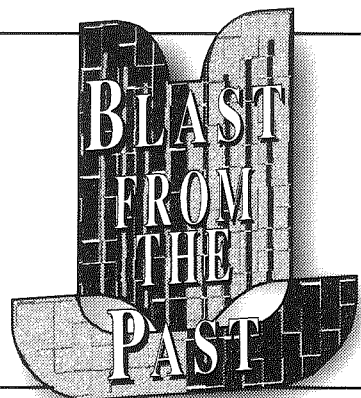
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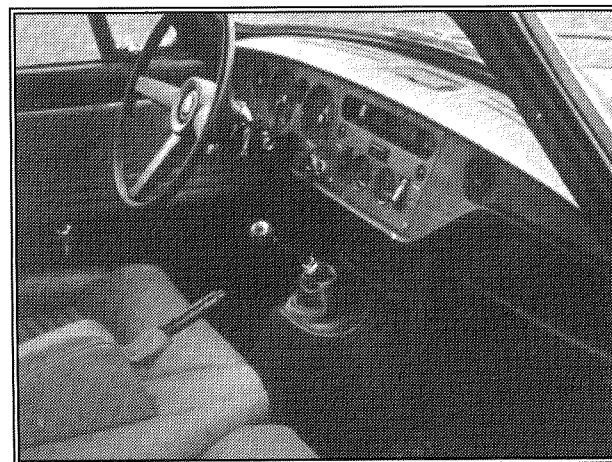


NEW TRIUMPH GT6 Mk2

MORE STING IN THE ENGINE



MORE CLING IN THE TAIL



The GT6 MKII frontal appearance has been considerably altered by raising the front bumper to the level of the radiator grille and the side light flasher units are now in a single cluster below the bumper.

Additional louvres are incorporated behind the wheel arches to reduce under bonnet temperature.

The rear overriders have been raised and the indicators and reverse lights are positioned close together above these. Extractor vents for the full-flow ventilation system are positioned behind the rear quarter lights. An electrically heated rear window is fitted as standard equipment and the GT6 MKII badges at the front and rear identify the car.

New simulated magnesium wheel trims also distinguish the exterior of the new car.

The 1998cc straight six cylinder engine is the familiar unit fitted to the earlier GT6, but the power output has been increased by nearly 10 per cent to 104 bhp at 5,300 rpm. This has been

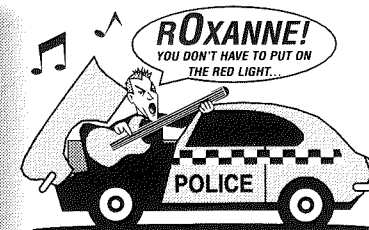
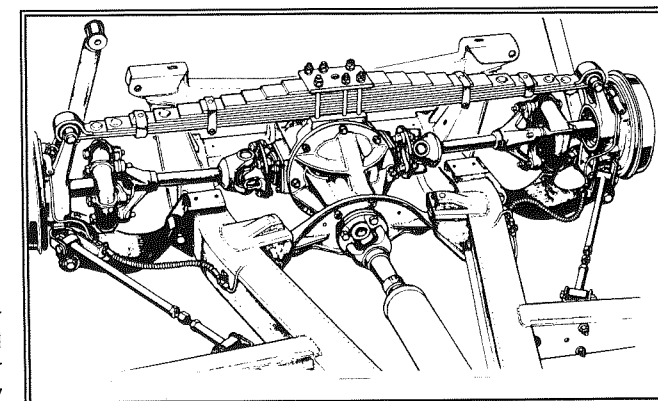
achieved by improved breathing through cylinder head and camshaft modification.

Rear Suspension

The rear suspension has been radically redesigned and consists of a transverse leaf spring which acts as the top link of the suspension, bottom wishbone and trailing radius rods for fore and aft location. The hub carrier is cast steel and telescopic hydraulic dampers are fitted. Transmission from the differential is by a fixed length half-shaft with a universal joint at the inner end and Rotoflex rubber flexible coupling at the outer end.

This suspension system minimises changes in camber angle under roll, bump, pitch and braking thus improving straight line stability, roadholding and handling.

The car is equipped with Goodyear G800 radial tyres as standard.



Interior

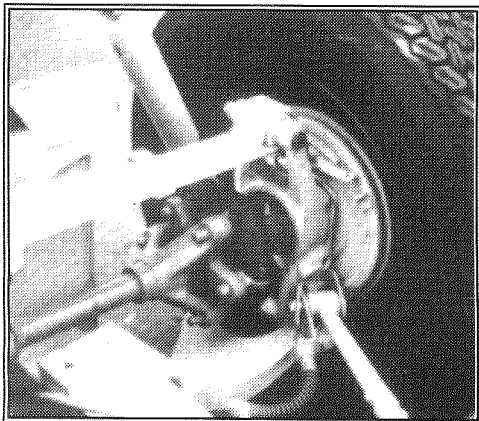
The interior of the GT6 MkII has been entirely retrimmed. The dash panel is finished in non-reflective wood veneer and carries new matt black surround instruments.

The speedometer and tachometer are grouped in front of the driver and the fuel and water temperature gauges are positioned in the centre of the dash. Warning lights for the main beam, oil pressure and ignition are in the speedometer and direction indicator and rear screen demister in the tachometer dial. The indicator for hazard warning lights is in the centre of the fascia.

Dash mounted rocker type switches control rear screen wipers and side panel and headlamps. The combined ignition lock and starter is mounted close to the choke pull and the screen washer button close to the wiper switch.

The heater controls are recessed into the centre of the fascia panel.

A heated rear screen is fitted as standard equipment.



Laycock de Normanville overdrive of .8 ratio on top two gears, electrically operated by switch on steering column. Radio. Luggage straps. Wire wheels with 41/2 J rims. Occasional rear seat. (above & below-left)

The door trims have been altered to accommodate revised window winder and door handles which now fall more readily to hand.

The seats have been recontoured and now give approximately 1 1/2" more headroom. They tip up to give access to the rear parcel shelf or the optional children's seats when fitted and are secured by spring loaded catches. The luggage shelf behind the seats has been reshaped to give more room for bulky cases.

Heating and Ventilation

A new heating and ventilation system is now fitted as standard equipment, which provides hot or cold air to the screen and direct into the footwells. Fresh air vents which are directionally adjustable are fitted into the fascia and under the dash to direct cold air if required onto the driver's and passengers' feet.

Vents are provided behind the rear quarterlights to extract used air. The system is controlled by a two lever system in the centre of the dash and incorporates a two speed blower.

Performance

The GT6 was originally introduced as a flexible, smooth, high speed GT car and the increase in engine power has given its already sparkling performance an extra boost. Acceleration time from 0-60 is cut by approximately five percent to 10.5 seconds and the standing quarter mile time is reduced by 0.2 secs to 17.5 sec. However it is at high speeds that the extra power is most noticeable. 70-90 mph in top gear takes 11 secs, an improvement of 1.5 secs. Top speed is increased by 3 mph to 110 mph.

GT6 Brief Specification

Tyres155SR-13 Dunlop SP41

ROAD SPEED DATA

Engine speeds

At Road Speeds of:	Top	3rd	2nd	1st
10mph	.497	625	885	1318
10 kmph	.309	387	551	820

Road speed at 2,500 ft/min piston speed
in top gear =101 mph.

Road speed at 1,000 rpm in top gear =20.15 mph.

Maximum Recommended Speeds in

Intermediate Gears	Gear	mph
(corresponding to	3rd	96
engine speed of	2nd	68
6,000 rpm	1st	46

PERFORMANCE

Engine

Maximum power 104 bhp at 5,300 rpm.
Maximum torque 1,400 lb/ins at 3,000 rpm.
(equivalent to 145 lb/sq in bmep)

Acceleration	Speed Range	Time (secs.)
Top Gear	30-50 mph	8.0
	40-60 mph	8.0
	50-70 mph	9.0
	60-80 mph	10.0
	70-90 mph	11.0
	50-80 kph	7.3
	70-100 kph	7.7
	90-120 kph	8.6
	110-140 kph	10.3
Through Gears	0-50 mph	7.5
	0-60 mph	10.5
	0-70 mph	13.0
	0-80 mph	18.5
	0-80 kph	7.4
	0-100 kph	11.2
	0-120 kph	15.4
	0-130 kph	18.9
	Standing 1/4 mile	17.5

Maximum Speed

110 mph depending on conditions (177 kph).

Braking

Maximum retardation 1.0g. Equivalent to stopping from 30mph in approximately 30 ft.

Engine

Number of cylinders	6
Bore of cylinders	.747mm 2.94in
Stroke of crank	.76 mm 2.992 in
Piston area	.263cm ² 40.7 sq in
Capacity	.1998 cc 122 cu in
Compression ratio	9.25:1
Firing order	1, 5, 3, 6, 2, 4.

Transmission

Gearbox

Four forward ratios and one reverse.

Ratios	Top	3rd	2nd	1st	Rev.
	1	1.25	1.78	2.65	3.10
Overall ratios	.327	4.11	5.82	8.66	10.15

Rear Suspension

Independent system with lower wishbones and transversely mounted semi-elliptic leaf spring which also acts as the upper links of the suspension. Fore and aft wheel location provided by flexibly mounted trailing radius rods. Lower wishbone inboard pivots rubber bushed, with pre-packed polyurethane bushed outboard pivots. Spring controlled by telescopic direct acting hydraulic dampers. Tapered roller bearings in hubs.

Brakes

Caliper disc brakes on front wheels, disc dia 9.7 in. Drum brakes, 8 in dia x 1 1/4 in wide of leading and trailing shoe type on rear wheels.

Front lining area	22.2 sq in
Front swept area	197 sq in
Rear lining area	38 sq in
Rear swept area	63 sq in
Total lining area	60 sq in
Total swept area	260 sq in

Steering

Rack and pinion (six tooth) type. 4 1/4 turns lock to lock. Three spoke 15 in dia. leather covered steering wheel. Telescopic and collapsible type steering column; recommended adjustment ranges from in depressed to fully extended.

Interior Dimensions

	Ins.	mm.
Seat width (each)	19 1/2	495
Seating width (between doors)	.45	1145
Seat height from floor	.7	178
Seat depth (fore and aft)	.20	508
Headroom for seat cushion	.34	864
Steering wheel clearance from seat cushion	.7	178
Steering wheel clearance from seat squab	.15	382
Squab to clutch pedal	.39 1/2	1000
Width of door opening at waist	.29	740
Interior width between sills	.44 1/2	1130
Maximum interior height	.38	966

Boot capacity14.2 cu ft .42 cu m

This article first appeared in the
October 1968 edition of the
Standard Triumph Review



The Spirit of Adventure

PART 2

by John Thomason

Sponsored by:

ANGLIAN TRIUMPH SERVICES

RIMMER
BROS

TRIUMPH SPORTS SIX CLUB

JOHN KIPPING

Although extremely pleased to be back in the Rally, it soon dawned on me what I had done. I had now only allowed myself three months to prepare a thirty-four year old car, and all the spares, for the hardest journey of its life, the success of which depended upon good preparation! A tall order!

Still I seem to work better under pressure and it wouldn't be the first time I've had to work long hours through the night preparing cars.

First off was to get parts ordered and reapproach potential sponsors. Rimmer Bros. were the first to kindly confirm their support for me with this project and agreed to



"...there was a long list of pills and 'does and don'ts' if you didn't want to suffer anything worse than exhaustion, altitude sickness and the dreaded 'Delli Belly'. What was I letting myself in for?"

supply parts for the initial rebuild and spares for repair along the route. A long form was sent off which essentially covered all the suspension, brakes and general service items.

John Kipping was my other main sponsor and upon learning about the project, John was full of enthusiasm and he has been an immense help in terms of advice and parts; John supplying the entire transmission and a large number of other items.

First mention of the venture to the Club and Bill Sunderland was "You're crazy!" but I'm used to that. I received a similar response when I first mentioned the idea of racing Quasi at Macau. But then to add insult to injury, he added that the car would be lucky to finish - what a slur on the good name of the Vitesse! And this from the Club Manager of the TSSC - shame on you Bill! Still, I suppose I shouldn't chastise him too much, he did secure some desperately needed sponsorship for me. However, I am getting a "Humble Pie" baked for Bill for October - I hope I don't have to eat it!

Dave Aspinall of Anglian Triumph is my final sponsor, generously providing funding for a number of items. I cannot express enough my thanks for the support of these sponsors. It is very gratifying to know that the TSSC has traders such as these willing to support our cars in projects such as this.

The often unmentioned and less enthralling part of preparing for a Rally is the paperwork, and this Rally had more than its fair share. I've built up a 3" thick lever-arch file of paperwork!

First off was a detailed, six-page entry form requiring everything you could possibly think of about Driver, Co-Driver and car. Amongst other things, this was used for temporary Chinese Driving

c) Some Visas require details of your financial status (I've got no hope then!).

d) Some Embassies will not issue a Visa unless the Passport includes a Visa for entry into the next country - applications would, therefore, have to be in a certain order.



Licenses, insurance and Chinese number plates, the Vitesse becoming temporarily registered in China!!

Visas also had to be applied for in China, Tibet, Nepal, India, Pakistan, Iran and Turkey, with the organisers warning of many pitfalls e.g. a) some Embassies may consider the Rally a 'Sporting Event' and, therefore, require special permission/letters of recommendation.

b) most Tourist Visas don't cater for 'Visitors' driving through their country - points of entry usually being an airport or port! Awkward questions could be asked about import/export of the car!

e) Some Visas could only be applied for one month before the start. As I write, I am starting to apply for the above Visas and hope it doesn't become a nightmare. They don't come cheap either, the Iranian Visa costing £60.

For the above countries an International Driving Licence was also required; that I obtained from the AA.

Other things required to be done included:



a) A mini CV for Press Releases.

b) Booking a one-way flight to Peking: a special deal was available with Air China - could this be the most dangerous part of the whole journey?!!

c) Medical insurance that would cover an air ambulance out of remotest parts of China and Nepal.

d) A quite frighteningly long list of jabs that left me wondering what they were going to do when they ran out of room on my arms! Oh yes, there was an equally long list of pills and 'does and don'ts' if you didn't want to suffer anything worse than exhaustion, altitude sickness and the dreaded "Delli Belly". What was I letting myself in for?

Well, having sorted out the above and a well-worn path to the Passport photo machine, I then had to sort out the paperwork for the car.

To be eligible for the event, apart from meeting the technical regulations particular to the Rally, the car also had to have a FIVA Identity card. Again



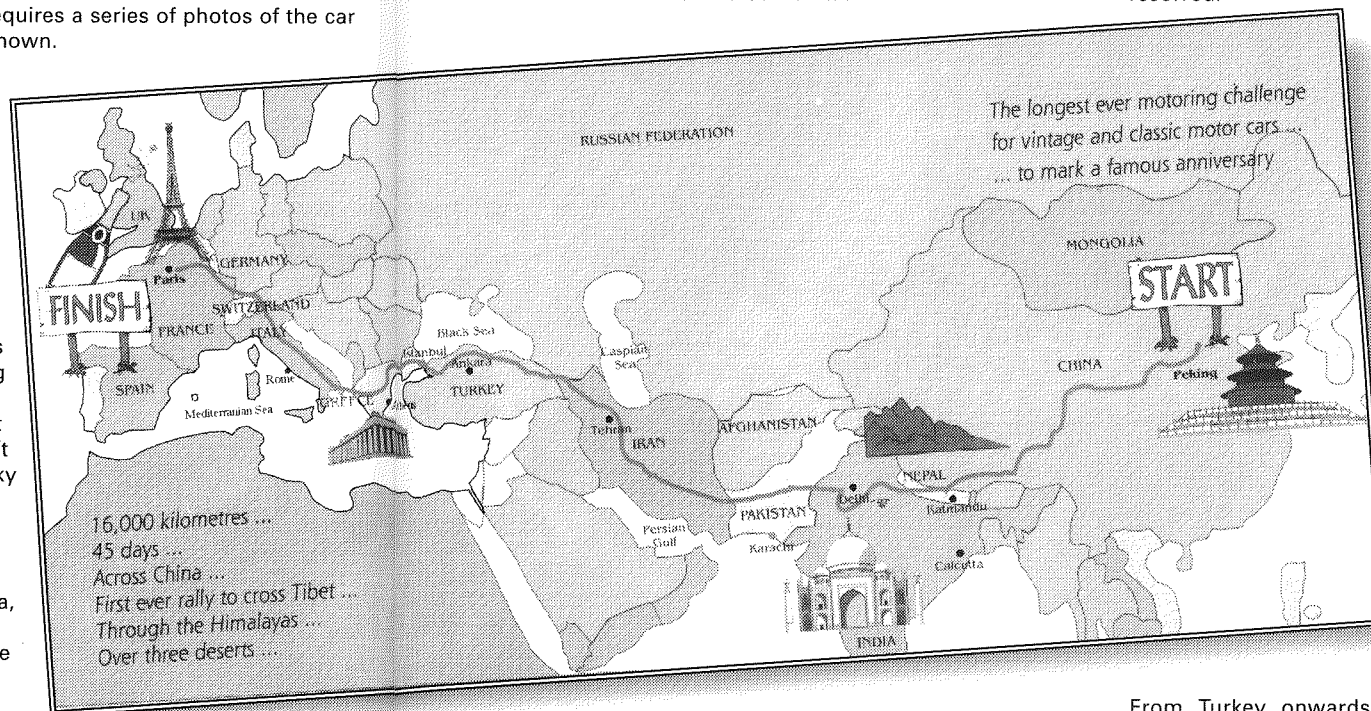
a long form to fill out, photos of the car and also an inspection of the vehicle to ensure its authenticity and that non-standard parts had not been fitted.

China also requires a series of photos of the car - purpose unknown.

The other mandatory document was a Carnet de Passage. This is essentially a passport for the car, allowing you to pass across borders without having to pay and reclaim Import Duty - we don't know how lucky we are when driving in the EEC. A Carnet was required for Nepal, India, Pakistan and Iran. One of the conditions of issue of the Carnet is that you have insurance or a Bankers Indemnity that will cover the Import Duty should your car not leave the country e.g. fall down a ravine!! The indemnity required by India was 150% of the value of the car - the one occasion you require a low

insurance valuation!! I didn't envy the owners of the Bentleys in this case! Despite the Insurance/Bankers Indemnity, the AA who issued the Carnet, still required a deposit of £500 as well as the £72 for the Carnet itself!!

the event of a claim is questionable and there are visions of being delayed at borders until a claim is resolved.



Because we were passing through Pakistan, the only country that wouldn't accept the UK Log Book, (V5), I had to obtain an ICMV (International Certificate for Motor Vehicles).

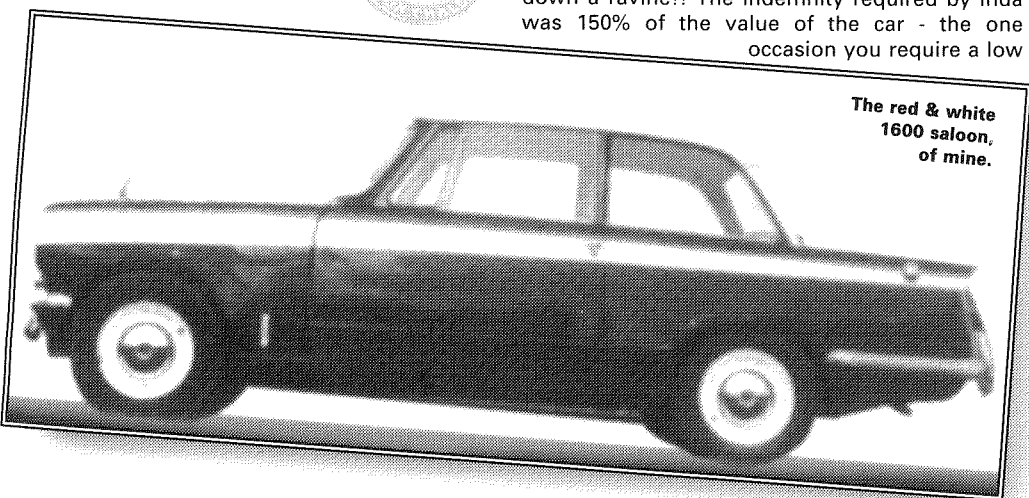
Arranging shipment of the car was next; another expensive item as was Marine Insurance. An idle thought passed my mind that there would be an enormous insurance claim if the ship carrying all those exotic chassis to China went down, not to mention a large hole in the number of remaining vintage cars. It also occurred to me that the money that had been invested in my car in terms of entry fee, sponsorship, car preparation, spares carried and all the above documentation, probably made this the most valuable Vitesse.

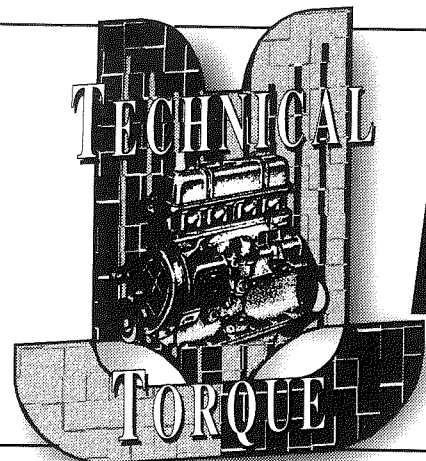
Insurance was a real headache and I hope I don't have to make a claim. Insurance is provided for in China, but what it covers no one knows. Insurance for Nepal, India, Pakistan and Iran has to be bought at the border and again its validity in

From Turkey onwards fortunately a Green Card is accepted. None of the above covered the car, insurance for loss of the car proving impossible to obtain unless you wanted to talk big money and join the Vintage, Bentley etc. owners.

The one final, most important set of papers to obtain, was a set of maps! 18 maps at a cost of £78.

The above paperwork was done at lunchtimes at work, leaving the evenings free to work on the car, and explains why I have been forced to miss a couple of Spitfire Register articles recently. Next month, we'll look at the preparation of the car.





Two-Pack or Not Two-Pack?

That, is the question...

by Mike Wilkinson —

Ever found yourself in a conversation about car paintwork, when you realise that you're not quite sure what this stuff really is? Well, next time you're in the pub talking Triumphs, here's a few useful facts to start the conversation!

Two-pack, Twin Pack, or '2K' as it's sometimes known, is a type of automotive paint which has been around for years now, replacing the old cellulose, and is widely used on both production cars and in modern repair bodyshops.

'Automotive refinishing' (push for respray) is a complicated subject, made worse not only by the jargon, but by the constantly changing technological advances. Basically, all that vehicle paint is, is a clear resin suspended in it. At the factory, the resin has coloured powder suspended in it to form lots of basic colours, the reds, blues and greens etc. Then the basic

paints are distributed to the retailer, who has a Mixing Scheme, ie a machine which can measure exact quantities of the basic colours, combining them to produce the required final colour - Signal Red, Pimento etc.

Metallic paints follow the same principle, except the clear resin has tiny aluminium flakes suspended in it. And to this the retailer adds the basic colour mixtures to create the final tint. (Of course, with metallic finishes, you have to spray a clear lacquer as the final topcoat).

So that's basically what car paint is - the complicated part is the clear base resin, which changes with different types of paint. The original automotive paint was of course cellulose (or Nitro Cellulose Lacquer). Cellulose is the oldest type of finish; Henry Ford used it on the original Model T, and it's still much used by non-professional sprayers.

It works or dries by solvent evaporation, as the Coloured paint is thinned down by large quantities of cellulose thinner which evaporates when the paint is sprayed onto the metal surface. Two-Pack is a completely different process. The paint consists of a different resin, made of acrylic and melamine (it's proper title is Two Pack Acrylic Enamel). When you mix your paint, you add a second resin, or hardener, called Poly-isocyanate Resin. At this stage a chemical reaction takes place between the two resins which makes them harden. Heat can increase the speed of the reaction, and a modern paint sprayshop may use an oven to decrease the drying time to as little as 40 minutes.

So, the Advantages and Disadvantages? The biggest problem with cellulose is in the thinners - with up to 50% of its' sprayed volume evaporating, you actually need to apply a lot of coats to get a decent final build-up of paint. But because Two-Pack only contains a tiny amount of thinners, what you spray is

what you get when the paint has finally cured, leading to far less wastage.

When Two-Pack has cured it is also much harder than cellulose and tends to resist petrol, acid rain, sunlight etc. much better than cellulose, which oxidises and goes dull over a long period, or even develops a milky haze.

On the other hand, Two-Pack is strictly a 'professional-only' product. The hardener contains isocyanate, which is extremely toxic if breathed in, and expensive spray-booths and air-fed breathing apparatus must be used. Cellulose of course doesn't require this; a simple filter mask will do.

As far as classic car work is concerned, Two-Pack is a godsend. Because the primer also contains little thinners, several coats can be used to build up a heavy layer, which can eliminate the need for primer-fillers and spray putty when your body panels are not 100% flat.

When painting over old cellulose, which you almost always do with our Triumphs (unless you're stripping to bare metal) solvent reactions are often a big problem. The solvent or thinners in the new paint can react with

the old paint, causing blistering and sink marks. Because Two-Pack has less solvent, it tends to be much more inert and won't react so badly.

So that's the current state of play, even though its only a brief look into the subject. There are more paint systems being developed all the time, the latest being a water-based paint, and several manufacturers have introduced non-isocyanate hardened Two-Packs, which would eventually be ideal for the home restorer. If you're thinking of respraying your car yourself in the next year or so, a visit to your local vehicle paint distributor for some advice and a few information brochures might be a very worthwhile investment.

Mike Wilkinson of M.W.Restorations.



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The Complete Story
Graham Robson £23.95
Published July 1997

Triumph Spitfire & GT6
A Guide to Originality
John Thomason £23.95

Triumph 2000 & 2.5PI
The Complete Story
Graham Robson £23.95

Triumph TRs
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Graham Robson £19.95

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Practical Classics Restoration of TRIUMPH TR6 £16.95

Practical Classics PANEL BEATING & PAINT REFINISHING £16.95

Practical Classics Restoration HERALD/VITESSE £16.95

Practical Classics Restoration SPITFIRE (would also suit GT6) £16.95

Practical Classics GT6 briefing (restoration etc) £5.50

A Guide to Racing your Triumph Spitfire Jon Wolfe £7.00

Competition Preparation Spitfire 1/II/III/IV/1500 - 2Lr Cars each £6.00

Tuning SU Carbs £8.50

Guide to Purchase & D.I.Y. Restoration SPITFIRE, GT6, VITESSE & HERALD - L. Porter & P. Williams 312 Pages (superb) £20.95

Triumph Cars - The Complete History - Robson/Langworth. £24.00

The Complete History Spitfire GT6 - Graham Robson £16.95

SPITFIRE/GT6: Collectors Guide - Graham Robson £15.25

The Works Triumphs - Graham Robson £23.50

Complete Guide to HERALD & VITESSE - Mike Costigan £15.95

Laurel Bond - The Man & The Marquee - Nick Wotherspoon. £22.95

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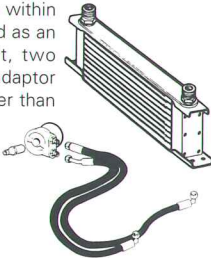
Spax shock absorbers your cars suspension can be set to you exacting requirements, and when combined with our rear conversion brackets, you can improve the ride vastly. Spax Units Spitfire / GT6 / Herald / Vitesse

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Bracket Kit	TT3618	£40.54
Shock Absorbers (SPAX)	TT3611	£52.29

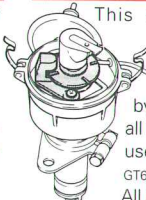
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The oil cooler is essential to retain the oil temperature within the safety limits for modern traffic conditions. Supplied as an installation kit, containing adaptor, extension bolt, two radiator hoses. The 6 cylinder kit includes a spin adaptor which enables the fitment of a replacement filter rather than the element type. This is also available separately.



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TT1365	TT1367	£57.57 1300/1500
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13 Row Oil Radiator		ARA221 £34.66 All Models
Spin on adaptor		TT1286 £20.56 6 Cylinder

Newtronic Ignition Kits

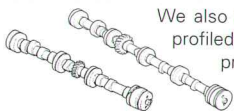


This system which sits inside your distributor unit provides more accurate timing through the use of an optical trigger pick up which is driven by the distributor shaft. The kit contains all fittings and a standard switch unit for use with a 12V coil.

GT6, Spitfire MkII & 1500cc, and Vitesse All Kits

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The oval boxed system has 1.75" chromed tail pipes while the round system produces a quieter sound with 2.25" tail pipes.

Spitfire/GT6 & Vitesse

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1500cc PLUSPAC A	TTK1420	£264.38
This kit is also available in Stainless Steel		
1500cc PLUSPAC A	TTK1420S	£370.13
Contact Richmond for 1300cc details		

Fast Road Spring Kits Spitfire MkIV & 1500

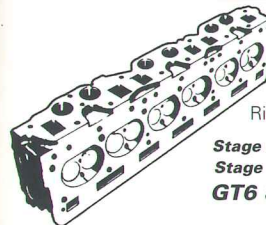
These kits consist of a new rear leaf spring with a credit of £15.00 (if the old unit is in good condition), a set of uprated and lowered springs, with a choice of either Koni or Spax shock absorbers to complete the kit. Handling and ride will be improved with the fitment of these uprated items making cornering more controlled and precise.

Koni Handling Kit	TTK3430K	£373.06
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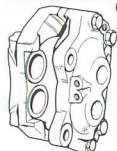
Spitfire
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Terry Hurrell

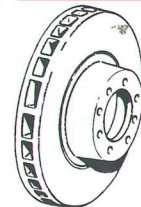
4 Pot Vented Brake Kits



Our 4 pot vented brake kit is supplied with alloy calipers, adaptor plates, vented discs, and fast road brake pads, giving improved braking and reduced unsprung weight.

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SPB3701	£376.00
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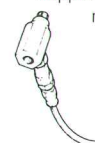
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Oulton Park/ Donington

by Dave Beardsley

**TSSC Round 5
Oulton Park - 14 June 1997**

Aslightly reduced field arrived mostly tired and frustrated after bad traffic on the M6 made everyone late. Still, once there, we all had a BBQ, relaxed, chatted (and tried to wind each other up for the following day!)

Paul Lucas would drive Kevin Ginger's car after blowing the motor of his own at Lydden.

A lap of Oulton Park Off the start line the first bend comes up quickly at Old Hall which is a fast right hander. Powering away from the corner you take a blind crest at the top of Cascades, which swoops down to the bottom of the hill. A long left hander takes you onto the bottom straight which you take flat out. A brake or a lift (depending on how brave you are) for the left hand kink on the run up to the Shell Hairpin. This is a banked turn which gives you a real sling-shot out if you get it right. A short blast up to the left hand chicane at Foulstones before powering up and over the hill and the flat out charge down to Knickerbrook. This is a right hand

chicane with lots of tyre walls (see page 8 of Courier 105 for a picture of Paul Lucas with one wheel in the air through here). Exiting Knickerbrook, you power up Clay Hill and under the Dunlop Bridge for the run into Druids. This is a double apex right hander which you have to get right to get maximum speed down the long run to Lodge. Lodge is a sharp right down a hill, the track just disappears from beneath you. There is a gravel trap the size of a beach for those who get it wrong. The final turn is Deer Leap which is more of a left hand kink than a bend, coming over the brow, you are back at the starting grid.

We would be using the full circuit, which is unusual for Club meetings as a lap takes so long. Even the quickest cars in our race were doing two and half minute laps, which means the time keepers have time to go to the loo, make the tea, read a book, have a chat, and oh, the cars are coming round again.

It rained for most of the night and as we were first practice, we went out on a totally wet track. Dave spun on the out lap at Foulstones and later incurred the wrath of the Clerk of the Course. Paul hit the tyre wall on lap 6 after loosing the back end exiting Cascades, though he still had Class A Pole.

The race saw Paul disappear into the distance, but Steve Crane, Dave Beardsley and Martyn Adams had a very good scrap for 2nd. For the first few laps, the order was Steve, Dave, Martyn. Midway through the race, Dave managed to pass Steve at Knickerbrook only to be overtaken again on the next lap at Cascades. On the final lap, Steve went wide through Lodge, letting Dave through to get 2nd in Class by 1/4 of a car's length with Martyn very close behind Steve.

Russell Munn in his TR7 had low rev problems during practice but managed to make up a few places eventually having a good battle with a Porsche 911 in the race. John Davies in his new side skirted Vitesse

had a good race with an MG Midget, just managing to beat the Midget by 100th of a second.

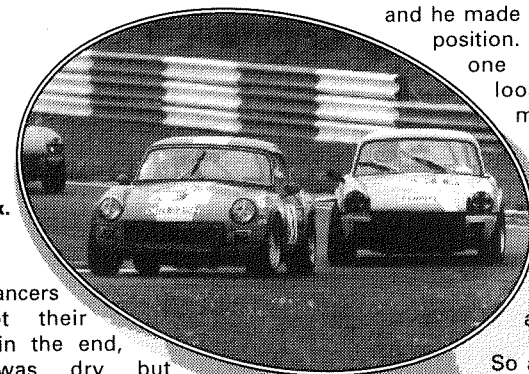
Results

- 1st** Paul Lucas
- 2nd** Dave Beardsley
- 3rd** Steve Crane
- 4th** Martyn Adams
- 5th** Russell Munn
- 6th** John Davies

**TSSC Round 6
Donington - 29 June 1997**

Another good turnout of Triumphs saw 11 cars racing the paddock. Colin Elstrop made a welcome return in John Pinkney's GT6 and Bob Moseley out again after Cadwell.

Dave Beardsley nips up the inside of Steve Crane approaching Knickerbrook.



The rain dancers nearly got their wish, but in the end, practice was dry but overcast. Paul Lucas did 4 laps and came in suffering oil problems after his oil cooler collapsed. Everyone else managed to keep it together, Steve Crane and Martyn Adams were less than half a second apart, whilst championship leader Dave Beardsley struggled to learn the circuit and was so far down the grid he was almost at the Airport! Jon Wolfe was back with his newly repainted "Renault Laguna" coloured Spitfire.

After a very confusing line up on the grid the race started with many cars out of order. At

Redgate, the cars near the back rounded the corner to find cars sideways all over the track. Russell Munn came to a near stop as a car broadsided in front of him and Steve Crane lost places in the chaos. On the run down the Craner Curves, Dave Beardsley and Martyn Adams were side by side, Dave just getting the advantage at the Old Hairpin. Paul Lucas came in after 3 laps with differential problems, just missing out on an award for the greatest number of fluids dumped on the track during one meeting. Colin Elstrop was going well in John Pinkney's GT6 despite starting at the back of the grid in all the confusion of the line up, and eventually took the Triumph win. Jon Wolfe had a race long scrap with Brian Cook's Midget, being narrowly beaten on the last lap. Dave Beardsley was going better in the race and eventually came in third, just failing to hold off the Lotus Elise of Mark Phillips. Martyn Adams and Steve Crane were very close again, on the last lap Steve had a lunge up the inside of Martyn on the approach to Goddards and they came over the finish line side by side, (a dead heat).

Russell Munn had a good race, as his TR7 Sprint seemed to be running better after Oulton Park and he made up a few places from grid position. John Davies ran wide at one point during the race losing a few places but managed to get home behind Russell and in front of Bob Moseley.

Andy Haw and David Thompson brought their Standard Class GT6's home safe and sound after another close race.

So a very good race was had by all. The Triumph Championship is still wide open with 3 rounds to go.

See us next at Cadwell Park (Nr Louth, Lincolnshire) on 10 August.

Other dates for your diary are:

- 14 September** - Pembrey - South Wales
- 10 October** - Silverstone
- 25 October** - Snetterton for the Birkett 6hr Relay Race

Modified Class

- 1st** Colin Elstrop
- 2nd** Jon Wolfe
- 3rd** Dave Beardsley
- 4th** Martyn Adams/Steve Crane
- 6th** Russell Munn
- 7th** John Davies
- 8th** Bob Moseley

Standard Class

- 1st** Andrew Haw
- 2nd** David Thompson



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Full lock set as above with paired bonnet locks	£25.85
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Matched lock set, HERALD/VITESSE, door, boot, ign., c/box locks	£22.33
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The three Spitfires of Dave Beardsley, Martyn Adams and Steve Crane getting a little too close for comfort as they compete for the same piece of Cadwell Park race circuit during the last meeting. With the GT6 of John Pinkney waiting to take advantage of any contact.

This is how competitive our race section is and with our numbers growing the racing should get more and more exciting at every meeting.

With over 16 registered competitors there may come a time when we are allowed a totally Triumph race.

If you want to see our cars on the track or talk and are interested in chatting to the drivers we would be very pleased to see you at the next race.

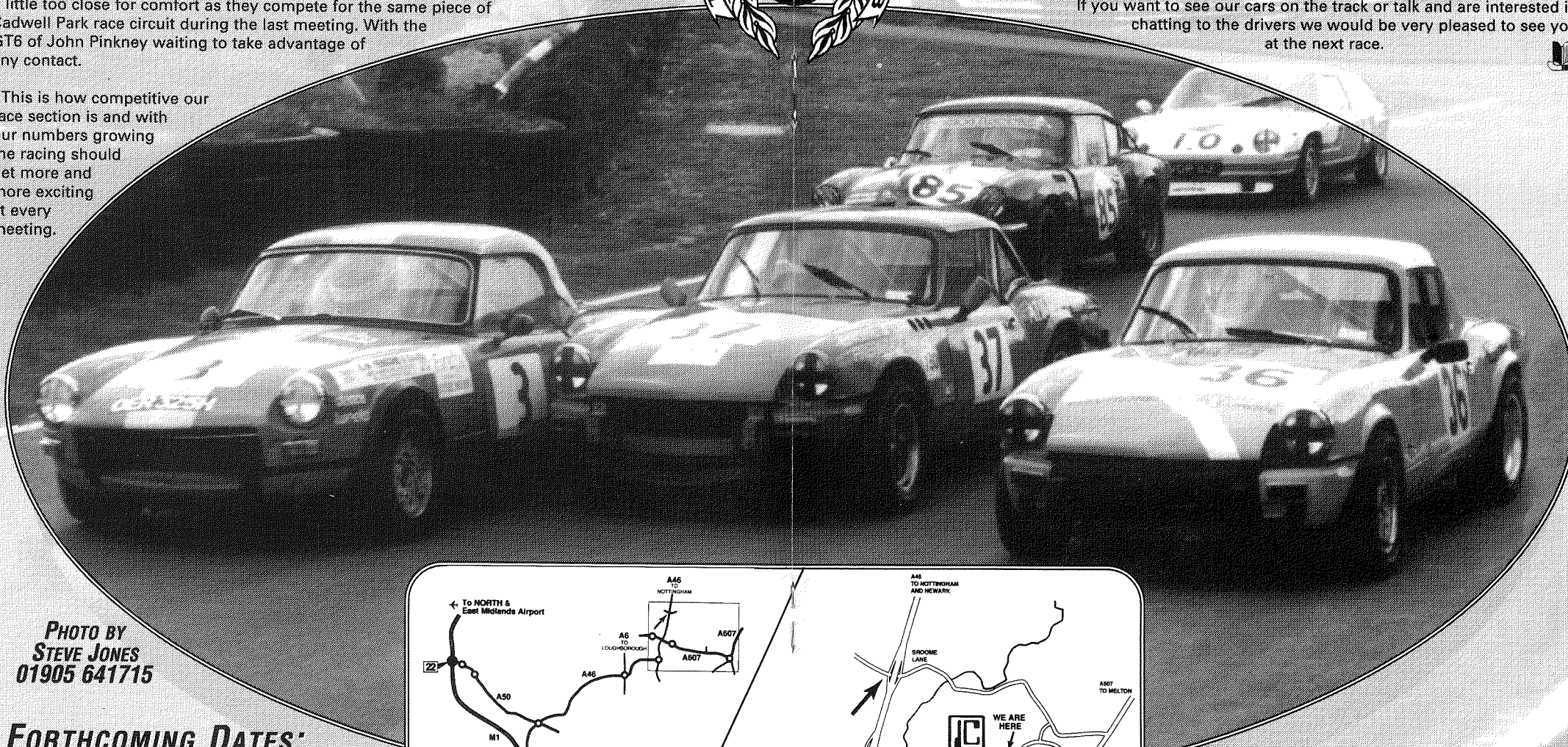
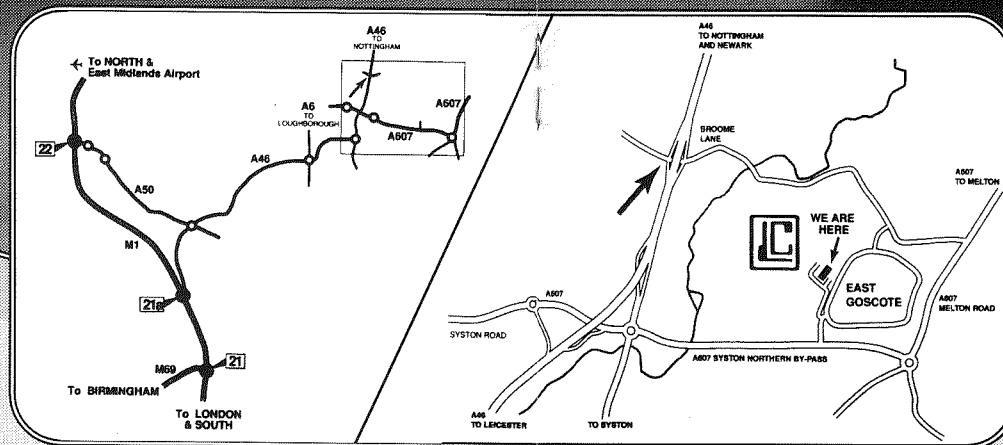


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STEVE JONES
01905 641715

FORTHCOMING DATES:

August 10th Cadwell Park
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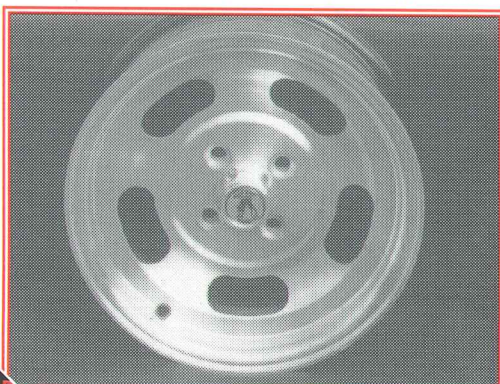


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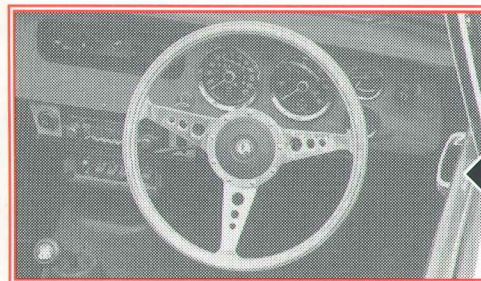
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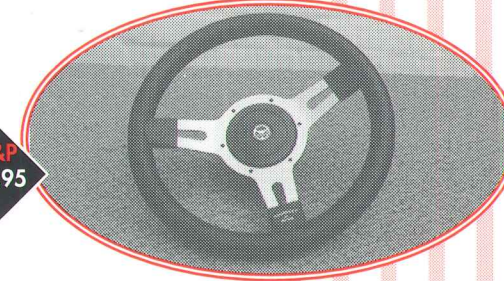
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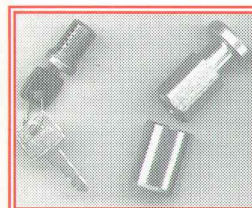
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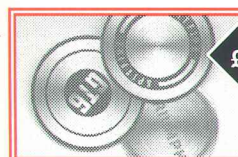
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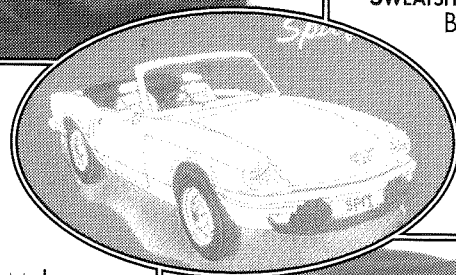
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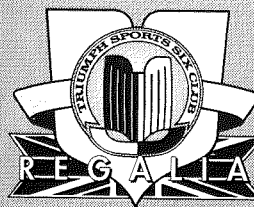
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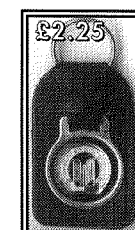
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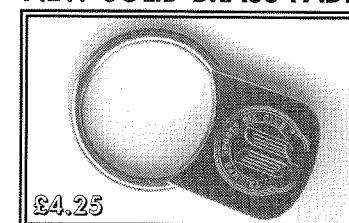
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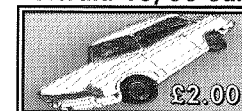
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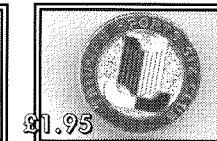
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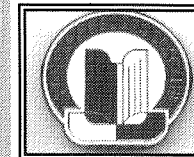
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SAFFRON WALDEN, ESSEX

...Pen to Paper...

SUSPENSION OF OIL

Can anyone tell how to get OIL into the trunnions on a Spitfire - various people have told me to use a normal grease gun but this does not work as the oil just leaks out of the gun instead of going into the suspension.

Is there a special tool for this??
How do other people manage??
Any help would be much appreciated.

Thanks in anticipation

Jeff Brown
Member No. 94/48461

OVERDRIVE - OVER 'ERE

I currently own a Triumph Vitesse 1600 without overdrive, and would be very grateful for any info regarding the fitment of a different gearbox other than the standard overdrive box, which would be hard to find and expensive.

As you will no doubt understand the car is crying out for a fifth gear. Is it possible to fit a five speed box such as an Ital, I realise that any replacement will need modification.

If anyone has any comments about this I would be very interested. You can e.mail me at: m.carpenter@btinternet.com

Mark Carpenter

THE KIWI CONNECTION

This letter is a very belated 'thank you', following my wedding in Auckland, New Zealand in January of this year. My New Zealander wife Gabrielle and I, proud owners of a rather rough old 'Tessie Mk1 convertible, thought it would be apt to drive away from our reception in a Club car. So we got in touch with TSSC NZ who put us on to Bill and Colleen Beauflower, Scots by nationality and the owners of 'Roosty'-a smart little Herald 948 Tristan. Bill kindly agreed to chauffeur us.

When the hour arrived to drive away we had, I confess, kept Bill waiting an hour or so, but he was totally unflustered. Roosty cut a dash at the proceedings, with her bubbling sports exhaust and lustrous damson metallic curves. A spot of rain didn't deter us from dropping the hood and roaring away in style. Then we realised halfway through Auckland city that we'd forgotten to present one of the most important bouquets. Oops. Of course this meant turning back, and spending more quality time in the back of Roosty. Excellent. When Bill finally delivered us to our honeymoon hotel in town, he steadfastly refused to accept payment. And he'd had to make a two-hour round trip from home. He asked only that I donate a sum to the NZ club. What a star! So thanks, Bill and Colleen, for making our getaway so memorable, and thanks to the NZ club for helping us.

While on the subject, New Zealand is a must for Triumph fans. The climate there is surprisingly kind to our cars (and other British classics, especially Morris Minors). I saw far more Triumphs in Auckland than I habitually see in London: Heralds and the big six-pot saloons, mostly (I must confess we hired a roomy Honda-ubiquitous in NZ-for our eight week tour, because the roads-though empty and utterly beautiful-are very long, and hair-raising in places.) It seems New Zealand used to import Triumphs in crates of bits and then reassemble them down under. So if you're planning to visit, or even to emigrate, enjoy!
Best wishes,

Matthew and Gabrielle Turner

LEON'S TIMELY . . . VITESSE

I am sure that you will all join me in congratulating Léon Guyot on finally finishing his Vitesse, after 13 years. I know that he doesn't mind everyone knowing, as he broadcast the news all over the World (sic) on the Internet whilst we were on holiday. Thanks to that message, and all of the replies to him that we got as well, we had 17 messages to read on our return from holiday. I understand that someone even sent him a musical reply but that one was unfortunately not copied to us, so I can't reveal the contents.

Of course, the world was a very different place when Léon started the renovation in 1984. Margaret Thatcher was the PM with Neil Kinnock as the Opposition leader. Reagan was President, and indeed he visited Ireland in June. Mrs. Ghandi was assassinated and her son became the new PM in the subsequent General Election. We still had a British Coal industry, although as the miners were on strike between the 12th March, 1984 to the 3rd March, 1985, not much of one. BT was privatised, and the IRA bombed The Grand Hotel in Brighton. That of course was followed by Mrs Thatcher's famous visit to a Marks & Spencers. Robert Maxwell acquired The Mirror Group that year and a Soviet cosmonaut was the first woman to walk in space. Amadeus won Oscars for best Actor, best film and best Director, and it was the year of the Los Angeles Olympics.

Of course Rome wasn't built in a day, and as it took Michelangelo so many years to paint the ceiling of The Sistine Chapel, Léon

...Pen to Paper...

probably feels that there is some precedent for not rushing the finer works of art. Léon after all wanted everything done just so. There are examples in the world of science of meticulous work before presentation too, as it took Darwin nearly twenty years to build up his theory of evolution before he published it.

However had Léon taken putting a man on the Moon as his time frame example, he would have finished years ago, as that exacting engineering feat took less than nine years to accomplish after President Kennedy announced the project. Even the Channel Tunnel was completed quicker, the announcement of the intention to build it



was made in January 1986 and it was opened on the 6th May, 1994. Admittedly it took a considerable time to make the decision in the first place.

Léon can take heart however that he is not necessarily the slowest car renovator in the Club. Several months ago my husband told me that it would only take a few hours work to get his Vitesse in a position to have its MOT, after being rebuilt. The car is still waiting for that MOT and the champagne that I bought in October 1995 to celebrate that occasion, is now well chilled.

Congratulations Léon, your car looks nice. I have a message for Chris though. Please hurry up, party season is coming, and I need the space in the fridge!

Tessa Childs

...Pen to Paper...

No EXEMPTION!

RE: Don't Let the Tax Man Fiddle You . . .
Courier 205.

I read with interest the above letter and decided to give the DVLA a call to check whether my Spitfire Mk IV was also entitled to an extra rebate. As it was registered on February 14th 1971, I felt sure that there was a good chance of the date of manufacturer falling during the previous year. However, upon ringing them, a rather flustered young lady told me that the date of manufacturer was irrelevant because the tax exemption was not effective during this year, and it would therefore make no difference if my car was made in 1970 or 1960.

Naturally this has left me a little confused. From my interpretation then the least the DVLA owes me is the tax from Jan 1st to Feb 14th (assuming a 1970 date of manufacture). Is this correct?

Car Details:

Triumph Spitfire Mk IV GGY 561J
Chassis number FH17210
Reg. date: Feb. 14th 1971
Tax exempt from 1st Jan 1997

Daniel Francis

WET, BUT ENJOYABLE WEEKEND

Having just returned from the Equipe Weekend at Preston, I wish to record my thanks to Bruce Pilbrough for organising the event. To me the event typified the average Bond owner for, although the vehicles had been driven through the teeming wet roads, there was a total lack of 'sponge and leather brigade'. Strangely though, it does appear that the fibreglass body seems to shurg off the worst effects of the weather, having little or no visible remains on the glossy surface.

With plenty of friendly banter abounding between the respective drivers and crews, it was also very interesting and touching at times to listen to the reminiscences of Bond Factory life from the considerable number of ex employees who also visited the event.

Thanks again, Bruce, and no doubt helpers for a very pleasurable weekend.

John Weeks
Peterborough

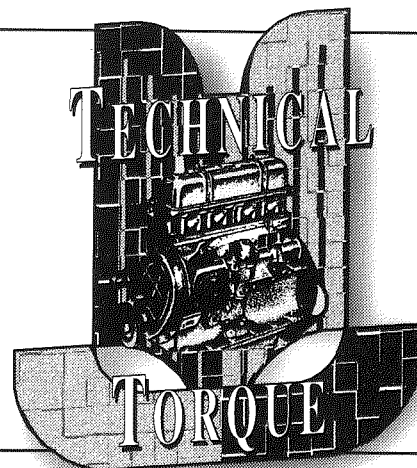
WHERE ARE THEY NOW?

While looking through some old photos the other day, I wondered if two Triumphs I used to own are still around.

The first was a Triumph Herald 1200cc Saloon, with two-tone paint: grey and white and a red interior. The Reg. No. was 2072 PL and was a 1962 model. It had covered 67,225 miles when I traded it in to Reigate Heath Garage, Surrey for £250. I replaced it with a 1965 red Herald Convertible on the 20/3/71; first registered on the 8/12/65. It had 53,000 miles on the clock. The Reg. No. was KPG 981C and the one previous owner was an Army Officer. This car had a 1300cc, twin carb, Spitfire engine, black leather seats, a Vitesse dashboard with Spitfire instruments and Vitesse door cappings - all factory fitted from new. I traded it in on 10/11/73 for £275 to R.P. Motors, Redhill, Surrey with 68,300 miles on the clock against a one-owner Vitesse MkII Convertible. Cost: £825 less trade-in, which I still own to this day with the original bill and full Service History, receipts etc.

Due to work on the house etc., this car has only left the garage on a few occasions to cover 150 miles in the last 3½ years, being a summer, hobby car now. Two old receipts which I found for the other Triumphs are 16/2/70 Reigate Garage, new head gasket, decoke and grind-in valves, £14.12.8 old money and 12,000 mile Service 21/3/72 Reigate Garage £14.48 new money.

J.P. Longshaw
West Sussex



Death Rattle

by J.V. Wykes

For those of you with 4-cylinder engines, early morning start-ups are usually accompanied by a loud rattle (death rattle).

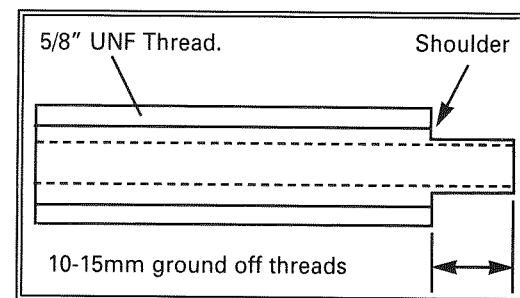
As has been discussed in previous Couriers, this is caused by the lack of oil pressure for a few seconds, whilst the oil filter is being filled.

To prevent the draining of oil overnight, various ideas have been used, including blanking plates. My solution is to use a different type of oil filter; Q.H. part No. QOF 2059. The problem with this is that the standard filter has a 5/8" UNF thread, whereas this new filter has a 3/4" UNF thread.

A suitable adaptor can be manufactured by any machine shop. Alternatively you can make one. I purchased a 3/4" UNF bolt from a local 'fastener' shop. I then drilled an 11.0 mm hole, 10-15 mm into the bolt, as shown below. (Fig.1)

This drilled portion of the bolt was then hacksawn off. The original filter threaded tube

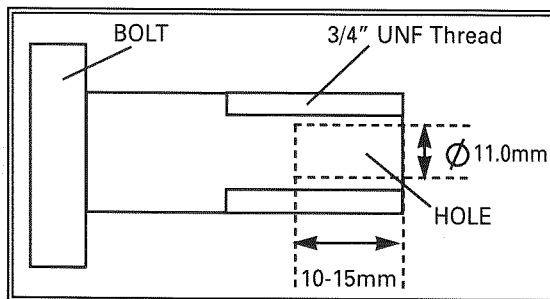
adaptor had the threads ground off one end, using an angle grinder. It was tidied up using a file and should look something like this, note the shoulder. (Fig.2)



The 3/4" UNF collar can now be carefully fitted to the ground portion of the adaptor. Both the ground portion and the 3/4" collar should be the same length.

On the larger end weld the two parts together. Grind or file the larger end to remove excess weld, taking care not to damage the threads. Spot-weld where the two parts step-up, to prevent the adaptor screwing completely through the filter thread.

Note: if you do not have a welder, any engineering firm should be able to weld it for a few pence. Finally fit the filter and see how the oil light goes out in half the time it takes at present. This job should take 3 hours at most to complete if you have all the parts ready to use. So do it now.





THE Spitfire Multi-Spark

What is it? What does it do? Does it just work on Spitfires?

Let us start by answering these questions in reverse order. The Spitfire Multi-Spark does not just work on Spitfires but on any petrol or L.P.G. engine.

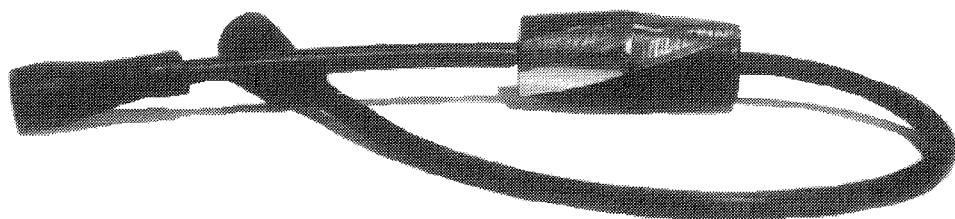
The Unit is the size of two cotton reels placed end to end and fits by way of a thread onto the high tension lead or king lead of an engine, some four or five inches from the distribution cap.

All petrol engines need a good spark - fundamental knowledge gained from any Handbook Manual or Motor Vehicle Engineering Course. The Spitfire receives the pulse from the coil at one end and releases multiple pulses at the other, (NOT by way of amplification) but by dividing the existing pulse.

The usefulness of this is a wider area of 'burn' in the cylinder (thus better combustion), without having to increase either the voltage or ampage, "safe on old engines and wiring".

As the Spitfire Multi-Spark (and please do not confuse this with SPLITFIRE spark plugs a different concept and Company altogether) fits onto the H.T. lead, only ONE is used whether you have a four, six, eight or in fact any number of cylinder engine.

The Spitfire Multi Spark" is supplied ready fitted to a top quality high tension lead. Simply take off your high tension lead and replace it with ours.



This may not at first seem obvious but as only one spark plug fires at any one time, even powerful high c.c. engines need only one unit.

WHAT CLAIMS DO THE MANUFACTURERS MAKE?

The claims made are both fair and justified - indeed this product has been tested by some of the top European Automotive Magazines and Laboratories, with good positive results.

One very good test was performed on a Triumph 2000 Mk.2 by the British Classic Car Magazine, distributed throughout Holland, Belgium, Italy and Germany.

Spitfire Multi-Spark salesmen at car shows, who are more often than not the actual manufacturers of the Unit, carry with them letters of recommendation from very satisfied customers. One refreshing thing about these letters, is that they have the customers' names and addresses on them and not just "Mr. H. from Truro"!

By dividing the pulse, when the spark is produced on the plug, less harmful wear takes place on the electrode, thus the life and efficiency of the plug is extended.

Increase in engine efficiency has many obvious benefits - none more important than to reduce the amount of fuel being used. There is a general feeling going around the car shows at present that if you - "poured in, lubricated, changed, attached, fitted and used every product that gave better M.P.G" - you would have more fuel in your tank at the end of a 100 mile journey than you started with!

However think of it this way - if you fitted a set of spark-plugs in your engine that gave a poor spark, which reduced the overall efficiency of your engine, your car would use more fuel - 'FACT'. Therefore the reverse is also true - improve efficiency and use LESS FUEL.

Improving the efficiency of your engine will give you MORE POWER. However, if you use the increase in power then you won't save fuel but if, as we hope - "you don't break the speed limits and cruise at 60 M.P.H. or 70 M.P.H." - you will save fuel because you don't have to put your foot quite so low on the accelerator to achieve the same speed.

Let us then recap for a moment:

The Spitfire Multi-Spark can easily be fitted "by you" in - let's say "less than 5 minutes". It improves your spark, which results in a smoother, more efficient bum. This can result in either a general power increase, with helpful extra torque for towing, or if you are more careful and think of your pocket you will save on your fuel bills.

Spitfire Multi-Spark is the trade name of this product, which is manufactured by D & A Exhibitions in Surrey.

The Mail Order price is £30.00, plus the inevitable postage and packing at £2.50. However, there is a discount price at shows where it sells for only £25.00.

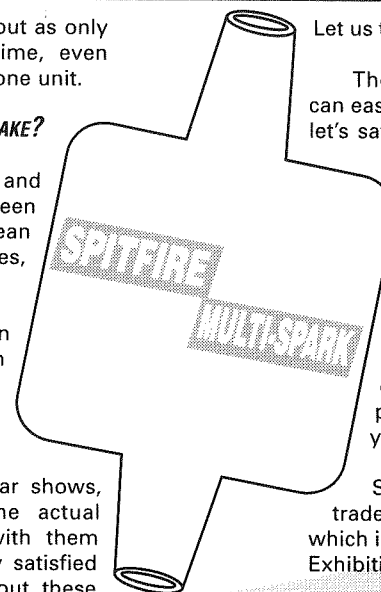
As a Courier Reader, D & A Exhibitions have agreed to supply these Units at £25.00 when mentioning this article. Let's fact it - not everyone can get to car shows, so it is a nice gesture.

One more important thing to mention, is that all Multi-Spark Units carry a 10 year guarantee and you can test them out for up to 60 DAYS. If you are not happy with the general performance - then return the Unit by Recorded Delivery and you will receive a full refund by return - this is refreshingly fair it is not?

If you would like to order one of these Units or require any additional information please telephone D & A Exhibitions - normal business hours:

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- Extended plug life.
- Does not harm your engine in any way.
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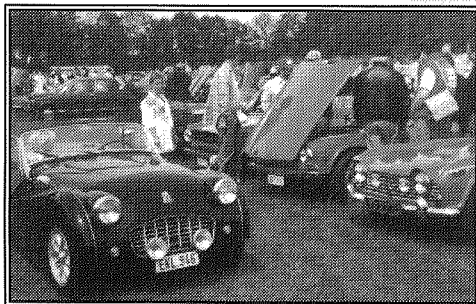


STER Concours Report '97

by Chris Mills

An excellent turnout at the inaugural Ster Concours held at Klein Vink Holiday park nr. Arcen in Holland, over the Bank Holiday Weekend Of 24/25 May '97.

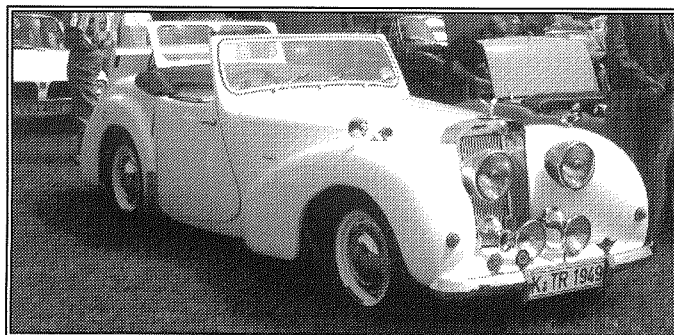
The enthusiasts had been up since the early house giving the cars That last important wash as the weather was very warm and dry ensuring each and every car was covered in dust & flies.



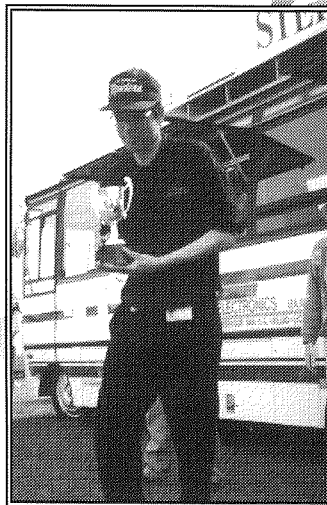
The central display area soon filled up with some of the best cars in Europe, many more cars covered the area's on either side giving a wonderful atmosphere amongst Standard & Triumph owners.

A very High Standard of Cars turned out.

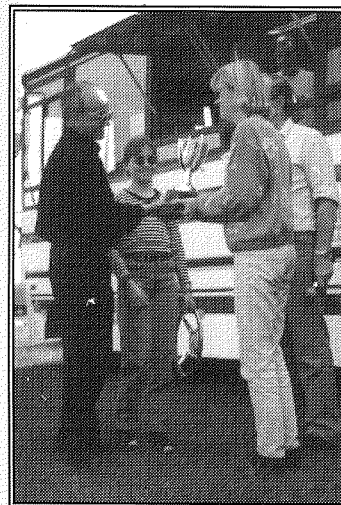
Our very own Léon Guyot picked up the cup for best Herald/Vitesse.



Car Of The Show; Klaus Weber's Roadster.
(above)



A total of 48 entrants entered their cars in the inaugural Concours giving the Judges an almost impossible task to score and then come up with a winner for each of the classes and a car of show, I thank them for their professionalism and commitment to the task.



Car Of The Show winner Klaus Weber.
Trophy presented by Corrie Herriman.

The judges were Peter & Annis Green, Victor & Vivienne Thompson and Philip & Graham Willcox.

The results were as follows and congratulations to them all.

For all you figure boffins the entrants comprised of the following Nationalities;

14 Dutch, 11 British, 13 German, 2 Swiss, 3 French and 5 Belgian.

The Cars comprised of
3 Stags, 4 TR2s, 3 TR3s, 2 TR4s
2 TR6s, 4 Triumph 2000/2500s,
1 1949 Triumph Roadster,
1 Standard Eight,
3 Dolomites, 2 Toledo's,
2 Triumph 1300/1500s, 2 GT6s,
2 Heralds, 8 Spitfires, 3 Vitesse
2 Triumph Specials and a
Bond Equipe.

Thank you to Graham Robson for his commentary and to Corrie Herriman for presenting the Trophies.

Chris & Alison Mills
STER Concours Organisers

STER Concours Results

Car of Show	Sponsor: Rimmer Bros
Winner:	Klaus Weber KTR194 9
	Roadster 2 Convertible White
Best Herald/Vitesse	Sponsor: Anglian Triumph Spares
Winner:	Léon Guyot 7456 PJ
	Vitesse Convertible Red
Runner up:	Margaret Hobbs FYY 260J
	Vitesse Convertible Red
Best Spitfire/GT6	Sponsor: Footman James Insurance
Winner:	Gillebeert GD5054
	Spitfire Convertible Red
Runner up:	Dinie Meyer Evers 9592ND
	Spitfire Mk. 3 Blue
Best Stag	Sponsor: Penrite Oils
Winner:	Rick Nye JFV 111N
	Stag Convertible Topaz
Runner up:	Chris Munt ERL 87K
	Stag Convertible Red
Best TR	Sponsor: Moss Europe
Winner:	Dave Lewis COV 897K
	TR6 Convertible Blue
Runner up:	Me Wiegard WAFTR520
	TR 250 Convertible Red
Best Triumph Special	Sponsor: Nico Bass
Winner:	Howard Vesey PGC 512K
	Stag Saloon Red
Runner up:	Arthur Stroud 188 XPF
	Herald Saloon Red
Best 2000/2500	Sponsor: Chris Witor
Winner:	C. Mulder 03PU1G
	Triumph 20 Saloon Brown
Runner up:	Chris Witor GAR 317C
	Triumph 20 Saloon Green
Best Dolomite	Sponsor: Triumph Bookshop
Winner:	Spiro Tanti VVJ 415T
	Dolomite Saloon White
Runner up:	Geffrey Trapnell RPG 917R
	Dolomite Saloon Red
Best Standard/Triumph Pre-1963	Sponsor: Q.L.C. Ltd.
Winner:	Craig Feathersen LTP415 STD
	Eight Saloon Green
Best 1300/1500 inc. TC	Sponsor: John Kipping
Winner:	Me Marchall RF24318L
	Toledo Saloon Blue
Runner up:	Nigel Phillips XTG 191H
	Toledo 1300 FWD T White

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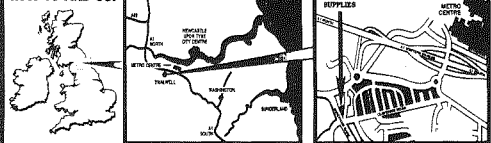
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Fully recon. caliper. All cars. From £47.
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Fuel tank sender assembly. Spit £23. Her/Vit £26.
Engine mount. Spit/Mer £4. GT6/Vit £6.50.
Fan belt. All cars £2.
Stainless tryre valve cap. All cars. Set of 4. £1.70.
Diff mount bush kit (4 piece) all cars. £7.
Door to glass outer weatherstrip. All cars. Pair £10.
Wiper blade. All cars. Pair £5.
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Triumphs on the Internet

by Christopher & Tessa Childs

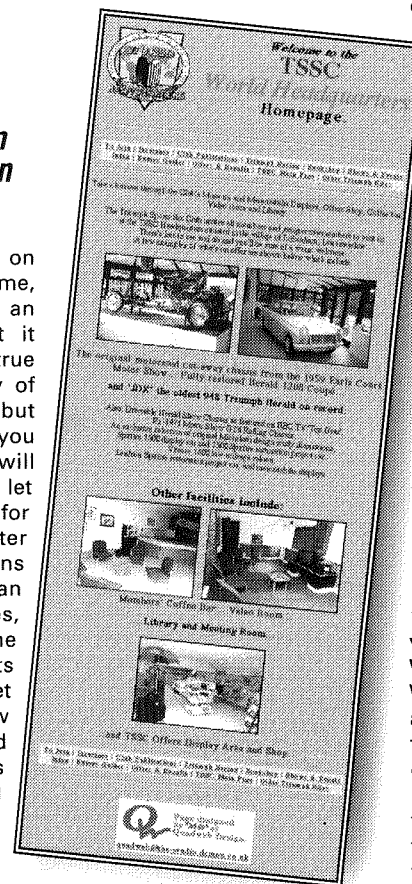
**This is the first
of what will
no doubt prove
to be a somewhat
irregular series of
articles regarding
the Internet and the
benefit it can have in
obtaining information
regarding Triumphs.**

One of the first pages
that you'll come to at
the Club's Website is
the H.Q. tour.

connection and we can be e.mailed on:
christopher.childs@virgin.net The articles,
at least to start with, will be an idiot's guide
to some of the things that can be found

out about Triumphs on the
internet, so if you are an
experienced "nettie" who
has been there, seen
that, done that and got
the video, this may not be
for you. However, if you
are feeling benevolent,
we would be grateful for
any ideas that you may
have for future articles.
Flame throwers, should
very strongly consider
taking their hard days at
the office out on someone
else, we don't pretend to be
anything but novices at this
ourselves. (If you are going to
e.mail us, please begin your
subject heading TSSC).

We ourselves have live on
the internet only a short time,
having first "borrowed" an
Internet connection whilst it
was not needed, by it's true
owner. This is a good way of
trying out the internet, but
can be very restricting. If you
can find someone who will
lend you their modem and let
you use their connection for
a few weeks, this is better
than having an afternoons
demonstration as you can
make your own mistakes,
explore without someone
questioning your interests
and really see if the internet
is for you. Seeing how
often you will use it, and
for how long each month, is
worth while as this will
have a bearing on the
internet provider of your
choice. We have now
decided to get our own



The basics that you will need
clearly include a PC, a modem,
and an internet provider and
whilst we will not seek to bore
you about the choice of a PC, PC
World and half the magazines in
W.H. Smith will give you all the
answers you require, (and also
the opportunity to read the
other half!) we will recommend
U.S. Robotics as a good make
for a modem. Get the fastest
that you can, BT can only cope
with 33.6 Kbps at present but it
is expected that this will be



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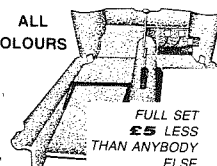
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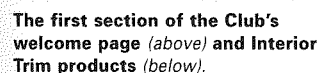
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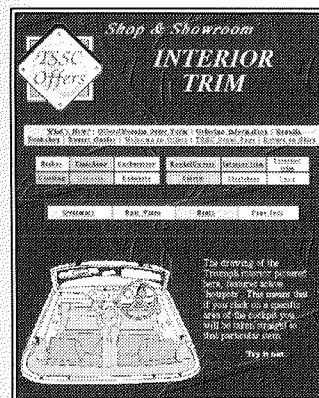
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increased to 56 in due course. This will reduce your telephone bill. We have had a new line put in by our local cable company, for this purpose. You don't need to have cable TV as well. We would also thoroughly recommend our internet provider, Virgin whom we found to be most helpful, especially to new "netties". Their telephone number is 0500 55 88 44. They have a control system called Cybersitter for those who want to ensure that their little darlings don't have their minds warped. The package which we got, was unlimited access to the internet, for a fixed fee per

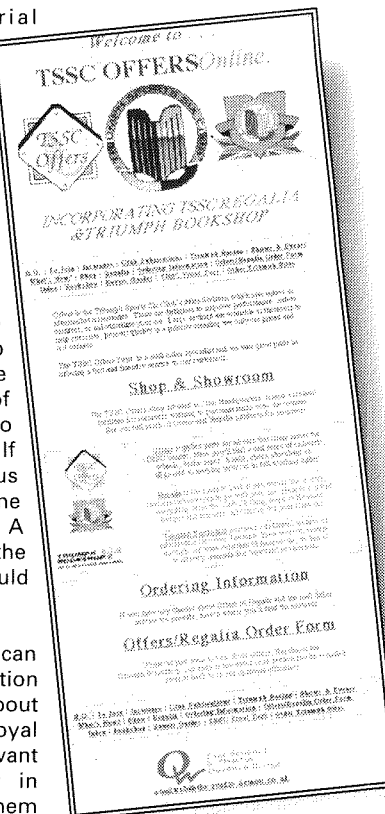


month with a free trial period, details of which we found when we opened the box for our modem. Several internet providers included free trial offers in that box. One of the tips that we were given is to go for an internet provider that has a local telephone for the modem to connect to rather than a freephone number as you will end up paying more in the end; the companies pass the cost of the freephone numbers on to you in the monthly charge. If you haven't got an anti-virus program yet this is the time that you should install one. A book on how to access the Internet and a printer would also pay dividends.

Once on the internet one can access masses of information from all over the World about Triumphs. And being a loyal TSSC member you may want to e.mail the Club early in your internet life, to let them know just how good a job they're doing, Their address is: **tssc@tssc-hq.demon.co.uk** (tip-only use lower case letters, it does make a difference). You can look at the Club's web site on **http://www.tssc-hq.demon.co.uk/TSSC.html** which will take you to the "front page" from where you will be able to access various other pages.

Although it is not possible at the time when this is being written, it will soon be possible to order items from the Club via the internet, presumably using your credit card. As soon as it is possible we will give it a go, and give a report as to how easy it is.

Our current thoughts about some of the items which we could include in the future are in the early stages at present but we will be including web and e.mail addresses of Triumph related traders, organisations etc. We may well take a look at some of the magazines and tell you how to join a newsgroup about classic cars. If anyone knows of any good ones please pass the information on to us. Once we feel really adventurous we hope to set up our own webpage, which our internet provider allows us to do as part of our package with them. We will try and include some of the "etiquette" of the internet as well.



The Offers selection page allows access to the Shop, Regalia, Triumph Bookshop and ordering information, among others.

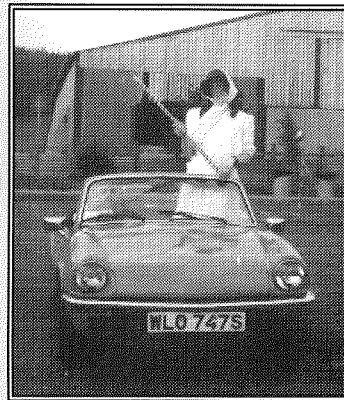
on <http://www.tssc->
I take you to the "front
ess various other pages.

Lakes Triumph Weekend '97

— by Andrew Westgarth —



Dear Triumph Sport Six Club members, I thought I'd write and tell you all about the great weekend I've just had with those mad Cumbria area people.



They're mad, that Cumbria lot.
Not me though, I'm just crook-ed.

You see I lost my sheep on Saturday and needed their help. Fortunately there were lots of people there from all over Britain to help me. They were all eager to drive their cars around and catch my

sheep. Well I enjoyed the help so much I decided to stay around for the rest of the weekend.

I was told that on Friday I'd missed out on a brilliant barbecue and salad. Once I had recovered all my sheep we all went for a nice drive to relax after the excitement of losing five sheep! Unfortunately Shirley had ordered Tropical weather for the weekend, but she didn't say which kind, so we got monsoon rains and hurricane winds. Still, everyone seemed to enjoy themselves.

Sunday morning was spent with those fanatic car owners polishing for the concours while the children helped me again. Some of them ran around searching for more of my sheep, and writing down their names so I could find them! I gave out a prize for the person who found all of them. Even more of my sheep escaped so I had to get people to find them in the program then draw one.

There were all kinds of awards for the many different types of Triumphs that were at the event, and a raffle. I know everyone who was there enjoyed themselves, despite the weather! Well, I know I'm going back next year, and I hope ewe all are too.

Oh, and a message for the organizers, thanks a lot for a brilliant weekend. If I was as well organized as you all were my sheep would never have been lost again.

Love from Little Bo Peep.
a.k.a. Andrew Westgarth
(age 15).



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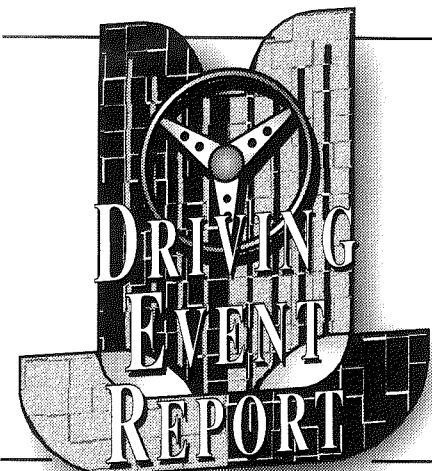
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Irish Ferries Classic Tour of Ireland

May 1997 part 1.

—by Esmé Hackett—

When my husband took early semi-retirement in March 1994, he decided to embark on a fairly long term project.

The raw materials for this exercise arrived in the shape of a body shell on a chassis and a great many large boxes full of what he was assured was the rest of the car. It looked like being very long term indeed, but in May 1996, after much blood sweat and tears and invaluable help from two young friends we proudly took to the road in our shining, good-as-new Triumph GT6, known to the family as the Yellow Peril. Of course it wasn't finished, what an idea! There was this to adjust and that to consider and the other to agonise over, but when we saw an advertisement for the TOI we dared to hope that it might be possible to get everything working to Sir's satisfaction and take part.

I think we were both a bit surprised by my immediate reaction to the suggestion that we enter. After all we had never done anything quite like it before, but back in the late '50s when we were first married and it was PVT Rileys being restored, we used to have great fun in rather less sophisticated treasure-hunt type affairs, and somehow I just knew that we would enjoy it. The fact that I am capable of getting lost walking down the garden path and the whole family despairs of my ever finding my way anywhere merely added to the sense of adventure. So, feeling more like irresponsible teenagers than the OAPs we are, we set off.

The journey from Cornwall to Pembroke was taken in two stages and we stayed the night in a superb place in Tintern, the Parva Farmhouse, picked at random from the Which Hotel Guide. This is in beautiful countryside and is a very convenient distance from Pembroke for the drive to the afternoon ferry.

A few days earlier the weather had been sufficiently severe for the ferry to be cancelled, but although it was not summery, the crossing

was very smooth. We found ourselves sitting with a couple who were also with the tour and with whom we found we had quite a lot in common, so the journey passed in no time at all.

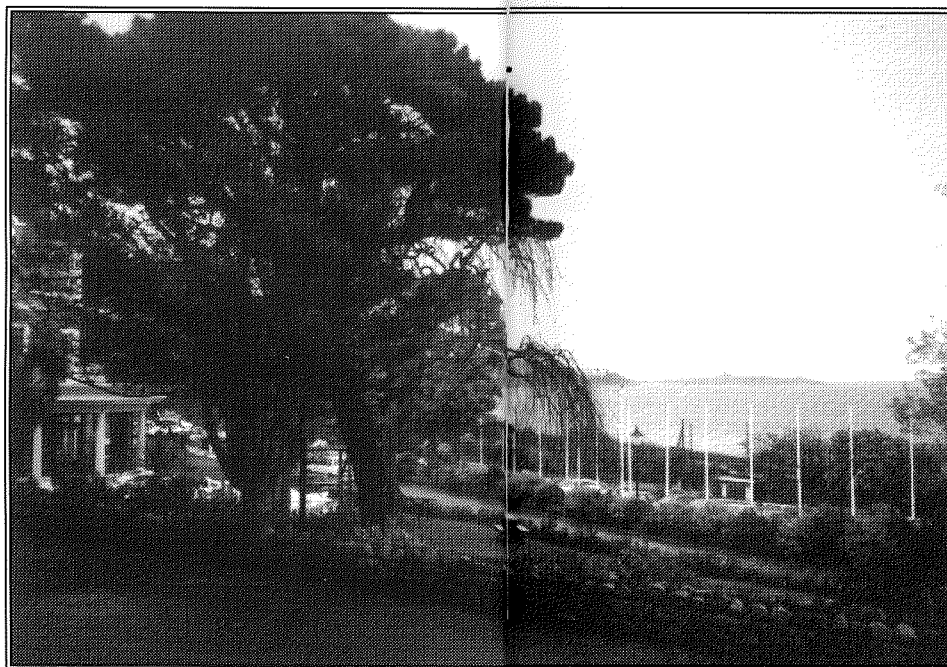
We had arranged to stay the night in Rosslare because we wanted to call in a place called Hacketstown on the way to Dublin to try to establish whether or not there was any truth in grandfather's claim that the family originated there. This proved to be a good move because two of the marshals were also staying in the same B&B and they invited us to join them for supper at a nearby pub. They were so friendly and helpful and spent a long time explaining the finer points of tulips on a regularity tour. I began to wonder what on earth I had let myself in for, until then I thought tulips grew in the garden and regularity was my parents recipe for a healthy life!

The Court Hotel, Killiney, where it all began. It was very wet and windy.

Next morning we set off for Hacketstown under leaden skies and it was not long before it started to rain, and it rained on and off all day. The priest there advised us not to take the coast road to Dublin, but the shorter inland route. Unfortunately, our hotel was in Killiney, on the coast and we had to find our way across southern Dublin - on a road which kept disappearing on the map, and in reality. Just as we were rejoicing at having found it again, we came across a diversion because the Leopardstown Races were on that day - I could have wept and wondered yet again what I was doing cramped up, seemingly only inches from the ground, bouncing over roads which would never win any awards for good surface and marvelling that the Irish could make their signposts so confusing. Having established precisely where we were on the street map, which showed Killiney to our right on the coast, why did the sign post point inland to the left? We never did sort that one out.

We arrived at the Court Hotel and parked in the specially reserved area amongst many interesting and varied Classic cars. 'The oldest was a 1923 Bentley, quite open, not even a windscreen, just those tiny little wind-break arrangements (readers will probably have realised already that I am slightly mechanically disadvantaged). In their leather helmets and all-weather coats, the crew and car reminded me of an old cigarette card or a picture from a Boys Own magazine. Our GT6 was the youngest (1974) and in between were Triumphs and MGs, Lagondas and Alvises, Volkswagens and Austins and many, many more. Fifty four in all from three corners of the world: California, Florida, Holland, Switzerland, Germany and the U.K.

There was time to get some lunch before scrutineering began and we sat with another pair of unbalanced individuals who where there for the first time. They were in a 1973 Jaguar "E" Type and unusually, it was she who was the driver. They were great fun, but subsequent events were such that they needed a well developed sense of humour. For one thing, they were extremely lucky to be alive. She happened to notice that the bonnet was not properly latched. They stopped and he went to fasten it. On smelling petrol, he lifted the bonnet and found fuel gushing out of a broken pipe. Miraculously it had not caught fire. The next day, as they bounced along on the rough roads, first the windscreen wiper would suddenly switch on, then the horn would sound, and then they saw smoke coming through the vents and discovered there was an electrical "short" - and the petrol pipe still had a small leak!!!



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Front lower valance Vitesse 806800 O.E.	£95.00
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13/60 front wing inc. rear strip, 713267/8	£57.50 each
Vitesse front wings	£70.00 each
Herald/Vitesse door skins 901338/9	£40.00 each
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1448 Herald/Vitesse rear centre valance	£32.50 each
1200/13/60 rear centre valance	£35.00 each
Sills 803070/803071	£13.50
Herald 13/60 front panel 812140	£37.00 each
Pedal rubbers 122289	£2.50 each
Early Vitesse carburettor (Solex) front	£29.50
Bonnet corner moulding 706161/2	£16.50 pair
Bonnet catch (chrome) 607663	£20.50 each
Tread plates	£5.50 each
Rear overriders (703708/9)	£30.50 each
Set of 8 front suspension bushes (119451)	£10.00 set
Inlet manifold banjo bolt (145155)	£8.00 each
Fuel gauge Vitesse 2 litre Mk I 145700	£50.00
Petrol tank sender 3/50 est. 127814	£14.50
R/H engine bay valance 1200 13/60 90185	£15.00
Upper rear wing (estate) 804432	£45.00
Vitesse inner sealed beam light unit GLU105	£5.50 pair
Hand brake front cable 121766	£3.00
Hoods original ICI flame retardant	£130.00 each
Hoods vinyl inc. zip out window	£85.00 each
Door hinges 607924	£15.00 each
Door to glass weather strip	£5.75 each
Inner front wheel arch, left hand/right 903 075/6	£26.50 each
Wheel arch to bulkhead seal 704033	£2.50
Set of 4 SparkPlugs 1200 and 12/50	£22.50 set
Universal joint with grease nipple	£6.00
Windscreens washer/wipers pump/wipers	£45.00
Herald recon exchange drive shaft assembly inc. shoes	£130 each
Rear drive shafts	£52.50
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Rear valance lamp panel 569900	£37.50 each
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Rear lamp assembly 208532/217025	£27.50
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After scrutineering we all had to register. We were given some "light reading" - our bible for the rest of the week. It was very informative but just a mite daunting, so I put it aside. Before doing so though, we did follow one bit of advice, namely to calibrate our odometer, using the test course in the book. It was not very encouraging: we suspected that ours was approximately 10% out and this confirmed it. As a consequence I spent the "rest time" before dinner writing out a correction table for 0.1 - 30 miles in tenths of a mile (this was a holiday!?). In the meantime, Peter was relaxing in a hot bath. He offered to run one for me, but suddenly the water was like a brown sludge, by the time it was running reasonably clear again there wasn't time for a bath and I made do with a quick wash.

We didn't see any of the people we had already come across at that night's Welcome Dinner, but a couple who were the last at our table and sitting next to us proved to come from our home town Nottingham which we left in 1970. They had recently been members of the local area of the Riley Register of which we were founder members and knew many of our old Riley friends. We got on very well with them as

we did with the others on the table and I had the comfortable feeling that one gets when one is with friends. The organisers introduced the other marshals and briefed us about the event. These instructions elicited a wail of anguish from an American lady on our table. But I don't know what a yield sign looks like! The meal was very good, and whilst the "entertainment" was not exactly my cup of tea, it was a very pleasant evening.

Day 1. Killiney (Dublin) to Galway.

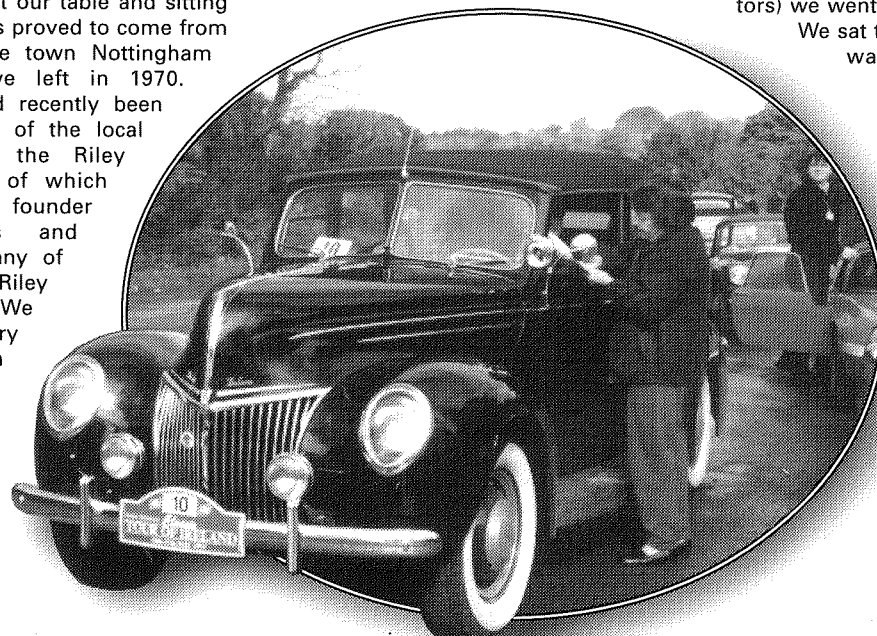
Because we had to drive 37 miles to the start, it was quite an early beginning to the day: there was also some uncertainty about lunch so an unusually hearty breakfast seemed to be called for.

The directions to the start were in the same format as the competitive stages but with the addition of mileage. The weather, at times, can only be described as atrocious. We felt sorry for the folks in open cars but in a way, that was their choice - the poor marshals just had to stand there and look cheerful which they did, unfailingly.

Checking that the American had discovered what a "Yield" sign looked like.

Coffee had been laid on at the start which may, or may not have been a good idea. I was gratified to note that I was by no means the only one looking as nervous as an unprepared candidate for a major examination. As the youngest car (and nearly, but not quite the oldest competitors) we went last.

We sat there waiting



for the count-down and panic of panics - where was the stop watch? (actually a Casio sports watch). Only seconds before it had been there on the seat! The marshal, bless her heart said that we could have another minute. "No, no! There is another one in the bag in case the battery ran out in the first". I fished it out and went to put it in my left hand, but that was clenched tight - holding a stop-watch!! It was obviously time to take a grip on myself, after all

this was supposed to be fun! Five, four, three, two, one and we were off. And it was fun. To our absolute amazement we finished the day 25th out of 54. Okay, okay, so it went down the following day (our score was better, but other folks were "betterer") and even further the day after, but it improved again later in the week and joy of joys we achieved one 3 and one 1 penalty points and who's counting the number of maximums?

We came to a checkpoint and received the welcome news that that was the end of the morning's competition and we were free to continue following the route which would take us to the "Oyster and Guinness tasting" lunch stop. I seem to recall that it was already well into the afternoon. Flushed with success at not having got hopelessly lost, we set off after another car and were a little surprised to find a third roaring past in the opposite direction. Soon there were quite a few, like ants around a disturbed nest, driving hither and thither. Lining up for support like war-time merchant men crossing the Atlantic, we set off again having received instructions from one of the locals. Soon, it became obvious that local (like little) knowledge can be a dangerous thing and we were lost. Once more we sought help and eventually, though not together, we arrived at the rendezvous. There we partook of the sea-food platter and Guinness and thence wended our weary way to the Connemara Coast Hotel outside Galway.

The scenery en route had been wonderful, and yes we had actually found odd seconds to admire it, and the Connemara Coast Hotel was superb with excellent sports facilities (for those with enough



Countdown!
The first day
before I lost
the stop
watch!

energy left to participate). We could not face any more driving that day and arranged to eat in, with the folk from Nottingham.

Day 2. Connemara Carousel.

Although we had got so lost after the end of the run, we had felt that the first day had been a bit of a gentle introduction and we had a sneaky feeling that things would get harder as the week progressed. We were extra vigilant therefore and didn't make too many mistakes but when the car in front which we were catching up, braked suddenly to avoid some sheep the gap between us closed rather fast for comfort. I looked at the stopwatch a short way down the road and was horrified to find that I had gripped it in my fright and inadvertently switched it off. But the scenery around the lakes was so breathtakingly beautiful we didn't care. Confident that we had had a better day we were rather disappointed with that night's results as reported earlier, but a good meal and an early night set us up ready for... Day 3, Galway to Limerick.

To be continued.



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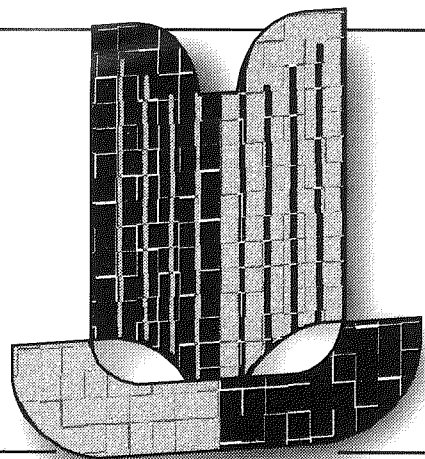
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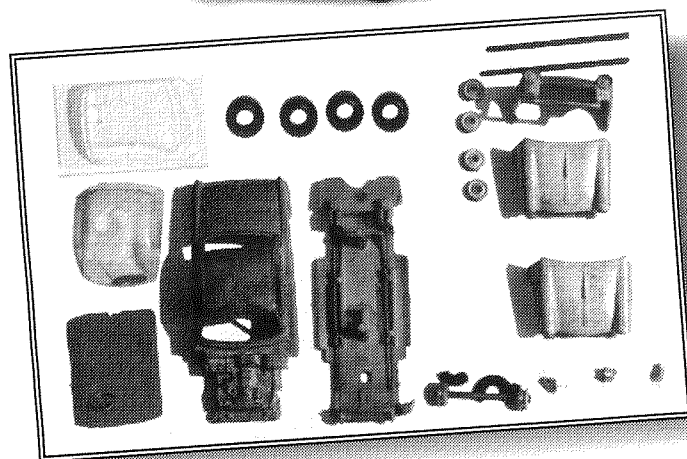
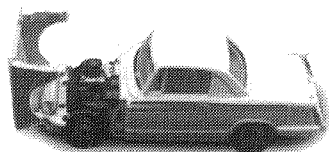
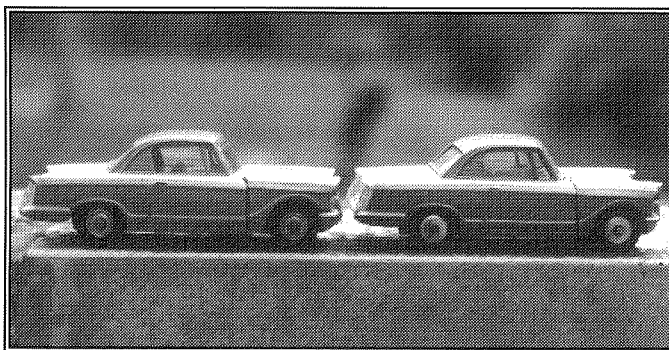


Model Triumph Heralds

Part 2: Corgi Toys

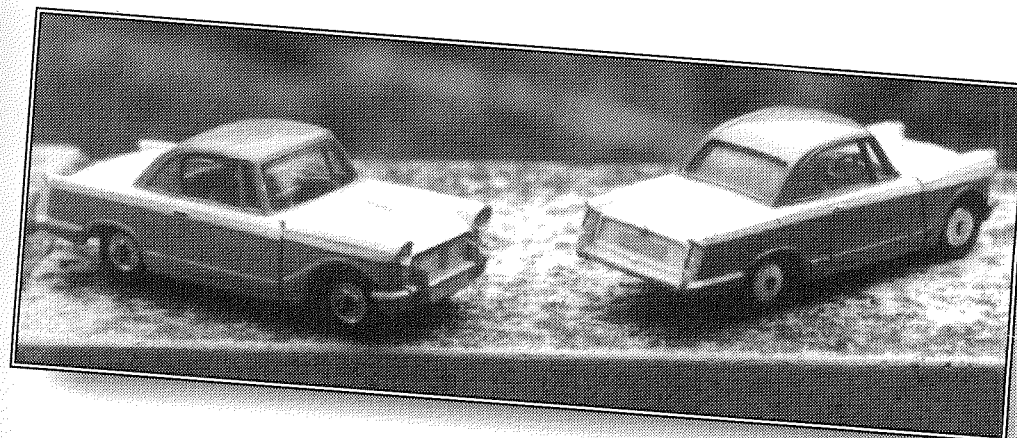
— by Chris Longhurst —

Corgi ("the ones with windows") issued a 1/43rd scale 948 Herald Coupé in 1961. It remained in production until 1966. Two colour schemes available; pale blue & white and gold & white.



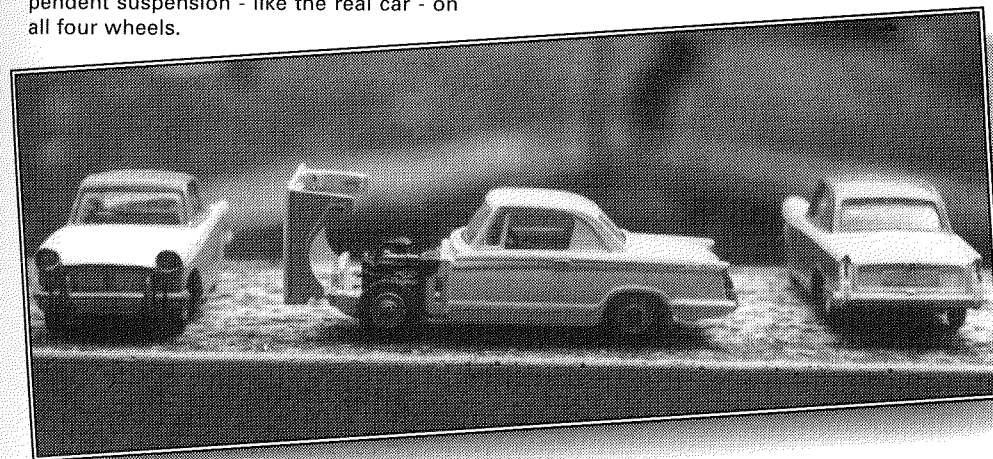
"...the pale blue did not look out of place when compared to Standard Triumph colours. The same cannot be said for the metallic gold which looks somewhat odd on a 1960's Triumph!"

The two-tone effect was pretty close to that used by Triumph and the pale blue did not look out of place when compared to Standard Triumph colours. The same cannot be said for the metallic gold which looks somewhat odd on a 1960's Triumph!



The coupé was fitted with a red interior and had plastic windows. The bonnet of the car swings forward to reveal a detailed casting of a 948 engine complete with twin carbs and a removable air filter. For anyone interested in details, two wheel types are found either plain pressed or dished - the latter looking similar to original Herald wheels. The car also boasted independent suspension - like the real car - on all four wheels.

bonnet, with a missing front OS valance, missing axle, disintegrating types and no air filter. It had also been painted red - probably with nail varnish using a distemper brush and had cracked windows. The following spares are available: types, hubs, axles, bonnets, valance ends, air filters and vacuum formed windows!!



What amazes me is the availability of spares for anyone who wants to restore a car or paint one up in their own colours. In the picture (left) you can see a dismantled car which I found at a toy fair without a

"What amazes me is the availability of spares for anyone who wants to restore a car or paint one up in their own colours."

At the moment I am preparing a collection of coupés in original Triumph colours (Litchfield Green, Signal Red, etc . . .). Many of these colours can still be obtained from TSSC offers, but I am looking for a spray can of pale yellow - if anyone has one, let me know!

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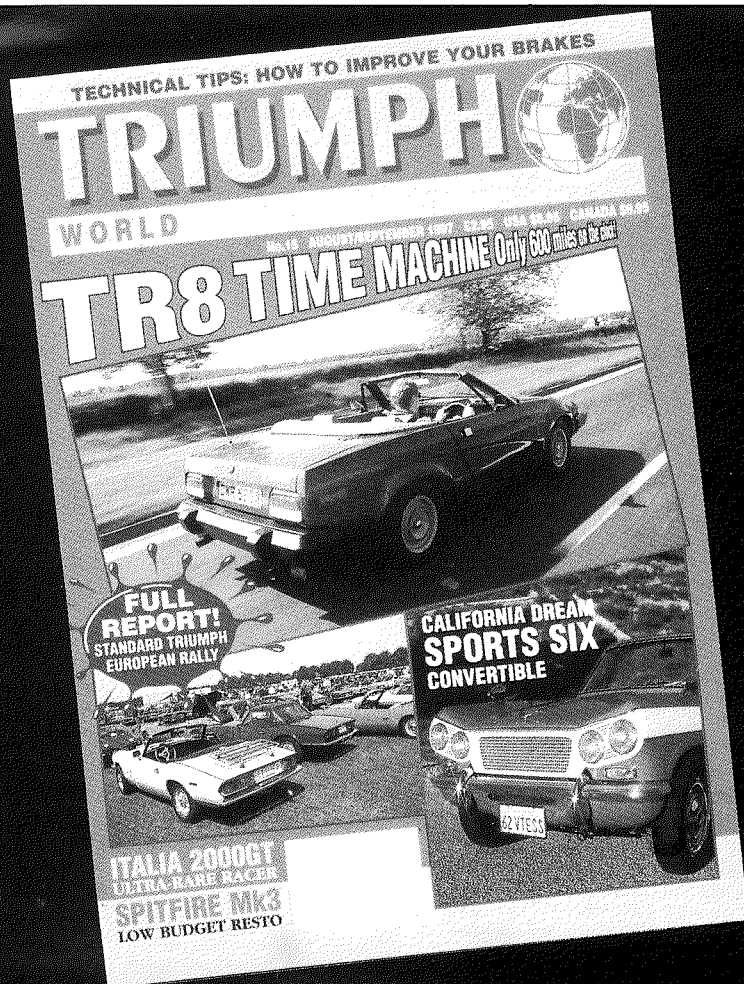
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AUGUST/SEPTEMBER ISSUE (No.15)

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WAC '96

by Ian Manderson

Yep, it's that time of year again, with WAC '97 approaching fast, a timely reminder in the shape of the report from last year's show.

Now, if I was organised I'd write this immediately after the event and have it placed in the Courier, unfortunately I'm not that organised, so this report may be a somewhat enhanced version of events!

The Saturday evening barbecue is getting more popular every year, '96 being no exception with an enthusiastic group braving the charcoal remains, not to mention the guided tour of Bev's folding caravan. Some new faces supplemented the hardy regulars and a good night was had by all.

It always seems an early start on the Sunday, but this may be due to the excesses of the Saturday night! Anyway with lots of help we managed to get everything set up ready.

The weather on the Sunday was pretty good with sunshine for most of the day - certainly an improvement on '96, so a good turnout was expected.

Ten-thirty approached and the cars were queuing up impatiently. After the initial rush the cars kept coming in a steady stream all day, the overall total being around the 80 mark... Business at the Club stand was brisk all day and everyone seemed to have a good day with old and new acquaintances being renewed/made.

Unfortunately WAC clashed with the Spitfire weekend in Holland which made it difficult to get a trader to attend, however there were some bargains in the autojumble. (What I'd like to see in '97 is more autojumble, so have that long put-off garage clear out.)

As for judging, I know I say it every year, but

the cars just keep getting better. It's not just the overall standard that has risen, but the number of cars achieving a good standard has rocketed in recent years, making the judges job all the more difficult. The closest category this year was Spitfire IV/1500 with only a handful of points separating 1st, 2nd and 3rd. We even had three Bonds to choose from this year!

The biggest surprise this year was the number of GT6's present. A few years ago you'd get half a dozen if you were lucky, but this year there were nearly as many GT6's as Heralds. Very impressive! Anyway, the overall results are on the following table:



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	2nd	13/60 Estate	LFV 730K	D & L. Blechy
	3rd	13/60 Conv	ODD 428F	G.Curtis
VITESSE	1st	Mk1 2 litre	KRR 892E	S.Clapcott
	2nd	Mk2	PTA 63 IG	R.Dredge
	3rd	1600	226 DVS	Y.King
SPITFIRE 1-3	1st	Mk3	KVV 2G	A. Robertson
	2nd	Mk3	JEP 649H	M.Morgan
	3rd	Mk3	FNP 67UJ	I.Manderson
SPITFIRE IV/1500	1st	1500	FVJ 22OW	P.Moore
	2nd	1500	VNM 4S	A.Jhrzczenko
	3rd	1500	WLA 989X	K.Rathbone
GT6	1st	Mk3	OGV 368M	C.Davis
	2nd	Mk3	CUX 130L	M.Baxter
	3rd	Mk3	UTE 620L	J. Seward
BOND	1st	GT4S	SNM 295D	J.Hankinson
SPECIAL	1st	LOCUST	KOT 661F	T.Simpson
Best Working Car	1st	Mk2 Vitesse	CLA 555H	L.Bishop
Best Home Restoration	1st	13/60 Conv	FVB 546J	S.Coldbreath
West Midlands Challenge	1st		OHL 868M	
Best Visitor	1st	2000	76P	R.Pearce
Peoples Choice	1st	Spit 1500	WLA 989X	K.Rathbone
Area Choice	1st	Mk1 GT6	FPP 657G	P.Jolinson
Best Dinky	1st	Vitesse		L.Bishop
MASTER CLASS	1st	13/60 Conv	FVB 546J	S.Coldbreath

There was also an additional trophy supplied
by Phil Williams of the Cotswold Area: Allied
Dunbar Trophy - the car that Phil would most
like to take home:

GT6 Mk1 FPP 657G P.Johnson.

Would A.Robertson (KVV 2G) like to get in
touch as he left before the prize giving and
I've still got his trophy.

Also, would the winners of the large shields
get in touch before this year's event so I can
arrange collection of the returnable trophies.
Thank You.

Having listed all the trophy winners,
I'd like to reiterate
that WAC is not
purely about
winning cups, its
about people
meeting people
with a common
interest, with an
emphasis also on
cars that are used
regularly, which is
reflected by the
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higher annual
mileage car.

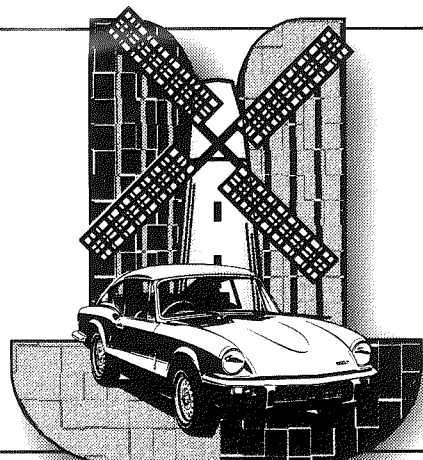
In response to telephone calls I get every year
before the event, WAC is open to all club cars,
you don't have to pre-book and all cars are
judged irrespective of condition. So don't be
put off if your car is not a concours winner,
we'd love to see you.

Now, to the thank yous. First, to all those who
helped with the judging and to Phil for providing
the Allied Dunbar shield. To Angie from HQ for
coming along as the 'face' of the club, and to all
of you who came along to support the event.

Finally a big thank you to all who helped on
the day whether it be setting up, gate duty or
parking, as without your help WAC could not
be put on. Cheers.



AS FOR WAC 97, the
date this year is
Sunday 7th Sept.
Venue is the
same, and the
barbecue will
be in full swing
on the Saturday
evening from
about 8pm. Don't
forget to clear
those garages out
and bring along
your autojumble.
See you there.



Windmills, wooden shoes and... a GT6

— by Norbert te Boekhorst —

Yes indeed, this article is from a Dutchman. As you probably know there are a lot of Dutch Triumph enthusiasts although most of them are Spitfire-drivers.

Now it is not my goal to upset these people (I have one myself, 1500 '77, RHD, formerly registered as XPN 280S), but this article will mainly describe my experiences with Spittie's Big Brother. I purchased the car last summer near New Romney. Since we were actually heading for Stafford (by- I'm sorry - MGB GT, which isn't mine by the way), we were now in a two car convoy. As I had only just bought the car I wasn't really confident in taking it up to Stafford, but we went anyway. About 1 mile after we had passed the Dartford Tunnel the smooth six decided to be not so smooth as it should. Half a mile further, the two cars were parked on the verge of the Motorway. After a couple of minutes we managed to get it running again and tried to make it to the next Services (Dutch numberplates make the English much more polite, as we found out when the MG took over leading the Triumph past the traffic jam!). At the Service station we discovered that one of the carburettors was flooding, after a few bumps with the hammer we were able to continue our journey up North.

About 20 miles later I was beginning to wonder if there was something wrong with the cooling system. It was about twenty degrees celsius outside, but twice as hot behind the steering wheel. I later learned that it's one of the burdens a GT6 driver has to carry.

Eventually we made it to Stafford that Friday evening, where we found the other Dutch travellers already testing the quality of the English beer.

The first job on the GT6 that following morning was changing the

"The first thing I changed about the car when we got home was the absurd steering wheel! It's so big it should be in a boat or something, probably this has also something to do with my length..."

The GT6 has now been converted to LPG but this drops consumption to about 18 miles to the gallon!

oil and filter, as I was having about 20 lb/s" oil pressure at 2500 revs in four overdrive. After changing the oil with Castrol 10W60 (a bit expensive indeed) the oil pressure had doubled.

The following Monday we reached Holland without any more trouble (except for the MG on my tail of course...). The first thing I changed about the car when we got home was the absurd steering wheel! It's so big it should be in a boat or something, probably this has also something to do with my length (1.96 mtrs). The second job on the car was fitting an LPG installation. LPG (Liquid Petrol Gas) in classic cars is very common in Holland since cars of 25-years or older do not have to pay roadtax anymore and Fourstar is about 4 times as expensive as LPG is. Consequences however are: 1) 75% of the space in the back is lost, so there's about nothing left; 2) Fuel economy has dropped to 18 miles to the gallon and 3) Cylinderhead had to be changed (same as for unleaded). There are however also some positive aspects. The car is in everyday use, it brings me to school (30 miles), which makes me go to the

gas station once a week paying about 10 pounds. Combined with cheap insurance this makes it a reasonably cheap classic.

But this is not what GT6 driving is all about. The people who own one (or did) know about this of course! Each morning when I am driving to school (on the motorway), I'm enjoying the surprised faces of those wondering about that "hardtop Spitfire" passing them doing about 85 mph with only 3100 revs on the counter. That's what a smooth six is about! Not having any problems you may be thinking, of course I do, that's why it says Triumph on the rear bumper. After we did the headwork (my dad and I), we accidentally replaced the thermostat with one which had an opening temp of 73 degrees. This caused a lot of overheating until we found out our mistake and corrected it. The rotorex are also in need of some attention as are the t-joints. Recently we fitted a new exhaust (stainless steel), which provides the car the hum it deserves. The overdrive caused some problems which were dealt with by rewiring the wires from the gearknob to the box.

These are my experiences until now with the car. It is by the way a 1972 Mk III, first date of registration is 10-01-73, it's green, was registered as FRY 995L and previously owned by 4 people since July '75. The last recorded owner was a Mrs. Elisabeth Nisbet of Bexhill-on-Sea, before that time it was a Mr. James Henson of Hastings. If anyone knows something about these people (have they been club members?) I would like to hear it!

Greetings from Holland (see



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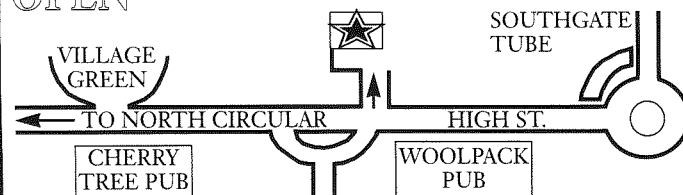
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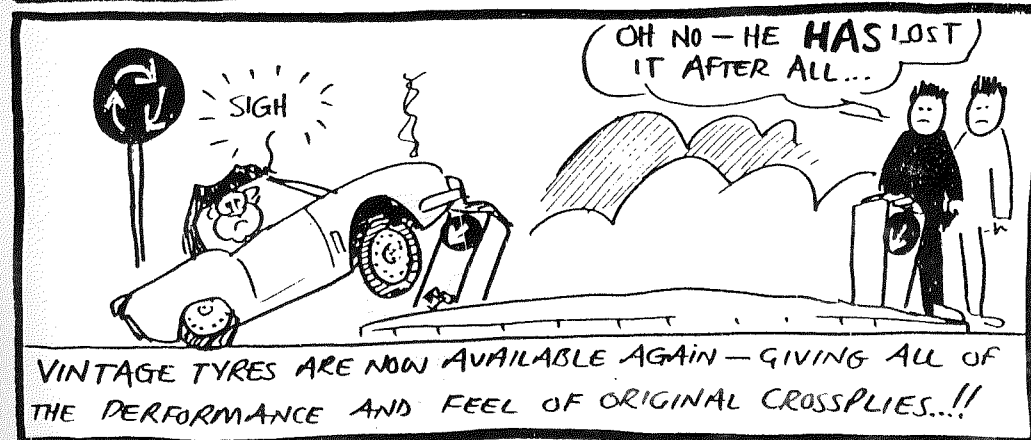
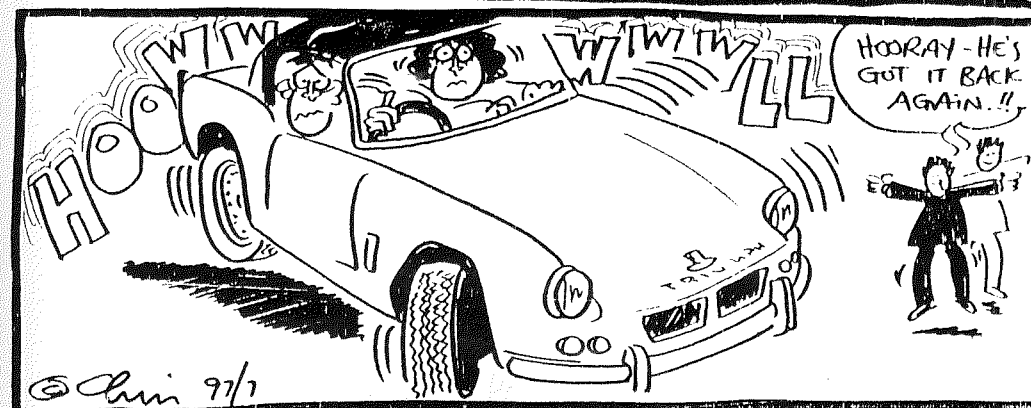
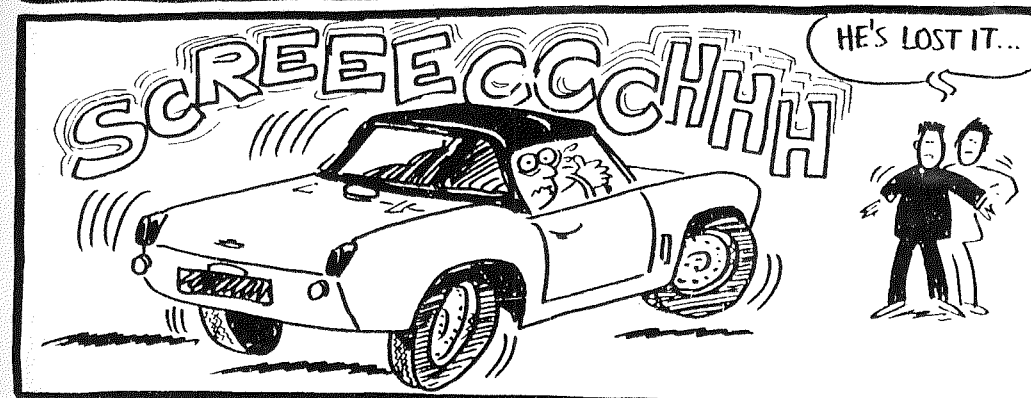
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Brett Dennis, 284A Stanstead Rd., Hoddesdon, Herts. EN11 0RX. Tel: 01992 448542 (7-9pm)

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Mac Reynolds, 'Burrows Mill', Beeny., Boscastle, Cornwall. PL35 OHL.

GT6 MkI/ II/ III

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