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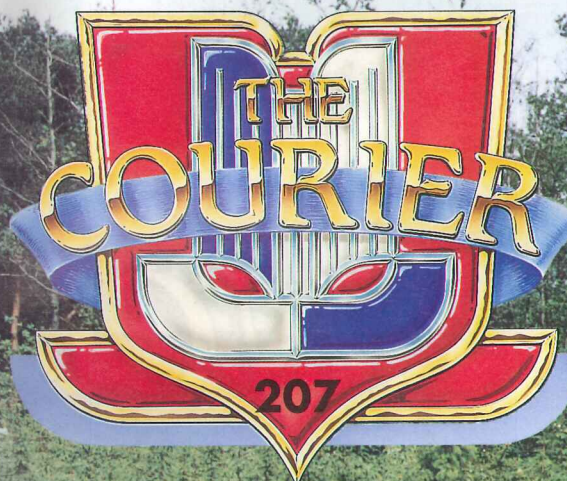
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SEPTEMBER 1997

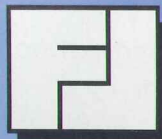




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No. 207

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

Vol 18. SEPTEMBER 1997
Price £1.75 Free to Club Members.

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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:
GT6 Mk I with unusual
front grille, STER '97
Photo: Peter Williams

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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

SEPTEMBER 1997

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

SAT 6th / SUN 7th
**THE NORTH YORKS AREA 16TH ANNUAL
NORTH YORKS MOORS
CONCOURS & CONVOY**
Rosedale Abbey. Contact Judy
01904 656095.

SUN 7th

WAC '97 WORCESTER AREA CONCOURS
Avoncroft Museum of Buildings,
Bromsgrove, Worcs.
Contact Ian 01452 619622

OCTOBER 1997

SUN 5th

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

SUN 19th

**INTERNATIONAL TRIUMPH
SHOW & SPARES DAY.**
Sandown Park, Surrey.

NOVEMBER 1997

SAT 18th / SUN 19th

INTERNATIONAL CLASSIC CAR SHOW.
NEC, Birmingham.

NATIONAL & LOCAL TSSC INVITED '97

SEPTEMBER 1997

SAT 20th SUN 21st

**SELKIRK VETERAN,
VINTAGE & CLASSIC SHOW,**
Sunderland Hall Stately Home,
Selkirk, Borders.
Contact: Ian 0131 539 1402

SUN 21st

THE LONDON CLASSIC CAR SHOW INC.
THE GRAND LONDON AUTOJUMBLE
Ascot Racecourse, Berkshire.

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.

SUN 19th

**INTERNATIONAL TRIUMPH
SHOW & SPARES DAY.**

Sandown Park, Surrey. 10 am to
5pm. Advance tickets £4.00 saving
£1.00. Tel: 0121 733 2123

SUN 19th

THE NATIONAL RESTORATION SHOW
National Agricultural Showground
Stoneleigh, Warks.

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

JUNE 1998

SAT 13th SUN 14th

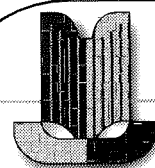
BOND EQUIPE WEEKEND

The Tree Horseshoes, Yaxley,
Peterborough.
Contact Peter Jacklin 01733 232818
or Dennis Watson 01733 244752

JULY 1998

SAT 11th / SUN 12th

**TSSC INTERNATIONAL
WEEKEND**
STAFFORD SHOWGROUND
CONTACT CLUB HQ
01858 434424



"Comment"

by Bill Sunderland

THE EVENTS JUST KEEP COMING!

1 1997 has to have been the year with the most dedicated Triumph events, the choice throughout the world has made a day out directly what the Triumph fan wants.



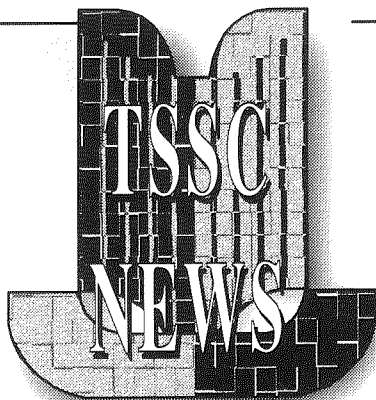
This upsurge is the way events are going, not only our own club events of which there are many but specialist events Companies now focusing on Triumph. Revenues from many classic car shows have been down, concentrating on one marque shows has pointed many an event entrepreneur into this new trend. 1997 has/is seeing at least six new dedicated Triumph shows, as a Club we will attend as many as possible and the new Sandown Park event in October is one such show.

Looking ahead to 1998 - the 75th anniversary of Triumph.

British Motor Heritage Industry Trust have decided to celebrate this momentous occasion on May 31st at Gaydon, Warwickshire. This being the case the TSSC can concentrate it's efforts on our 21st birthday celebrations at Stafford in July, rumours are even following that May 1999 will see another Standard Triumph European Rally in Holland.

The Club has had fantastic support and July saw over 200 new members, August is going the same way, it's hard to put your finger on reasons but our popularity is totally worldwide. As our web site grows we reach new members in all corners of the globe, better communications is the way to move Triumph and our Club into the Millennium. Throughout the Autumn of '97 and Spring of '98 sizeable increases of information will become available on the w.w.w. and a new TSSC technical directory is presently under construction. Hope to see some European members at the International Spitfire Weekend on 6/7th September.

**WOULD ALL SHOW/ EVENT
ORGANISERS PLEASE NOTIFY
TRUDI OF DATES FOR THE 1998
CALENDAR AS SOON AS THEY
BECOME AVAILABLE.
TELEPHONE TRUDI:
01858 434424**



PERSPEX VISION

As the sun beats down and the beaches beckon, its shorts, shades and softtop season once again. Time to sun your face in a fresh breeze, let the wind whip back your hair and dream of being Grace Kelly and Cary Grant.

Although the glamorous guys and gals of the SO's never got rained on, unfortunately for us English motorists a down pour is never far away. So out come the soft-tops in vinyl and perspex to shield us dreamers from the harsh realities.

But what is your windows have cracked or hardened or yellowed or remain determined to hang in their creases? Splashing out large amounts of money used to be the only solution but not anymore. "It always seemed crazy to have to buy a whole new hood just for the sake of the windows" says Alan Phillips of Perspex Vision "and that's why I started a postal service replacing perspex windows." Having worked in the sports car industry for

25 years, Alan understand the needs of his customers. "I offer a same day service, 7 days a week to minimise your inconvenience" Just one phone call to Alan will secure a firm quote and removal instructions for your particular hood and Alan's prices are persuasive too with Suzuki Jeeps from £15 per panel, MG Midgets from £25 and Mazda MX5s from £85.

Truly a family business, Perspex Vision has Alan's wife helping out with the administration, and his two teenage daughters distributing the distinctive promotional map markers whilst Alan cuts the replacement windows and machine sews them in. And where did Alan learn to sew? "My mum was a seamstress and I always used to help her out as a kid".

Contact Alan Phillips on 0181-777 6764

BIRKETT SIX HOUR RELAY AT SNETTERTON



LAST YEARS TEAM WHICH INCLUDED MARK FIELD AND MARTIN ADAMS

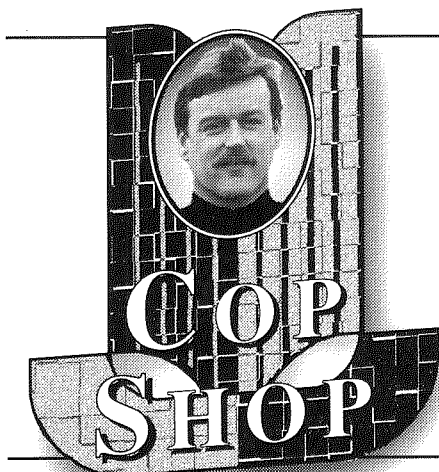
The TSSC has for the 3rd year running entered a Team in the Birkett 6 Hour Relay Race at Snetterton over the weekend of 25th October ; 97. As last year there will be a Team TSSC Paddock area where you can look at the cars and meet the drivers and pit crews. This years team consists of Dave Beardsley, Steve Crane, Bob Moseley, Russell Williams, Pete Whiteman and Jon Wolfe along with Team Manager John Davies. The Team invite as many Areas and Members to come along and support their effort as possible for what will surely be a memorable day out.

ESSENTIALLY EQUIPES

Continuing the success of the annual "Essentially Equipes" event, they are holding the fourth Bond event in September. All TSSC Club members would be very welcome

The event will again be held at Cosgrove Leisure Park, Cosgrove, Near Milton Keynes, on Sunday 14th September 1997. The event will run from 11.00 - 5.30 pm and apart from the diverse range of Bonds from Bugs and minicars to 21 coupes, there will be autojumble, driving skills, trophies and prizes plus Bar-B-Q. All are welcome ' Trophy for best visitor ' ! Event fee is £3.50 per car, which includes half price admission to Cosgrove Park. Caravanning and camping are available.

For more details please telephone **HILARY FORRESTER 01604 757476 or BOB BUCKBY 01908**



This month some bits and pieces. A couple of letters that needed some research and a new piece of legislation.

GB Plates

I was sent a clipping some time ago from the Triumph Owner's Motorcycle Club Magazine. One of their members had been stopped and fined in France for apparently displaying a 'GB' plate that did not conform to the regulations.

There was a FF400 on the spot fine. According to the British Regulations the plate must bear black numbers on a white background and be easily read from a reasonable distance. There is no mention of size. These regulations should be common across Europe, but of course, individual countries may differ.

Insurance

Another clipping I was sent was from The Sunday Times. It talked about a driver who had a serious accident whilst on his way to work. His insurance certificate stated "social, domestic and pleasure purposes only." He was worried that he may technically

by Mike Crewes

be uninsured. The motoring correspondent replied that generally travelling to and from work is classed as "domestic" and drivers are therefore covered, providing that the vehicle was not being used in the course of business. The correspondent then went on to mention specialist policies and used classic car policies as an example. Some of these policies may require extra premiums if the vehicle is used to go to and from work. In his example he used a Triumph Spitfire, which was unfortunate.

I wrote to Footman James the Club's Insurance Broker and inquired about the Club Policies. Their reply is encouraging. They state, "The majority of Triumph policies are covered for travelling to and from work under Social, Domestic and Pleasure use, but it depends on each individual policy." Our policy is through them and with Dominion and we are covered for such use. If you are using a classic car to travel to work and back, I suggest that you check with your insurer that you are covered.

New Legislation

A new class of driver was created by Road Traffic (New Drivers) Act 1995 which took effect on 1st June 1997. For the first time a new driver will be on Probation for a period of two years. This means that drivers who obtain six or more penalty points on their licence within two years of passing their driving test will be forced to revert to learner status. They will then have to display 'L' Plates ('D' Plates in Wales) and be accompanied by an experienced driver until they pass a further test.

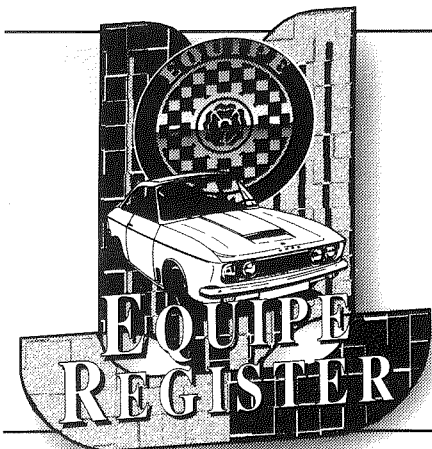
When six points are reached the Court, or Fixed Penalty Office will return the licence to the DVLA who will revoke it. If the holder then wishes to continue to drive he or she must then reapply for a provisional licence. Points collected prior to the test will count provided they are within the previous three years. A person who drives after his licence has been revoked and without obtaining a provisional licence will commit an offence under Section 87(1) Road Traffic Act 1988 (Driving other than in accordance with a licence). After the further test has been passed, the points will remain on the licence until they expire.

If you have any queries or topics on Road Traffic Legislation why not write to Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN enclosing a stamped addressed envelope, or e.mail: **mikecrewes@compuserve.com.**

See you soon.

Mike.





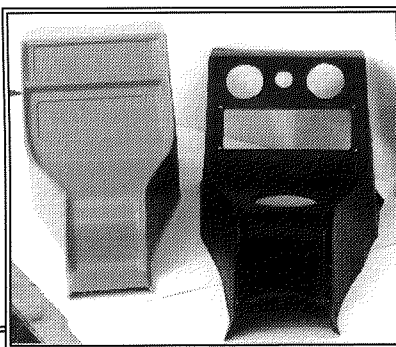
Bond Equipe Weekend REPORT

by Bruce Pilbrough

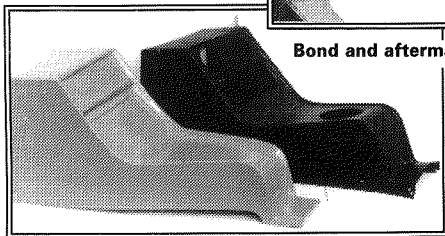
The Bond Equipe Weekend is always an interesting experience, this year was no exception as you will find out as you read on.

The week immediately before the Bond Equipe Weekend has, for the past five years brought rain only to brighten up for the weekend. One year remained rather cool for the Saturday, but it has always been dry for the two days. This year things started off in the usual manner during the week (WET), but the skies continued to carry rain bearing clouds to Preston (and a great deal of the rest of the U.K.) through to Saturday.

Early arrivals included an Equipe owner from the south coast, and a locally owned 2 Litre GT. Later on in the day a 2 Litre Convertible completed the Saturday's arrivals who had braved the rain. This was fewer than in previous years on the Saturday, but it was raining after all.



Bond and aftermarket consoles compared



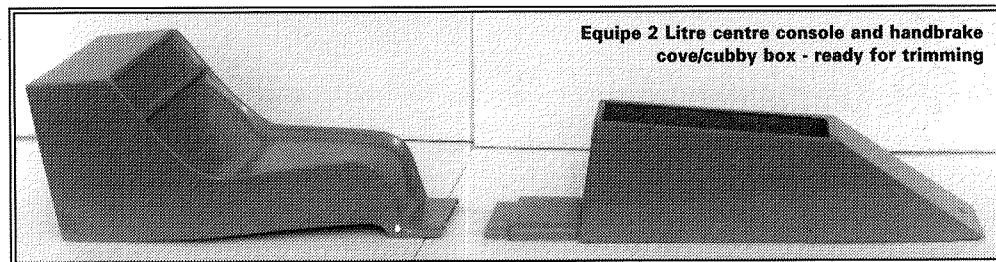
Bob Reed (our local GRP expert) brought a freshly moulded centre console, and handbrake cover/cubby box made from moulds taken from original items. Once trimmed with an appropriate leather cloth they look great. I brought along an 'after market' centre console so they could be compared. I took a few photographs which show the items together. Remember all you Herald and Vitesse owners, these items will fit your cars too, and can smarten up the interior quite a bit and since they are moulded from original 'period' accessories they would look right as well.

As Saturday evening approached no-one seemed to want to barbecue anything, so proceedings were adjourned to the on-site hostelry for a meal, a drink, and conversation with good company to round off the day.

Sunday morning failed to bring fine weather, yet throughout the morning a slow trickle of cars arrived.

No scenic run was organised this year, but perhaps it wouldn't have been all that enjoyable in the rain anyway.

The barbecue was lit and used (though I only saw one family lunch being charred). A local motor enthusiast of some standing came along in one of his Ford Mustangs and thoroughly enjoyed the event. A freelance photographer arrived and took lots of pictures and lots of notes, which eventually appeared as an article in Classic Car Weekly dated July 7th. There were of course the usual crop of errors in the article, but it was



Equipe 2 Litre centre console and handbrake cove/cubby box - ready for trimming

published nevertheless. A couple of local TSSC members supported the event by their brief presence, bought a couple of raffle tickets and won a couple of raffle prizes, which made it a profitable afternoon for them. Over the weekend nine Equipes were seen, made up as follows;

2+2	2
GT4S	1
2 Litre GT	3
2 Litre Convertible	3

The total distance travelled by Equipes in order to reach the event was 1111 miles (an average of over 123 miles).

Interestingly the event was again attended by some ex Bond factory workers who were amazed at how good these cars looked even after so many years. It had been a long time since they had seen even this many Bond Equipes together. The voting for the cars was very close yet again this year.

Who won what.

Well, lots of people won lots of raffle prizes, some won more than one, some even won so many they struggled to carry them back to their cars (are you wondering if you were at the same event as me? ... A little exaggeration is allowed in these pages even if it isn't April!).

Drawing: Darcie Abernethy

UK distance award	Ray Lomax	(290 miles GT4S FVM 159D)
Special award	Bob Read	(2 Litre GT KKW 745F)
Autosculpt trophy	Bill Pounds	(2+2 CJX 866C)
4 Cyl runner-up	Bill Pounds	(2+2 CJX 866C)
6 Cyl runner-up	John Weeks	(2 Litre Conv. CBF 656H)
4 Cyl winner	Paul & Nicki Bower	(2+2 52 FMO)
6 Cyl winner	Dick Weller	(2 Litre Conv. CBF 607H)
Choice Equipe (overall winner)	Paul & Nicki Bower	(2+2 52 FMO)

A fruitful weekend for the convertible drivers, and for the owners of those rare beasts the 2+2s. It's the second time that a 2+2 has been the overall

winner and it's a nice reward for all the effort that went into rescuing this particular car from what was virtually scrap. I've seen the 'before', 'during' and of course 'after' pictures and believe me, only a brave person would have taken on the restoration of 52 FMO. Bill Pounds was similarly rewarded for his hard work in restoring his car. Bob Read's car had been for sale for some time and had not found a buyer at a modest asking price. This car has now been sold and driven to Finland (without missing a beat) to become only the second known Equipe in that country. The new owner is delighted with his purchase.

Despite the poor weather the Equipe owners and enthusiasts seemed to enjoy talking to each other and the former factory staff who came to see the cars. Quite a few of you helped in some way during the weekend and I wish to thank you. I enjoyed the event again, and I know that those of you who were there enjoyed it so it was yet another success, despite the weather.

Those of you who weren't there probably missed something, besides getting wet. I am told by some of the regular Equipe weekenders that this event is different to any other, simply because it is a bit like a family party where you see people you haven't seen for a year even though you might only live twenty or thirty miles apart.

Finally when everything was packed up and loaded into my car and the last Equipe set off for home, it stopped raining, the clouds thinned and parted and a curious round yellow thing appeared in the sky. Someone said it was the Sun, I'd forgotten what it looked like. I suppose one wet weekend out of five I've organised isn't so bad.

Early news of NEXT YEAR'S EQUIPE WEEKEND next month.

Dare to Compare CLASSIC COMPARISON

BGT VS GT6

by Mike Scott

How does the GT6 measure up against its life-long rival from Abingdon - the MGB GT. We find out in Triumph GT6 versus MGB GT.

Between them the MGB GT and the GT6 are probably the two most popular British GTs of the classic era. Of the two, the MG out-sold the Triumph many times. Nearly 140,000 MGBs of all types were built as opposed to a mere 40,000 GT6s. Does the MG's numerical superiority mean that it is inherently the better car? Far from it!

The specifications of both cars are very similar. Both are 2-seat sports coupes (although the MG has 2+2 pretensions) with access to the rear through a lift-up hatch. The GT6 is the smaller of the two externally with a 6' 11" wheelbase against the MG's 7' 3", the MG is an inch and a half wider at 5' and the GT6 is easily the lower of the two cars with a roof height of only 47".

Both have similar-sized engines in terms of displacement, the GT6 has the edge here: 1998 cc against the MGB's 1798 cc B-Series unit. Their respective power outputs are also quite similar: 95 bhp from the MG and 98 bhp from the GT6 (in its later full-width cylinder head form). The major difference being the number of cylinders - the

Triumph's eponymous six, as opposed to the MGB's four, ensuring a smoother delivery of power especially at lower revs. Another plus (no pun intended) for the GT6 is the excellent access afforded by the large bonnet.

There are only slight differences in terms of accommodation. The GT6 is a pure two-

seater, whereas the MGB GT is fitted with a rear "occasional" seat. Its position close to the rear wheels and its bolt upright back make it a most uncomfortable proposition on all but short journeys on relatively smooth roads. In any case, its small size is really only suitable for small children - well-trained ones at that! To be fair, MkII and

MkIII GT6s were offered with a rear occasional seat as an option, but it was seldom fitted. The space behind the rear seats of the GT6 is a useful addition to its luggage carrying capacity which is severely limited in the MGB GT because of the rear seats.

The unitary construction of the MG may be seen as being more modern than the separate body and chassis of the GT6 and therefore more desirable, but there is also a sting in this tail. The MGB started life in roadster form. The open-top detracts from the strength of a monocoque and so, to compensate, the body had to be made a bit on the heavy side for a car of that size. When the GT version was developed, MG had the opportunity to lighten the bottom half of the body inherited from the roadster, the extra stiffness coming from the roof structure. However, the fly in the ointment here was the Triumph Spitfire. Triumph were undercutting the price of the MGB with the Spitfire so much that very little extra cash could be spared to develop the MGB GT, a total body redesign was out. This meant that the GT was produced with the weight penalty of the roadster's body

GT6 chassis on uneven surfaces. I have not been able to verify this: I, personally, have often been impressed with the stiffness of the Triumph chassis compared with some modern Euroboxes. The MGB monocoque construction is theoretically better in terms of crash protection (a trendy subject these days), but I think this is missing the point in a sports car: if you want crumple zones, SIPS and air bags buy a Volvo!

The massive weight of the MGB GT may also contribute to its better stability at high speed compared with the GT6, but the converse of this is that the Triumph has more a responsive steering. So, although the ultimate cornering power of both cars is about the same, the GT6 feels more agile, despite its front-heavy weight distribution. The MGB GT can boast the better ride due to its softer springs; not that the MG isn't firmly sprung, the GT6's springs are particularly stiff. Then there is the question of suspension: the GT6 has its peculiar brand of independent rear suspension whilst the MGB sits on cart springs astride a solid axle. The handling of the GT6 on a bumpy corner leaves a lot to be desired, but the axle tramp you get from the MG suspension is about as far removed from the ideals of sports car handling as it can get. Overall, despite the MG's purported, and much-vaunted, sporting heritage the GT6 is more of a driver's car. A fact which is reflected as much in today's ownership as it has ever been.

Finally, one comes to the looks of each car. At the front both cars look the part, with long bonnets stretching in front of the driver but it is in the notoriously difficult part of the rear aspect where the differences lie.

The tail of MGB GT is more upright and, to me, looks heavy in proportion to the front of the car, whilst the sweep of the GT6's low roof, blending smoothly with the rear (particularly on the MkIII in my opinion) makes the car look as if its moving fast even when standing still!



PLUS the extra weight of the roof assembly. The upshot of this is that the MGB GT weighs in at over a ton, giving away nearly 500 lb to the GT6, with a commensurate penalty in acceleration.

Some commentators have claimed to be able to detect some lack of stiffness in the

So it appears that in almost every aspect the GT6 emerges with a slight edge over the MG. Why, then, did the latter car enjoy much better sales success? Perhaps it was priced competitively compared with the Triumph. No - in 1971 a GT6 would set you back £1276, while MG demanded £1376 for the 'BGT, including the optional heated rear window needed to bring it up to the GT6 standard spec. Today the price difference is even more marked in favour of the Triumph, with MGB GTs in similar condition to their GT6 counterparts fetching over £1000 more in some cases.

Part of the reason for the numerical discrepancy between the two cars in my opinion is that MGs have managed somehow to carve themselves into the British psyche as being the archetypal sports car. OK, Triumph made the odd sports car or two, but they were also responsible for a number of "ordinary" saloon models, MG only made pure sports cars. People seem to have forgotten the MG Y-types, Magnettes and MG 1300s as well as the blatantly badge-engineered MG Metros, Montegos and Maestros. Perhaps it is precisely because of such blatancy that the true MG sports cars are seen all the more as thoroughbreds. There are numerous people who think all British sports cars were made by MG. On several occasions people have asked me "Is that your MG in the car park?" (referring, of course, to my GT6).

Secondly, I think the MGB GT, in particular, has benefited from association with both its roadster and V8 variants. (One could argue that the GT6 wouldn't stand up quite so well against the MGB GT V8, but perhaps we should be comparing that particular model with Triumph's V8 offering - the Stag...). The GT6, on the other hand, may have been hampered by association with its Triumph stable mates - the Spitfire was seen as more of a feminine car (possibly due to its shapely curves), whilst if one was looking for a

masculine Triumph one would go for the TR range. Also, the GT6's diminutive size may have made it difficult for people to take it seriously as a sports car.

Don't get me wrong - I'm not knocking the MGB GT in any way, it has always been one of my favourite (non-Triumph) sports cars. It's just that I feel that if more people would look past the MG badge at the car beneath they would realise what better value the GT6 is in almost every respect. Perhaps it is because I nearly fell into that trap myself that I feel so strongly about it. When my wife and I decided to take the classic cars plunge, we (like so many others) started looking at MGBs. Soon afterwards, dismay set in at the prices most people were asking



for cars in pretty dubious condition. It was then that I began to see that we could get a lot more car for less money by buying a GT6. The reason we didn't start looking at GT6 from the outset was that I naively assumed that such a good-looking and rare (by comparison) car with an exotic 6-cylinder engine would be much more expensive than an MGB GT. In many ways, I think it is a shame that someone contemplating the purchase of his first sports classic will automatically be drawn to the MG range, rather than considering the wealth of Triumph models available. In the meantime we can take satisfaction from the fact that we are driving faster, better looking, more exclusive, better value and, above all, better fun cars than the MG "herd".



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Hoods

by Brett Dennis

The best hood for fit which is weather proof is the original hood fitted to the car now. These are now every hard to find but good secondhand ones can be found.

How did Triumph manage to get such a good, draught free fit around the rear of the door window when repro hoods fail miserably? Triumph inserted a shaped piece of metal into the hood stitching. If you have problems with your repro hood, try fitting a length of flat steel or plastic 1/2" x 1/8" x 6" between the stitching.

Also an original hood has pressed into the rear vybak window the washing/cleaning instructions.

Every car was issued with a handbook which gave instructions on how to erect and lower the hood and frame. Most cars have now lost these handbooks but they can still be

purchased - I cannot remember how many Spitfires (mostly MkIV and 1500) which have just released the hoods on the windscreen frame catches and just pushed the hood and frame behind them. This method will certainly ruin the hood, especially the vybak windows.

What is the best type of repro hood to buy? I suppose you get what you pay for. From my own experiences cheap hoods shrink in the winter and stay that way. Double duck hoods go grey very quickly and the stitching rots out.

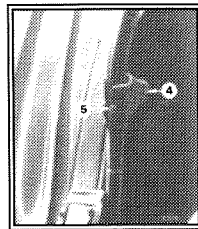
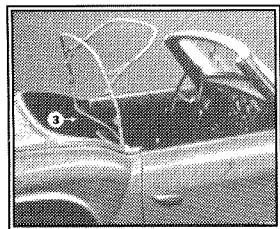
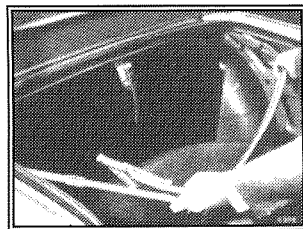
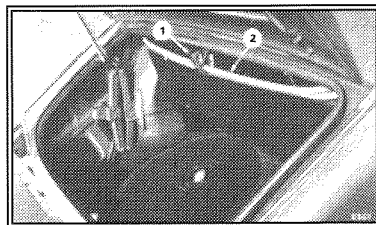
Reproduced here are the soft top instructions from the early Spitfire handbooks.

THE SOFT TOP Spitfire Mk II

The soft top, which is made from P.V.C. material, is contained in a plastic envelope, stowed behind the rear squab. The supporting frame is housed in the luggage compartment, where it is secured by a strap.

To Erect the Soft Top:

Unbuckle the strap (1), withdraw the frame (2), and locate it in the sockets (3) on the inside of the body as illustrated. Unfold the frame forwards. Press the frame downwards against spring pressure, and lock it in this position by turning

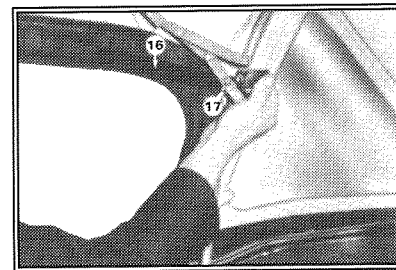
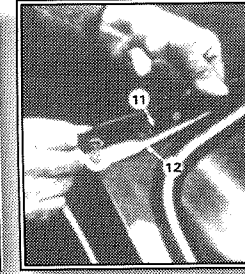
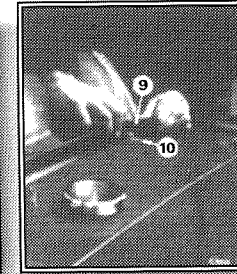
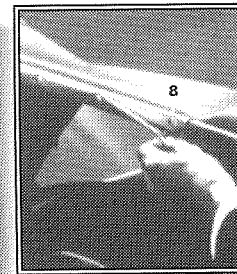
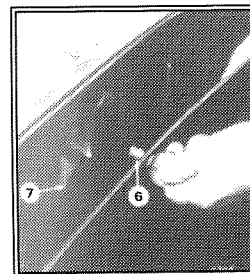
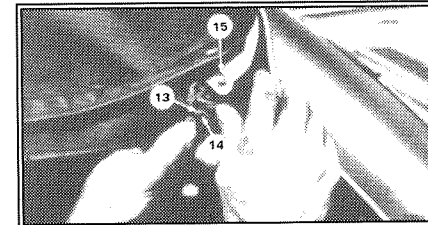


each locking sleeve (4) to engage with its respective lock pin (5).

Using a coin to release two dzus fasteners (6), move the rear squab forward and lift the soft top from its protective envelope (7).

Unfold the soft top, lay it over the frame and secure the fabric to the front of the frame by locating the four press fasteners (8) as shown.

Pull the fabric rearwards and hook the reinforced rear edge (9) over the lip of a bracket (10) at each side.



Complete the rear attachment by securing each corner edge to three snap fasteners.

Pull the fabric over the windscreen to hook the reinforced front edge (11) over the leading edge of the windscreen cappings (12).

Attach the wire loop (13) to a hook (14), which is exposed by pushing the rubber forward, and secure each corner edge to a snap fastener (15). Thread the valance tensioner (16) around the frame hinge and secure it with the snap fastener (17).

Complete the erection by turning each locking sleeve (4) away from its pin (5); this will release the springs and correctly tension the soft top assembly.

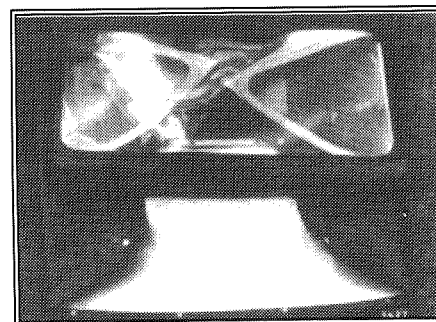
When the soft top is no longer required, remove it by reversing the instructions given for its erection and fold carefully before packing it away.

HARD TOP REMOVAL

In fine weather the vehicle may be used as an open sports car by removing the hard top assembly as follows:-

1. Remove the domed-head bolts and washers securing the hard top header rail to the windscreen panel.
2. Remove the bolts and washers from the underside of the hood stick sockets to release the hard top side brackets.
3. Remove the domed-head bolts securing the rear of the hard top to the rear deck panel. Remove the tapped plates, rubber washers, lockwashers, plain washers and finishers.
4. With the aid of a second operator, lift off the hard top assembly.

To refit the hard top, reverse the procedure.

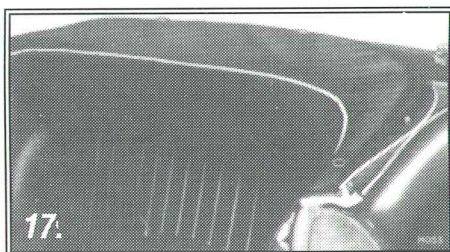
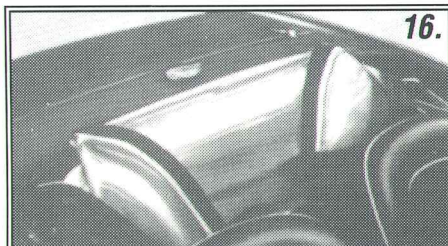
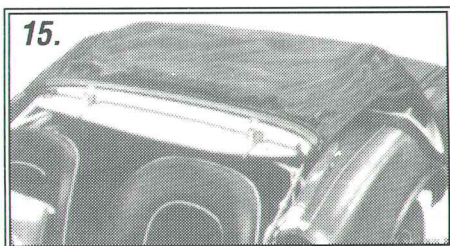
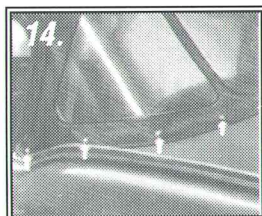
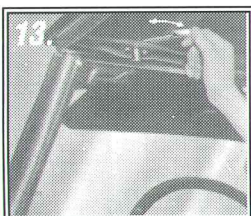
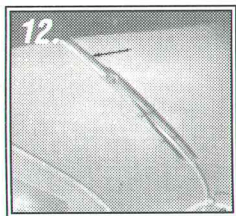


SOFT TOP Spitfire Mk III

The soft top which is made from P.V.C. material is supported by a hinged frame. The assembly folds down into the back of the car and is retained in place by a cover.

Release the toggles (Fig.13) and the fasteners (four each side. Fig.14) securing the edges of the hood to the body. Push the front hoodrail rearwards and slightly upwards while knocking the second hoodstick (arrowed Fig.12) rear-wards until the assembly begins to fold.

DO NOT PULL the second hoodstick downwards.



Raising the Soft Top.

Unfasten and remove the hood cover. Fold the sides of the hood fabric outwards and pull the fabric rearwards over the luggage compartment lid. Lifting the front hoodrail, raise the assembly sufficiently to allow the fabric to lie evenly over the frame.

Secure the fasteners (four each side Fig.14) to the body.

Locate the front hoodrail on the wind-screen header rail and turn the levers (Fig.13) inwards.

Knock the second hoodstick (arrowed Fig.12) forwards as far as possible and secure the fasteners (Fig.12).

Lowering the Soft Top

Release the fasteners securing the fabric to the second hoodstick (Fig.12).

Continue lowering the frame and pull the fabric flat over the luggage compartment lid (Fig.15).

Fold the fabric forwards over the hoodsticks and turn the sides inwards (Fig.16). Ensure that the Vybak windows are free from distortion and that the hood fabric is not trapped by the hoodsticks.

Retain the hood in position with the cover provided (Fig.17) as follows:

Attach the cover to the outer fasteners and continue working towards the centre.

Attach the inner pillar fasteners and hook the three straps under the bottom hoodstick.

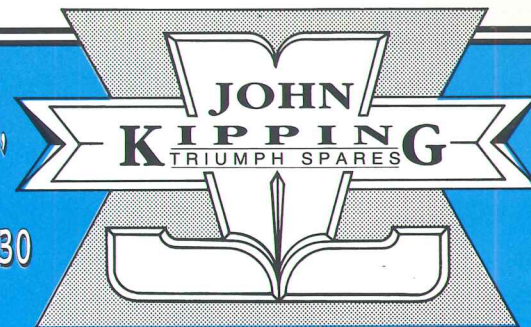
Tonneau Cover (Optional) (Fig.18)

The tonneau cover uses press-studs for securing to the car.



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by Bob Westgarth

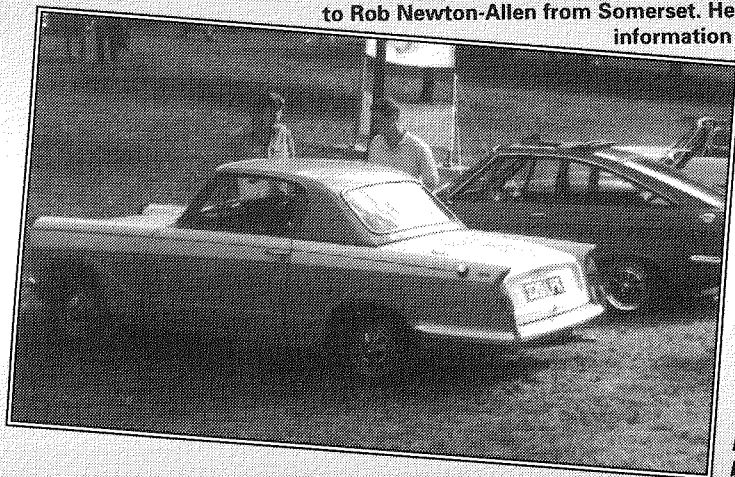


Welcome once more to the Herald Register. I hope you all had a good time at Stafford, I know that I did. I was a little surprised that there was not more interest in the Technical Desk slot that I did as I had hoped to meet more of you at that time.

Nevertheless I was able to help a few people with their problems as well as have a chat to Mike Costigan, Dick Plumbridge and Phil Wilson. As a result of these conversations work is being completed with a view to introducing new IVR forms for all Club cars. Now my interest is obviously in early Heralds and I would very much like to have access to a database of every Club Herald, whether it is a concours example or simply a pile of parts. This would enable me to answer a lot of your queries about originality and build dates. Once the new form is completed it will be announced in The Courier, and copies will hopefully be printed as they have been for the Vitesse Mk2 pilot scheme. I hope that all members owning Heralds will support this attempt to collate information on our cars by filling in and returning the forms as soon as they are available. I will keep you all informed of progress on this very major undertaking.

This month I am featuring an early Herald Coupé belonging to Rob Newton-Allen from Somerset. He answered my plea for information on your cars to feature in the magazine with the following letter. Over to you Rob:

"I thought you may be interested in one of the cars that doesn't get much coverage, probably because there are not many left. Yes! I am talking about the elusive 948 smooth roof coupé, a rather undermined little car but without doubt the best looking of the Herald/ Vitesse family.



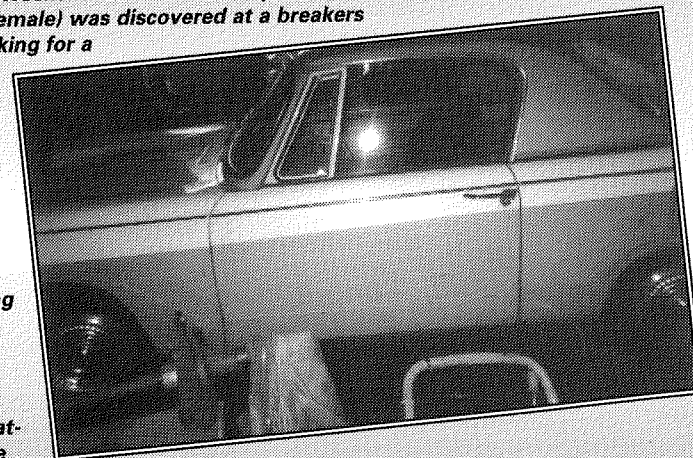
A very interesting and exciting find there for you, it actually makes me rather jealous. Though I am at this very moment attempting to purchase a smooth roof coupé which lives in a garden in Cumbria for myself. It seems to be taking a very long time but I will let you all know if I am successful. Rob again is asking for a register of coupés so hopefully our plans mentioned earlier will address this for him.

Now a little technical bit for anyone who likes to repair, rather than replace, whenever possible. Do your Herald seats sag? Do you feel as though you are sitting on the floor? If so you really should do something about it. Triumph used two different methods to support the seat base in the Herald, earlier cars have a rubber strap system while the latter cars are fitted with a rubber diaphragm. This usually provides the best seating though would not be suitable in a concours car where originality is important.



Fitting the latter rubber diaphragm does require modification to the seat frame as the fixing method is different from the earlier examples. On the early cars the straps run across the seat supporting the foam cushion, as these straps age they stretch leading to seat sag. If they are not replaced then they will snap leading to even greater sagging, and stretching of the seat cover. If this stage has been reached the seats can be made useable, but will never look good as stretched vinyl cannot be shrunk, by adding an extra layer of soft foam above the original. Often the original foam is disintegrating and causing a lot of the sag. It is therefore best to replace both foam and straps as one job.

My coupé was acquired some three years ago not long after our first ever visit to the International Weekend at Stafford in my wife's 13/60 convertible. She (yes! It is definitely female) was discovered at a breakers yard where we were looking for a few bits for the 13/60 after the front trunnion had sheared off. She was sold by her previous owner for scrap following him having his licence taken away for failing eyesight. Being covered in a tarpaulin and looking very sorry for herself I found her to be in unbelievable original condition. That was it!! I had to have her at whatever cost. With the price agreed, I found myself



All of the material is available from specialists, or from Newton Commercial, but as we are looking at a reliable yet cheap fix there are alternatives. Most large towns will have an upholsterer who will recover your three piece suite, or recently acquired antique chair. They will also be able to supply rubber webbing of the correct size, and can usually cut foam cushioning to sizes from a pattern. They often offer this service to caravan owners who need replacement mattresses. I have experienced difficulty in obtaining the clips and hooks which attach the straps to the frame. If they are not available then simply buy your rubber strapping in one length. It is then possible to drill the seat frame and rivet the strap to one end, use two or three rivets with large washers, pull the strap tight and drill the opposite fitting. I know that this is a 'bodge' but if sagging seats are not attended to immediately the material will stretch or even



split meaning that a full seat rebuild will be needed. This method will mean that you can deal with a problem as soon as it happens and pick up the correct clips at your next autojumble. Do not be tempted to feel that if only one strap has broken you will manage until the correct parts are available. I did this with my Herald and will now almost certainly need to recover the seats as well as replace all the foam and straps.

Next month I hope to write about refinishing your car at home, what you can do, and what you would be best advised to take to the professionals.

driving home in what turned out to be a very rare car indeed.

Once home she was given a thorough wash and scrub up. There she stood in all her glory the original paintwork gleaming in the summer sun, the bodywork not perfect but for a car that was then thirty five years old I could-n't believe that the old boy who owned her previously had scrapped her.

Next task was to visit the previous owner and try to determine whether the 10,000 or so miles on the clock were genuine. Name and address tracked down, and only twenty miles away, I found myself standing at their front door pondering whether the owner was still with us or not. The door was answered by a gentleman of about sixty who had seen us pull up in his . . . fathers car!!! Would you like to see my father? He asked. Where-upon he led us through to see a gentleman of approximately ninety who was astounded to hear that his car was back on the road. (It was a credit to him for looking after herso well for over thirty years.)

Once we had discussed a few things he suddenly left the room only to return a few minutes later carrying an envelope, 'I guess you would like these' he asked handing me the envelope. On opening it I couldn't believe my luck, inside was a bundle of MOT certificates clarifying the mileage as genuine, and also the original brown paper log book showing the list of previous owners; I was the third. After several hours reminiscing he led my wife and I to his garage where he uncovered several spare parts. 'You don't have the original seats?' I asked (as they had been changed). 'Sorry son' he said 'I took those out in '64 as they were too uncomfortable.' How true I thought."



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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
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(high spec won't sag)	£69.31
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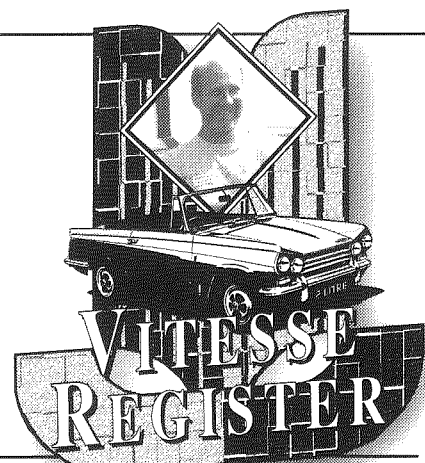
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Hil... This register finds your Vitesse register secretary in a particularly (more than normal!) jubilant mood not the least still on a high from a rather 'bit good' Stafford weekend a good time was had by all... (even though I was in a Metro (MG))... but all that has now been put right...

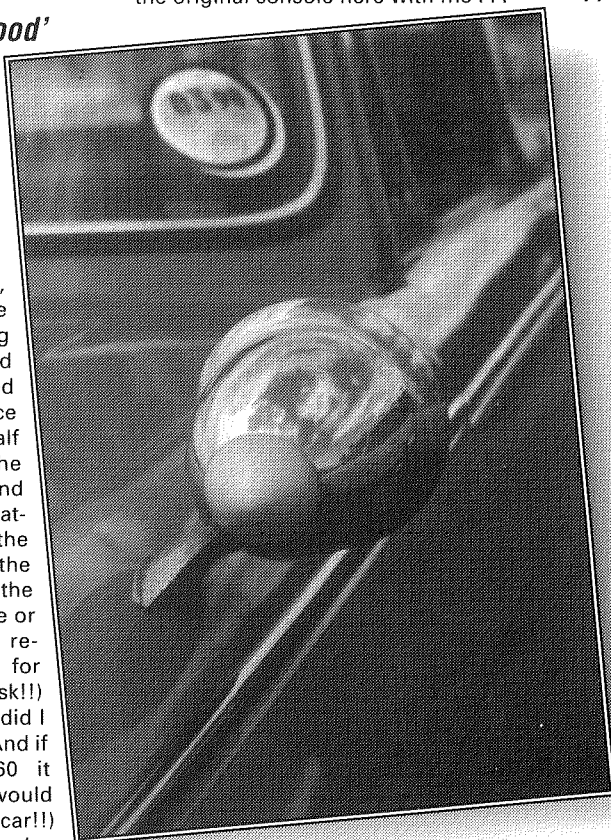
VPP has had a heart transplant, donated by - Tessa' (MCR) just to tide her over as it were, the misbehaving overdrive has also been changed over, with one that I had in the shed... an altogether learning experience... It took me about two and a half hours to get the splines on the overdrive to match the gearbox and slip into place (more than just frustrating) also it's a bit amiss not to fit the speedo angledrive before you fit the gearbox... to get it into place when the gearbox is fitted... Is that a struggle or what? The engine removal and re-fitment went quite smoothly (even for 0200hrs in the morning!!... don't ask!!) So VPP is now up and running... (did I explain that she began to drink oil? And if you did any speed above 50-60 it sounded as though the engine would explode and join me inside the car!!) Renewed enthusiasm now... tow-bar

by Mac Reynolds

next which to go for the witter (through the rear valance) or just a quick clamp on... slung underneath type I have one of each so we will see... don't hold your breath!! Watch this space Lewis!!

Still with Stafford in mind... a couple of points to mention... having just received my August Courier (I am behind deadline as usual... sorry Bernard!!) I have to agree with Bill Sunderland... if I could have driven home and kept, any Vitesse it would have had to have been Adam Egland-Jensen's MkII convertible... what a machine indeed, only one word to describe it - awesome... followed by Léon Guyots MkI convertible... both truly individual and both superb (I really must start on my MkII saloon re-build... well the engine is out now... that's a start!!)...

Also at Stafford I managed to catch up with Michael Hancock... with his original centre console... (I missed Bob Read... where were you Bob?) So I now have the original console here with me... **Sue's illuminating bumpy bits!**



Bev Gittins' Vitesse and caravan. Spot the wire wheels!

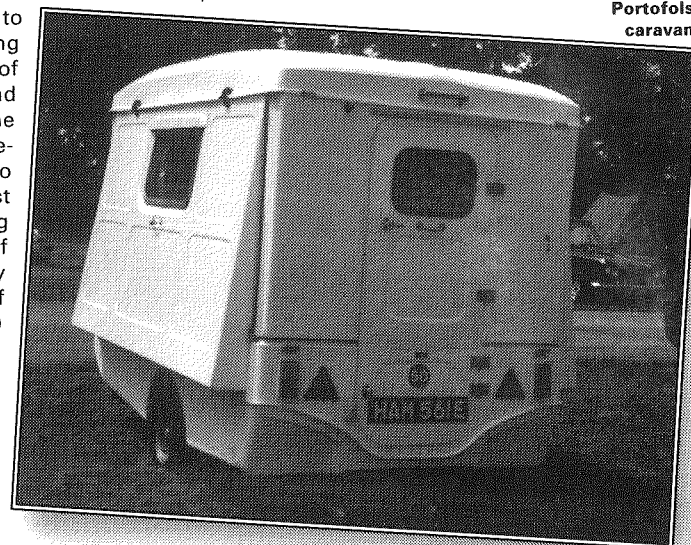
To continue the research actually I could possibly speak of Stafford for the whole of this register... but that would only serve to make those of you who were unable to attend jealous...

Next... at Stafford... I met again with Sue (Gilbert) (from Ludlow(ish) whom was mentioned in these Courier pages in October 1991... with her rather rare and very impressive 'illuminating wing mirrors' made by Stylo... a very period extra, due to a disaster, when one of her wing mirrors decided to fragment as she was driving along (leaving only the body of the mirror and a few sad remaining lonely wires). The quest is now on to find a replacement! Can you help? See photo for identification (I have just spent almost two hours looking through my collection of 'custom car' magazines for any interesting advertisements of the above... but to no avail)... and... 'yes' it was worth the six year wait to see them again (they are on Sue's red 13/60 convertible LGV 610F... bit of a nice one!)

Sorry... still at Stafford... I caught up with Bev Gittins

(Worcestershire) see photos of his Vitesse HAM 561E towing his 'Portafoldi caravan, I think these are wonderful such character... bev was telling me that he can re-make or re-fashion the radio mounting surrounds, almost to original spec (should I have said that?... We (no... you) will now be inundated with requests for such beasts... I never actually got to see one... but it was very nice to be visited by Bev when he was down on holiday last week he caught me working on the Vitesse! Impressive or what? Good to see you in such a short space of time Bev, see you at Stafford next year!

The characterful Portafoldi caravan.



Okay, no more mention of Stafford and onto our featured Vitesse from Christchurch in New Zealand! . . . Belonging to Terry Cartwright in his words; "I bought the Vitesse about 18 months ago in bits from the third owner, it has only done 71,000 miles from new and had been off the road from 1987 when I say the car was in bits I mean really in bits!!



Motor, gear-box, diff, suspension, brakes, body off chassis . . . etc . . . etc, all this apparently started because of a noisy gearbox bearing . . . The owner had got into a dismantling frenzy made all the more strange when you realise that the paint in the photo is original (looks perfect, like new . . . Mac) . . . and the interior . . . seats / carpets are also mint like new . . . and original . . . I re-built the suspension with all new bushes, re-built the motor with all new bearings rings (although the originals were unmarked) . . . also re-built the gearbox and overdrive (this was the original fault/problem), also fitted were Minilite-type mag's and a Britax folding sun roof . . . My aim was to put the car back together so that it looked like the original 70,000 mile car it would have been if the previous owner hadn't pulled it to bits! You'll notice I make no mention of hours with a welder or grinder . . . the local climate is such that we are blessed with no rust problem as UK cars are. The car is a Mk1 2L saloon registered in 1968, hence the number, (how do you do that? . . . Mac) it was one I believe of a batch of Vitesse assembled in new Zealand the commission number is prefixed with a 3, I think that I will require more information from you Terry, on your rather spotless looking Vitesse!! . . .

So that's it for this month . . . What, four photos and no diagrams? I'm feeling more like Léon by the minute!

But I will leave you with the joke of the weekend (Stafford . . . sorry!).

*"Two parrots on a perch . . .
one said to the other;
"Can you smell fish?"
eh? eh?"*

**Terry
Cartwright's
special
registration
Mk1. 2L**

And as an agony aunt for Vitesse (uncle actually) a question that was raised at Stafford (sorry!), what if you are undergoing pressure from your spouse to get rid of your Triumph? No contest . . . your Triumph is you . . . you are your Triumph, without each other you are not complete! Wow heavy stuff!

As I write poetry (for my own pleasure), just for a change and to deviate . . . I'll finish this month on a poem (beats Léon's photos of pineapples).

*I must conquer my loneliness
Alone
I must be happy with myself
Or I have nothing to offer you*

*Two halves have little choice but
To join and yes they do make a whole*

*But two wholes when they co-incide
That is beauty
That is love.*

Enjoy your Triumph! . . . Thanks . . . Take care
. . . Cheers . . . Mac.



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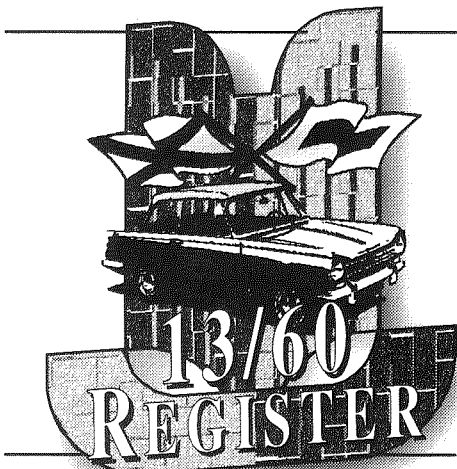
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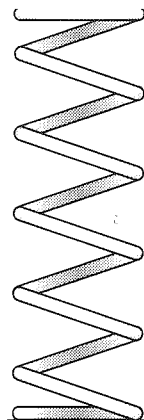
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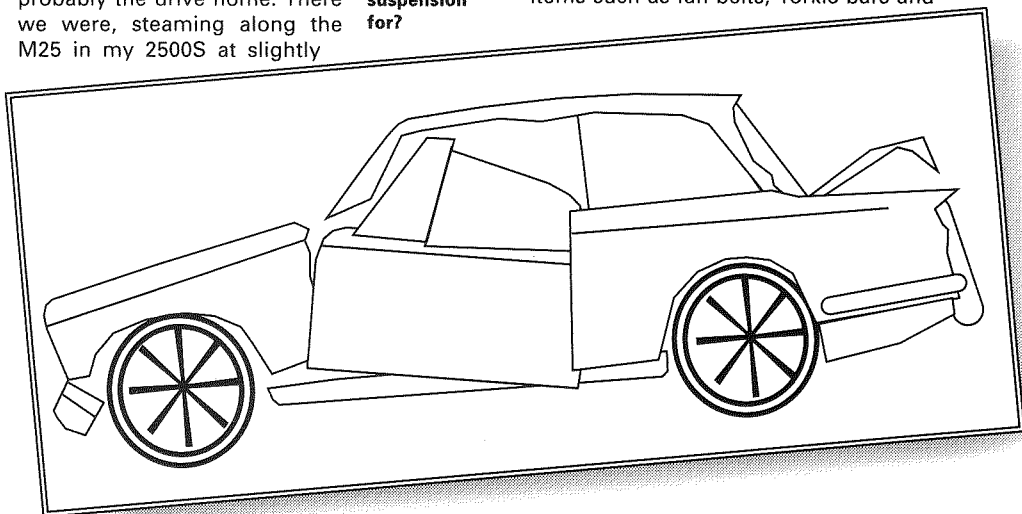


I must confess: I thoroughly enjoyed myself at Stafford even though I spent a fortune on really boring bits of suspension, steering, and brake and clutch hydraulics for my 13/60.



What is the suspension for?

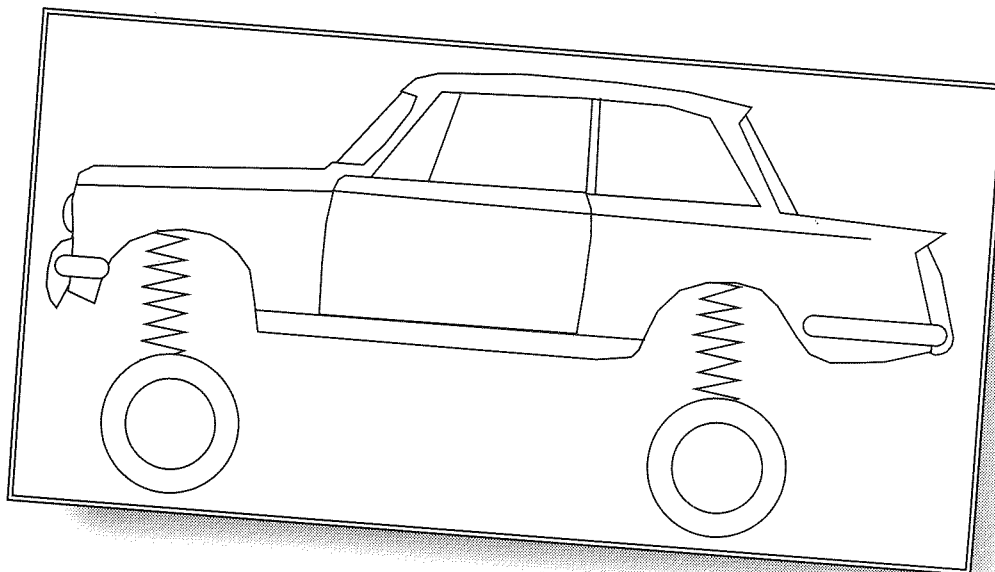
The highlight for me had to be Jon Beeston's cooked breakfasts. The low point was probably the drive home. There we were, steaming along the M25 in my 2500S at slightly



by Phil Willson

over the limit (don't tell Mr Crewes, please) and listening to my daughter's Abba tape. We got to 'SOS' (very ominous!) when I noticed smoke coming from the back of the car. The oil pressure gauge confirmed my fears - zero pressure. Had I blown the engine? It still sounded fine and the temperature was normal, so I pulled over to the hard shoulder and raised the bonnet. The problem was that the capillary tube to the gauge had fractured, oil was squirting out and finding its way on to the exhaust system - hence the smoke. The cure was simple - just remove the tee piece and screw the pressure switch directly back into the block. Unfortunately, no oil was showing on the dipstick so I did not want to risk running the engine. The RAC were called and luckily for me, the patrolman had some oil on board. Although he only had just over 2 litres, it was enough to bring the level back above the minimum on the dipstick and I was able to restart the car and proceed on my way with no apparent ill effects. Presumably the engine had still been at least one quarter full of oil so the real danger point had not been reached and I was mighty relieved that disaster had been avoided. One point though: apparently oil is not one of the items that an RAC patrolman is required to carry. Anything over and above the standard items such as fan belts, Yorkie bars and

"...what would your car be like if the axles were fixed rigidly to the chassis and you had solid tyres on the wheels? I bet you would not only find it extremely uncomfortable but the car would shake itself to pieces in a very short time."



a hammer (sorry, I don't really know what the standard kit consists of, but I believe that the AA have the same system) is at the discretion and personal expense of the patrolman himself. Obviously, in this case it saved him having to tow my car to the next garage and the job was done in about 5 minutes as opposed to half an hour. I only had to reimburse him for the oil.

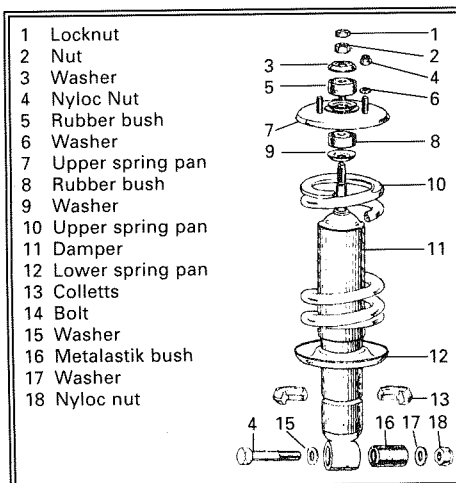
I had hoped by this time to be writing more about the restoration work on my Herald but, unfortunately, progress is slower than I'd anticipated and so the photos are not yet coming through i.e. I've not yet finished the first film. So I thought I'd start an occasional series of articles giving you some simple background information about some technical aspect of your car. I will use layman's terms as far as possible so that you should all have a chance of understanding it - if you're interested, of course. Wherever possible I will make sure that it is applicable to the Herald although, of course, the general principles will apply to just about any vehicle you can think of. For the want of a better

Herald with metric springs? (see text)

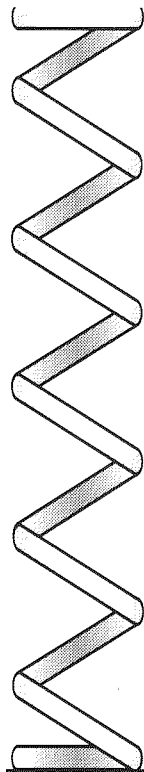
place to start, I'll try to explain the principles of suspension.

Firstly, what would your car be like if the axles were fixed rigidly to the chassis and you had solid tyres on the wheels? I bet you would not only find it extremely uncomfortable but the car would shake itself to pieces in a very short time. So let's fit a set of air-filled (pneumatic) tyres and see how it feels now. Well, I'm sure that you will notice an improvement in the comfort as well as less clatter on the road, so tyres do have an effect on the ride. But things could be much better. Now fit a set of springs between the axles and the body. Wow! That's a huge improvement. The road shocks have largely gone but on small bumps the wheels are bouncing

Exploded view of front road spring and damper assembly.



up and down and on the longer undulations in the road the body is wallowing up and down and you'll start to feel sick if this keeps up! So let us now try and steady things by stopping the springs from oscillating. We'll remove all that energy from them with a set of dampers. OK, we're nearly there. We just need to do some fine tuning to get the best compromise between a reasonable level of comfort, a good ride that does not cause undue sickness and system that will prevent the car self-destructing on 'normal' road surfaces. To do this the main thing we can vary is the stiffness of the spring and the degree to which the oscillations are damped down. (Please note that I am only here considering driving in a straight line. It gets a whole lot more complicated as soon as you want to go round corners, especially at any speed, but we can deal with that another time.)



Herald front suspension assembly.

Did you notice from this description that certain common parlance is wrong? The shock absorber is the spring - and the item often known as

the shock absorber is, in fact, properly called a damper. Without the damper, the spring (and the car suspended on it) will oscillate up and down until the energy in the spring is lost naturally. The damper takes the energy out and converts it into another form - heat - by compressing a liquid in an internal chamber. Now consider driving on a perfectly smooth road, however unrealistic this might seem. Because there are no irregularities, the car and springs will not oscillate, the dampers do no work and are therefore stone cold. On a rough surface the springs would work very hard so the dampers would be operating continuously and they would get very hot. The faster you go or the rougher the surface, the more energy you would be trying to extract. The main way that the heat is removed from the damper is by the air that passes over them due to the motion of the car (convection). However, under these conditions, the performance of normal units would start to deteriorate as the heat builds up and they could even fail completely. This is why on vehicles used for heavy duty driving or racing, more expensive gas filled dampers such as those made by Spax are used because they do not 'fade' to the same extent. The other, related, misconception is that 'firm' dampers make the springs harder but in fact, their action is to damp the spring oscillations more quickly.

Springs have a simple set of properties which basically amount to their stiffness i.e. how much load do you need to apply to deflect or compress a spring by a certain amount. Being British, Herald spring rates are measured in pounds per inch. The larger the value, the stiffer the spring. (Actually, I think the Imperial units are easier to appreciate than the metric equivalent of kilograms per metre since we are only dealing with deflections of a few centimetres and springs are nowhere near a metre long!). If you look at the front suspension unit you will realise that the stiffness of the spring and its original unfitted or 'free' length will govern the final ride height of the car. So, fit a shorter spring of the same stiffness and the car will be lowered. Fitting a heavier engine like the 2 litre lump on standard springs will have

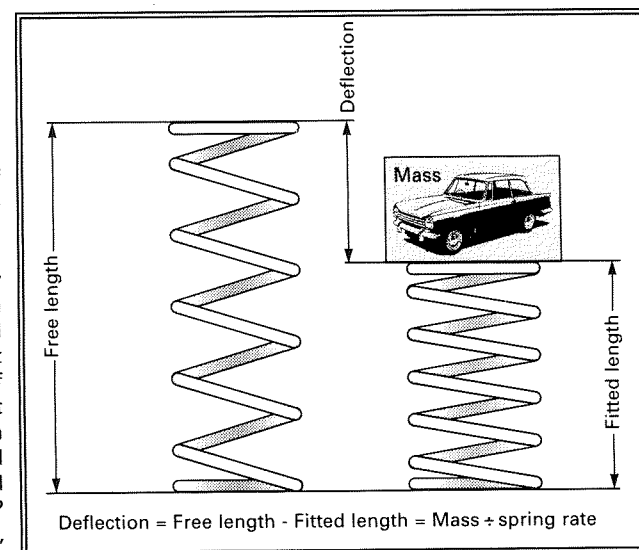
the same effect. Build a glass fibre bodied special using standard springs and it will ride high because it is so much lighter.

So what are your options if you want to improve the set-up on your car? Firstly, the Herald family front suspension system is excellent by any standards. Lotus Elans used an almost identical system and they were probably the best handling small sports car of the 60's - in fact, in the deepest recesses of my memory I seem to recall that one model used Triumph components - am I right or way off beam here? At the expense of comfort, just fitting stiffer springs for around £35 will give you a firmer ride and better road-holding, but if you like fast driving then adjustable gas dampers like Spax will also prove useful. With these you have the opportunity to play with the settings and optimise the handling to suit your own driving but they tend to cost around £90 for a pair.

The standard springs on Heralds had part no. 208056 but, according to the workshop manual they have been supplied in two slightly different forms:
type 1: free length 12.08"; fitted length 8.18"; fitted load 790 lb; rate 203 lb/in or
type 2: free length 12.11"; fitted length 8.18"; fitted load 790 lb; rate 201 lb/in.

These two types are so similar that I would imagine that it would be impossible to tell them apart and fitting a mixed pair would probably have no effect on handling or ride. When new, the standard spring could be identified by a blob of white paint but on most cars this has long since vanished. The calculations are quite simple. Take type 1 as an example. The spring deflection is the applied load divided by the spring rate, in this case 790/203 or 3.9 inches. Subtract this from the unfitted (free) length of 12.08 and you end up with a fitted length of 8.18 inches.

For heavy duty work, there was another spring with part number 209033 which had a much shorter free length of 10.97" but its higher spring



rate of 284 lb/in resulted in the same 8.18" fitted length (and thus a normal ride height) when fitted to a normal car.

The competition spring, part number 209013, had the same rate as the heavy duty spring (284 lb/in) but since it started off with a free length of 10.47" its fitted length ended up 1/2" shorter at 7.68". This would result in the car sitting about 3/4 of an inch lower due to the geometry of the suspension wishbones. To compensate, it is possible to fit a half inch spacer at the top of the spring/damper unit.

I hope this has given you a little bit of an insight into this important area of your car. Later on I will give some details of the rear suspension and how dampers actually work, but that's it for now - I'm going on holiday. Bye. Phil Willson

p.j.willson@qmw.ac.uk





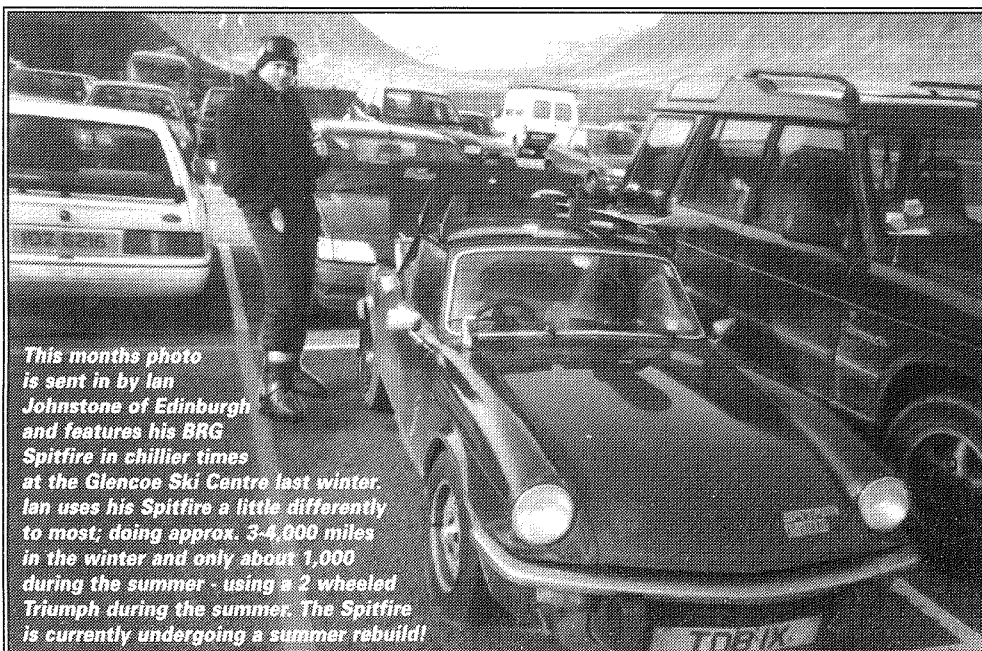
Running Report

by John Thomason

The old Spitfire can still attract the birds. For the second time now OSW has suffered a broken number plate caused by a bird flying into the front of the car!

A lot has happened in the life of OSW since my last report in January on running a Spitfire every day. In March she completed a years service with me, running up an annual mileage of 24,000 miles, then a few weeks later breaking the 100,000 mile barrier, and now has just passed her MOT. For all that OSW has been relatively

reliable, driving through the winter without drama, which is quite amazing really when it is considered that I am afraid OSW has been used and abused recently. This has been brought about by a total lack of time on my part, mainly as a result of preparing for my Peking-Paris venture, and I consequently have been running the car until



This months photo is sent in by Ian Johnstone of Edinburgh and features his BRG Spitfire in chillier times at the Glencoe Ski Centre last winter. Ian uses his Spitfire a little differently to most; doing approx. 3-4,000 miles in the winter and only about 1,000 during the summer - using a 2 wheeled Triumph during the summer. The Spitfire is currently undergoing a summer rebuild!

it breaks rather than with preventative maintenance. A silly policy really considering I rely on the car, but it is amazing how it just keeps going.

The clutch started to give me problems at first, starting to slip after only 5,000 miles after being replaced when the O/D gearbox was fitted. I put off replacement at first, adapting my driving technique, until acceleration for overtaking became impossible. The clutch was supposedly Unipart, bought boxed at an Autojumble for £36 and shouldn't have failed so early. I am still reeling from the £90 I had to pay for the replacement from a motor factors, and hopefully it should last longer.

The car had also been suffering from the O/D jumping in and out intermittently, usually when hot, and I put this down to low oil pressure in O/D. With the gearbox out for the clutch change, I took the opportunity to clean the oil filter at the base of the O/D unit, removed the valves and pumps to blow through the oil ways with an air line and replaced the oil. This cured the problem for about 2 weeks, until the same symptoms reappeared. I put up with it for a while, until it started to do the engine no good by jumping out of 4th O/D at motorway speeds and over-revving the engine. I'd just resolved myself to removing the transmission tunnel etc. when the problem seemed to resolve itself, and has done so for the past 7 months.

At about this time I started to lose synchro on 2nd 3rd and 4th gears, probably through wear and tear (third synchro being a weak area on these gearboxes) and have become quite adept at double declutching. Its funny how you get used to it, and now find myself double declutching through habit even in other cars. It is said that double declutching is more sympathetic to engine and gearbox.

Next was a sporty exhaust that made OSW sound like a 6 cylinder, that changed to one like a deep growling V8. This was achieved at no cost, by the silencer rusting away! The 'blobs' of weld to get it through the last MOT, 7 months earlier, had given up. With the car eventually sounding like a screaming motorcycle, the rear box was changed for a new one I'd acquired at SEM last year. Unfortunately this lasted a week before the inlet pipe cracked off. Fortunately this could be easily welded back on, better than new.

The next major activity was replacing the cylinder head. You may remember that I changed

the engine last year for one with only approx. 35,000 miles on the clock. Because this had more power and because my driving tends towards speed rather than economy, my average fuel economy had fallen to approx 34 m.p.g. declining further to 30 m.p.g. throughout the colder winter months. Combined with rising fuel prices and a price differential of up to 7p between leaded and unleaded, it was time to consider an unleaded head conversion. This is a fairly simple affair, new valve seats being added to the inlet and exhaust parts. In theory they only need to be added to the exhaust, but with the head off, and the small additional cost it was a case of 'safe rather than sorry'. New valve guides were added to prevent any future oil burning problems, as were new valves. I didn't have time to gas flow the head while it was off, other than removing a few casting marks in the ports and a little work around the new seats. The cost of the head change was £156, which with my annual mileage of approx. 24,000 and an average price differential of 5p/litre between leaded and unleaded, meant I'd recoup the cost after 22,650 miles. It does make you feel good though every time you fill up knowing that your saving money. I'd probably save even more if I changed my driving - but that would defeat the purpose of a sports car!

"At about this time I started to lose synchro on 2nd 3rd and 4th gears, probably through wear and tear (third synchro being a weak area on these gearboxes) and have become quite adept at double declutching. Its funny how you get used to it, and now find myself double declutching through habit even in other cars."

I made the change 8 months/ 17,500 miles ago. I made no changes to the ignition or carburetion whatsoever and the engine has performed faultlessly since, with no sign of valve wear or tappet noise. Power is exactly the same, as is fuel economy, if anything, sometimes being 1 - 2 m.p.g. better. The only clue to the unleaded running being a black tail pipe instead of a nice grey/brown, which seems to be a trait of unleaded fuel on new and old cars alike.

The only unrelated work that has been needed to the engine is the dreaded exhaust gasket (probably brought about by the earlier work on the rear box) and removing the gearbox to change the clutch. Also the timing cover crank seal has started to leak, spraying oil over the front of the engine. The oil loss is tiny, but the engine fan spreads it about so much it makes it look a lot worse than it is.

The one thing that has worked absolutely perfectly on OSW is the windscreen wipers. They park well, don't bang on the windscreen surround, don't squeak and even clean the screen remarkably well! All good things must come to an end though, when the wiper stalk (TR7 style) disintegrated - fatigue on one of the plastic pivots. A S/H replacement is proving impossible to find around the shows, and for the past 7 months the old one is soldiering on held together with a cable tie. It works perfectly well, except I've lost the single wipe facility, and for some reason doesn't like being switched off.

About 4 months ago, joining a motorway, a terrible screech filled the car, then disappeared. As I reached 60 mph it returned - it was obviously the differential about to expire. However as I was on the motorway, I was forced to continue and found that the scream only occurred at 60 mph and that you could drive through it, disappearing at higher motorway speeds - it was very much a case of driving through the sound barrier! Topping up the oil didn't make a difference. At about the same time, the tell-tale clunk-clunk-clunk of a failing driveshaft appeared, and armed with a large screwdriver, investigations revealed excessive movement in the O/S driveshaft UJ. A driveshaft and diff replacement - a nice w/e job. However I was up against it in terms of preparing my Vitesse for the Peking-Paris Rally and so prayed that their replacement could be put off until the Vitesse was finished. It is here that I have been guilty of using and abusing poor OSW, by not nursing her along. For 3 months she raced around every day, the differential screaming away - sounding like a Stuka dive bomber, making my daily journey quite unpleasant, to the extent I was considering wearing ear defenders! However she did me proud, the

Vitesse was finished and shipped on the Friday before attending the International, the following week set aside for sorting out the rear end. Would you believe it though, pulling out of a roundabout on the way to work on the Monday morning, a crash at the rear and a loss of

drive announced the final failure of the drive shaft UJ. It had given up one day too early! - but I couldn't complain, I was amazed it had lasted so long!

With the rear wheel, effectively unrestrained, the car couldn't be towed and so I had to take advantage of the Free Footman James Recovery Service - a Godsend in this situation.

**A result of negligence:-
The driveshaft ripping
out of its yoke. Note the
bashed chassis and
handbrake cable guide.**



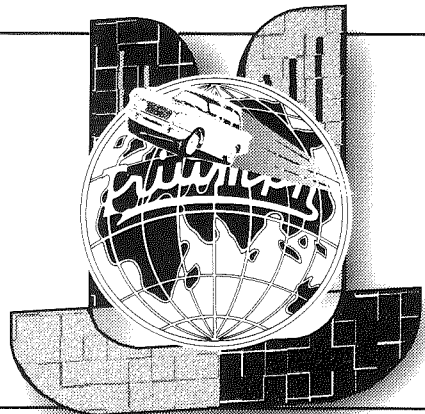
I was expecting problems with the rear end rebuild with rusted bolts etc, but was pleasantly surprised, especially with the long diff/chassis bolt, which would have been a real nightmare to pull out if rusted in. Consequently the diff replacement went relatively smoothly, even the refitting of the rear spring, the spring camber not being as great as that on the Herald, which can cause problems when tightening back down to the diff. The driveshaft UJ had ripped itself out of the yoke and the resulting flailing driveshaft had bashed the hand brake cable guide and chassis member - See Pic - both of which could fortunately be re-straightened. I was also incredibly lucky with the driveshaft - the yoke on the driveshaft not being damaged and I could get away with only UJ and flange replacement. Very lucky.

"In the past year OSW has covered miles and been run on a shoe string. Despite the above incidents brought about mainly by a lack of maintenance as a result of a total lack of time on my part, OSW has performed marvelously, never failing to start first time."

It all worked out pretty well really, since while off the road, the opportunity was taken to give OSW a long overdue full service and check over for her impending MOT. Nothing needed replacing apart from the front brake pads which had lasted a year, almost to the day - not very satisfactory - a different make has been tried this year! Rear shoes were adjusted - its amazing how it transforms the Spitfire's braking - I've mentioned before; if your complaining about poor braking check the rear brake adjustment (don't overdo it though). New brake fluid was bled through the system, front wheel bearings adjusted, grease nipples greased - (or oiled!), the oil changed, and she was ready for her MOT, which she flew through without a hitch.

In the past year OSW has covered miles and been run on a shoe string. Despite the above incidents brought about mainly by a lack of maintenance as a result of a total lack of time on my part, OSW has performed marvellously, never failing to start first time. Apart from being a testament to the reliability of the simple, basic engineering, I believe an element is due to the fact that the car is used every day.

Before you all get the wrong impression about how I treat cars, I'd better write about my other Triumphs that have much time and money lavished on them! OSW was bought as a work horse, and has done admirably well. I could argue that I was just checking out how much the car could take and keep on going - good experience for my pending Peking - Paris run!



The Spirit of Adventure

by John Thomason

I had hoped to report on the build of the Vitesse this month, but due to an amazing cock up on my part I left the photos in the Vitesse which is now on its way to China and so I'll cover this next month!

Since a special relationship was going to be forged between me and the car, and that we would be totally dependant upon each other for 7 weeks she had to be given a name - ZOOM! - which was actually chosen by my daughter, because it always zoomed along and because it was the name of her favourite ice lolly! Another coincidence was that Zoom was a name originally considered instead of Vitesse by Standard Triumph.

Back in June, and after two and a half months intensive work, Zoom made its way to Brooklands Motor Museum for scrutineering on Sunday June 8th. This was her first outing, except for a short trip the day before to get her MOT which she flew through without any problems. Although not 100% finished, all the essentials were in place and I was feeling quite pleased with the car. The scrutineers obviously were as well, as a "Peking-Paris" Scrutineered OK" sticker was ceremoniously placed on the windscreen, without any concerns at all. The first major hurdle had been completed.

The scrutineering was my first opportunity to see some of the other cars that were going on the Rally. There was a real assortment, ranging from the Vintage Bentleys and Austons to the more modern Austin 1800. The Vitesse was most definitely one of the most smallest cars there, probably fitting on the back of the Chevy Station Wagon whilst the Chevrolet Bel-Air was almost two and half times longer! However they say small is beautiful and Zoom did attract its fair share of attention, standing out from the rest because of her bright red and white paint work. I did have to correct a lot of people though, including the scrutineers; that it was actually a Vitesse and not a Herald!!

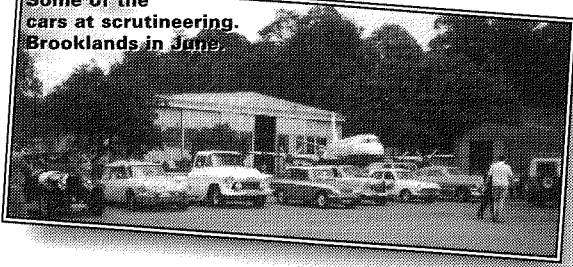
It was also interesting to see how other competitors had prepared their cars and again there was a wide variation, ranging from a full Rally, no frills Peugeot 404 to a Citroen Estate complete with full carpets, CD player and roof mounted air conditioning unit!!

The afternoon saw the final drivers briefing, in which technical regulations, route notes/maps and general administration were discussed. The organisers also threw in a few surprises, such as, we would be crossing a number of rivers, 17 in one day in Nepal, up to knee height and over several hundred feet wide in some places! A bit of a surprise to all of us I think, forcing a rethink on my water proofing policy, exhaust, air intakes, engine, gearbox and diff breathers all having to be protected.

With the scrutineering over, I then had 5 weeks to put as many miles on the car as possible to sought out any teething problems, of which as it happened there were very few.

On the road, it took quite a lot of getting used to, the seriously jacked up, positive cambered rear wheels making handling interesting to say the least. The engine while still smooth as ever, was noticeably down on power as a result of the decrease in compression ratio. The cylinder head was retorque after 500 miles, which is a real pain on the MKI, because the inlet and exhaust manifolds have to be removed to access the RH cylinder nuts. A trip to a rolling road, set the mixture, by profiling the needles, to be as weak as possible, to accommodate changes in altitude and fuel quality, without continually having to make carb adjustments. The ignition

Some of the cars at scrutineering. Brooklands in June.



system was perfect, whilst a compression check gave cylinder pressures of approx 125 psi, a consequence of the low compression ratio. For information only, and not really important, a power reading gave about 55bhp at the wheels.

The rolling road also confirmed a suspicion that the propshaft was out of balance, which was replaced with a conventional Vitesse propshaft, courtesy of John Kipping. A slight "ticking" from one of the drive shafts was also quickly resolved by inserting "oversize" circlips, also from John Kipping. Apart from that, there were no other teething problems, the car running well, feeling nice and solid with a total lack of rattles. Having said that, with all the trim removed, small stones thrown up under the floor, sounded like machine gun fire.

SPARES CHECKLIST

BOOT

bottle jack (4t)
brake pipe protectors
foot pump
fuel funnel
jerry cans (2)
oil cooler cover
radiator
sand sheet
shovel
tow rope (7m)
tyres (2)
water container
webbing (2m)
wheel brace
winch

INTERIOR

brake pipe coils
cash box
circuit tester
clutch - complete
coolbox
drive shafts-complete (4)
engine fan
fire extinguisher
front spring/damper unit
front vertical link - complete (4)
front wishbones
+ back (set)
gasket sets
gearbox main shaft
GTX (2)
haines manual
hub pulley
radio
rear control arm
rear dampers (2)
rear leaf spring
rear vert link (2)
speaker
tool box
torch - rechargeable
torque wrench
tow hook

DRAWER 1

blanking plugs
brass nuts
bulbs - torch, interior, ind, brake
bullet connector (6)
cable ties
capacitor
carb linkages
chose block (6)
copper/fibre washers
core plugs (set)
drain plug
drills - set
emery paper
engine bolts
fuses
grommets
jubilee clips
lash down eyes
ring connector (6)
self tappers
solder
spade connector (6)
spark plug tester (2)
star washers
taps/die
wire

DRAWER 2

bleed nipple
bolts, washers, nuts- 7/16, 1/2, 9/16
bonnet cone
copperslip
engine nuts, bolts
front hubnut,
washer, cap
grease nipples
r-clips
rear drum screws
split pins
small bolts, nuts, washer
wheel nuts
wheel studs

BOX 1

air filter (4)
carb diaphragm
condenser
distributor cap
fuel filter (2)
fuel pump kit
inner tube (2)
oil filter (2)
points (2)
rear lens
rotor arm
socket set
speedo cable
tachometer
thermostat
welding kit
wiper arm
wiper blade

BOX 2

brake bleeder
brake fluid (2)
bungie- 12" (4), 18" (4), 30" (2)
coolant (3)
gasket paste - exhaust, red/blue
holymar, wellseal
gear oil - EP90 (1)
gear oil - synth (3)
glue - araldite, superglue
grease gun
grease - BNS
luggage strap
matches
muslin
nappy wipes
plastic gloves (3)
plastic metal
silicon sealant
swarfega (2)
tape - tank, packing
toilet paper (4)
WD40

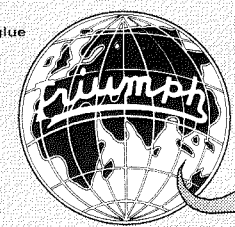
BOX 3

accel cable
alternator
alternator bracket
bearings - main, big
carb
carb kit (2)
coil
engine mount (2)
fan belt (2)
fuel hose - metal, rubber
fuel pump
gearbox mount
head studs (2)
heater hose
ignition lead (set)
manifold clamp
o/d solenoid
pistons (3)
push rods (3)
rod cap (2)
rod hose (set)
rocker (4)
spark plugs (6)
tappet (2)
timing chain
water pump

BOX 4

ball joint
brake master cylinder
brake master cylinder kit
brake hose (4)
brake pads calliper seals
clutch master cylinder kit
clutch slave cylinder
clutch slave cylinder kit
con rod
distributor
drill & charger drill bits
exhaust brackets/clamps
exhaust valve (3)
flasher unit
front wheel bearing kit
header tank
ignition switch
inlet valve (3)
old relay
rear brake complete (2)
rear wheel cylinder kit
relay
spring coilets (3)
springs (3)
starter solenoid
steering coupling
switch
tank tape
temp sender unit
track rod end
UJ (2)
vacuum hose
vertical link
wiper switch

Now... what have I forgotten?



The other work that had to be completed was to collect together all the necessary spares, and stow them efficiently to achieve a good weight balance, whilst being easily accessible but lashed down so they didn't rattle or break loose under severe braking or worse!

After months of pondering what spares to take, to get the best compromise between weight and ensuring I could fix any breakdown, the following is a listing of what was stowed in the car. Its amazing how long it took to get the spares together and stowed and complete last minute but essential final touches to the car, such that in the end I had to work through 2 nights in a row to get it finished. I was just a little tired as I pulled out of the garage to deliver Zoom to the shippers in Felixstowe. This turned out to be her first test of fire, the journey taking 5 hours in sweltering heat in Friday afternoon rush hour traffic. We arrived at 9.00 in the evening at the large hanger where the cars would be stowed for shipping.



I would not see her again now until we were reunited in Peking in 7 weeks time. That gave me 7 weeks to catch up on some sleep and get myself into shape!

P.S. As you read this I should be stepping off the plane in Beijing. There is no turning back now - the game is a-foot!




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MK1 GT6/Vitesse
Mk2 GT6/Vitesse

Round Silencers **£114.56**
Stainless Steel **£182.13**

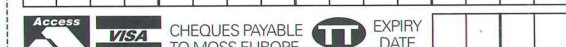
Koni Handling Kit	TTK3430K	£373.06
Spax Handling Kit	TTK3430S	£327.83

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Exemption Error

by Dick Plumridge -

Did you see Bob Elliot's excellent letter in July Courier (p50) re: the incorrect calculation of the 25-Year Exempt date on our cars?

I decided to follow-up on behalf of Vitesse Mk2 cars on the IVR Register and I was surprised at the results. (ie, I immediately found over 40 1970-built Mk2s that were Registered even as late as August 1971, looking eligible for a whole year's Road Tax back!). If the picture across other registers is anything like comparable, there's many thousands of pounds belonging to Members at stake here.

DVLA calculate the qualifying date for Exemption, not 25 yrs from the end of the year of manufacture as the Nov '95 budget laid down, but from the end of the year it was first registered (that's the only information DVLA have, after all). Large numbers evidently weren't registered the year they were built, hence the error.

Which cars are already affected?

The error first arises with cars built in 1970 (or in a few cases earlier!) but not registered until 1971. Their 25 yrs was rightfully up on 31/12/95. But unless the owner provides suitable proof their car was built in 1970 not '71, exemption won't be applied until 31/12/96. So with proof, they'll be eligible for a full year's rebate.

It's worth checking build date on any of these cars that weren't registered until 1971: any 1200, 13/60s below Comm No. GE795181; Vitesse below HC57640; any Spit MkIII, and early Mk IVs; any GT6 Mk2, and early MkIIIs. Sorry I don't have more precise data than "early" Spit Mk IVs and GT6 Mk3 s - nor the figures for 1971 - built Spits and GT6s that might have been registered in 1972 - but the respective registers may be able to give a guide.

What "proof" is required?

The standard source will be the BMIHT (below), who hold Factory Production Records. For £25, BMIHT supply a well-presented "Production Record Trace Certificate" carrying details taken from Factory Records (all fascinating stuff) and including build date. I was dubious about us posting these valuable certificates to Swansea, so I checked with DVLA and I can confirm they appreciate this point and will accept a photocopy! BMIHT also do a totally basic "letter of confirmation of year of manufacture" at £10. If you've seen my scribbles about IVRs, you won't be surprised that I'd urge you to pay the extra for the full certificate - especially if you're going to recover a year's tax! But the choice is yours. If you have a

"...I immediately found over 40 1970-built Mk2s that were registered even as late as August 1971, looking eligible for a whole year's road tax back! If the picture across other registers is anything like comparable, there's many thousands of pounds belonging to Members at stake here."

Exempt?

MkII Vitesse, send me your IVR and I'll send you a BMIHT certificate application automatically (and a lot more besides.) Otherwise, apply to:

**Archive Department,
British Motor Industry Heritage Trust,
Banbury Road
Gaydon,
Warwickshire
CV35 0BJ
Tel: 01926641188.
Fax: 01926641555**

If you've already overpaid Tax, then send your proof, with a covering letter, to:

**Rebate Team,
D15, DVLC, Swansea,
SA99 1AQ
(important-DVLC sort their mail by its postcode!).
If you've not yet come up for exemption:**

All the above just concerns rebates already due. But of course this situation will be perpetual, so it's

important that owners of later cars also consider their build date, ready for when their 25 years comes round. All those GT6s and Spitfires! In these cases where the exemption hasn't yet been applied and you have proof, inform not DVLC, but your local vehicle registration office. (Mine's in the phone book under "Transport").

PS. I must add, I'm not anti-tax! I differ with Mrs. T - I think there is such a thing as society, and it needs fair tax. But I don't meet too many fat cat TSSC Members, and I'm sure these entirely rightful savings will go to excellent causes - such as the BMIHT archive, TSSC Membership, and our cars!



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SPF718/80	102987	Rear shock absorber, 625" ID Hour Glass section bush, with .500" ID Stainless Steel sleeve.	4 £5.41
BAC 11	119450	Rear radius arm bush and stainless steel sleeve, MkII GT6 and Vitesse Rotoflex.	4 £4.61
BAC 12	119272/119451	Rear radius arm bush, and stainless steel sleeve, non Rotoflex.	4 £5.31
SPF808	148874	Rear inner wishbone to chassis bush and stainless steel sleeve, MkII GT6 & Vitesse Rotoflex.	2 £6.37
SPF819	149191	Rear leaf spring pad Splitfire IV/1500, GT6 Mk III, swing spring type.	1 £2.07
SPF645	131796	Diff mount, front lower.	2 £3.10
SPF646	133556	Diff mount, front upper.	2 £5.35
SPF982	138490	Throttle pedal shaft bush, early	1 or 2 £1.94

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SEALS - HERALD/VITESSE

Front windscreen seal	£17.92
Bonnet scuttle/bulkhead seal	£4.70
P seal on windscreen frame	£3.82
Saloon roof to header w/screen frame seal	£10.58
Hood header rail seal, front	£6.99
Hood front outer finisher/ seal (white only) original	£9.99
Front quarter light rubber per pair	£32.90
Door skin to door glass outer weatherstrip	£5.99
Door skin to door glass inner weatherstrip	£3.53
Door glass glazing seal	£3.53
Hood side seal (top of door)	£2.41
Wheel arch to dash seal (small mud flap)	£2.70
Door aperture seal, convertible	£11.75
Chrome door aperture seal cappings Convertible	£9.99
Door aperture seal, saloon	£14.69
Front valance seal	£1.18
Door check link seal	£2.64
Gear lever gaiter	£6.76
Handbrake gaiter	£7.99
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.76
Bonnet stop cone. Upgraded, longer lasting, pair	£9.99
Master cylinder dust cover/boot	£3.82
Boot seal - as original	£18.80
Boot seal (non original)	£9.99
Estate rear tailgate glass seal original	£23.50
Rear quarter window seal, saloon	£19.98
Rear windscreen rubber, saloon	£22.27
Window runner channel, front	£6.46
Window runner channel, rear	£4.70
Rear roof to deck seal, saloon	£9.99
Petrol tank filler neck seal	£4.70
7 inch headlamp seal HERALD	£3.53
Front side/indicator lamp rubber seal	£4.35
Petrol tank sender unit cover	£5.29
Petrol tank drain neck seal, sponge	£5.29

SEALS - SPITFIRE/GT6

Front windscreen seal, SPITFIRE I, II, III, GT6 I, II	£21.15
Front windscreen seal, SPITFIRE IV/1500, GT6 III	£17.04
P seal on windscreen frame	£3.82
Roof to windscreen top seal, GT6 I, II	£21.15
Hood header rail/hard top seal, front, SPITFIRE	£6.46
Door skin to door glass, outer weatherstrip	£5.99
Door skin to door glass, inner weatherstrip	£3.23
Door glass glazing seal	£3.53
Bonnet scuttle/bulkhead seal	£3.53
Wheel arch to dash seal (small mud flap)	£2.70
Door check link seal	£2.64
Door aperture seal (Furflex) SPITFIRE	£14.10
Door aperture seal (Furflex) GT6	£17.63
Front valance seal, SPITFIRE I, II, III, GT6 I, II	£1.18
Front valance seal, SPITFIRE IV/1500, GT6 III	£2.35
Gear lever gaiter, SPITFIRE (ALL), GT6 (ALL)	£8.81
Handbrake gaiter, SPIT I, II, III, IV	£7.99
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.76
Bonnet stop cone. Upgraded, longer lasting, pair	£9.99
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Boot seal	£9.99
Tailgate aperture seal, GT6	£9.99
Tailgate glass seal, GT6	£22.33
Petrol tank filler neck seal	£4.70
7" headlamp seal SPIT/GT6	£3.53

ALL OTHER SEALS AVAILABLE - PLEASE RING

CHROME/LOCKS/BRIGHTWORK/BUMPERS

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Cover clip for inserts	£1.76
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Barrel and keys, right hand, HER/V, VITESSE	£7.05
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Window winder handles and inner door opening handles, all models - please state model	£6.46
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Boot hinges (pairs) HER, VIT, SPIT I, II, III	£21.15
B post strikers, less slider, HERALD/VITESSE, pair	£25.85
Boot T' handle and keys HER, VIT, SPIT I, II, III	£13.51
Boot lock assembly SPITFIRE IV/1500	£14.69
Tailgate handle and lock assembly GT6 I, II	£14.69
Tailgate handle and lock assembly GT6 III	£14.69
Boot latch/striker assy. SPIT IV/1500, GT6 (ALL)	£8.52
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Locking petrol cap, SPITFIRE, chrome	£15.28
Locking petrol cap, HERALD, VITESSE, chrome	£11.75
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Stainless wiper blade and holder, all models	£7.40
Bonnet mirror (head & stem), HERALD, VITESSE, original from	£18.80
Chrome Bullet/Racing mirror all models	£19.98
Door mirror (black or chrome), SPITFIRE IV/1500, GT6 III	£16.45
Bonnet lock kit (pairs) all models	£12.34
Bonnet catch assy. all models	£20.50
Steering column lock assy. SPITFIRE IV/1500, GT6 III	£35.19
Ignition barrel and keys SPITFIRE I, II, III, HER, VIT, GT6 I	£5.88
Ignition barrel and keys as above HIGHER SECURITY	£8.81
Matched lock set GT6 I, door, tailgate & ignition locks	£22.33
Full lock set as above with paired bonnet locks	£30.84
Matched lock set SPITFIRE I, door, boot & ignition locks	£18.80
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Matched lock set, SPITFIRE II, III, door, boot & ignition locks	£23.50
Full lock set as above with paired bonnet locks	£30.84
Matched lock set, HERALD/VITESSE, door, boot, ign., c/box locks	£22.33
Full lock set as above with paired bonnet locks	£30.84
Cubby box lock assy., HERALD, VITESSE	£8.23
Rear overrider HERALD, VITESSE, fully pressed (each)	£34.08
B post capping SPITFIRE IV/1500	£4.99
Chrome w/screen washer jet, complete ass., original SPIT/GT6	£4.11
Chrome w/screen washer jet, complete ass., orig., HER/VIT	£4.99
Rear number plate light aluminium cowl, orig. HERALD 13/60	£11.75
Windscreen frame ally capping Spitfire	£35.25
Rubber bumper set HERALD	£99.88
Bumper end cap, aluminium HER	£8.81
Front bumper, SPIT IV/GT6-III (EXCHANGE)	£176.25
Rear bumper, SPIT IV/GT6-III (EXCHANGE)	£176.25

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

PANELS - HERALD/VITESSE

Front valance, quality fibreglass	£32.90
Bonnet D plate, HERALD, VITESSE	£11.75
Front wing, HERALD 13/60 ORIGINAL PRESSING	£68.15
Front wing, VITESSE	£88.13
Front wing, HERALD 1200	£99.88
Front wing arch repair	£16.45
Sill, HERALD, VITESSE	£17.92
Door skin, ORIGINAL PRESSING	£49.94
Door under section repair panel, HERALD, VITESSE	£19.98
Door step/tread panel (not aluminium finisher) as original	£88.81
Rear wing, HERALD, VITESSE	£79.90
Rear wing arch repair	£16.45
Rear quarter valance steel (with or without bumper strip)	£28.40
Rear centre valance, VITESSE, original pressing	£45.83
Rear centre valance, HERALD, original pressing	£49.35

PANELS - SPITFIRE/GT6

Battery box	£12.95
Front valance, original SPITFIRE I, II, III, GT6 I, II, steel	£94.00
Front quarter valance, SPITFIRE IV/1500, GT6 III steel	£52.88
Front quarter valance, SPIT IV/1500, GT6 III, fibreglass	£24.09
Front wing, original, SPIT I, II, III, GT6 I	£65.21
Front wing, original GT6 II	£84.60
Front wing, SPIT IV/1500, GT6 III (GENUINE)	£45.64
Front inner wheelarch, outer section, SPIT IV/1500, GT6 III	£27.03
Sill, all SPIT, GT6, as original	£17.63
Six piece sill kit, both sides SPIT/GT6	£60.00
Door skin, SPIT I, II, III, GT6 I, II	£24.68
Door skin, SPIT IV/1500, GT6 III	£25.85
Full floor, ONE SIDE, front to rear, new improved	£52.88
Heelboard panel	£18.80
Heelboard bracket for radius arm	£18.80
Rear wing, SPITFIRE IV/1500, GT6 III	£95.18
Rear inner wheelarch, outer section, SPIT IV/1500, GT6 III	£38.19
Rear valance, SPIT I, II, III, GT6 I, II	£44.65
Rear valance, SPIT IV/1500, GT6 III	£36.43
Boot floor, all models	£65.80

ALL CHASSIS AND OTHER PANELS STOCKED PLEASE RING

MECHANICAL/SUSPENSION/STEERING

Front trunnion/swivel ORIGINAL STANPART	£14.69
Front wishbone bushes	£1.18
Steering rack exchange	£44.65
Steering rack rubber mounting	£2.94
Driveshaft all models, non rotolux	£58.75
UJ range to diff, small or large	£16.45
NEW propshafts from	£88.13
Front vertical link, VITESSE, GT6, original	£54.05
Front vertical link HERALD, SPITFIRE, original	£54.05
Front wheel bearing kit (inc. hub felt)	£12.93
Top ball joint, all models	£11.16
Track rod end, all models	£7.64
Universal joint, all models	£6.46
Front suspension bolt/nut kit, all models	£16.45
Rear suspension, non roto, bolt/nut kit, all models	£16.45
Front coil spring, STANDARD, state model	£14.69
Front coil spring, HEAVY DUTY, state model	£15.28
Front shock absorbers (inc. bushes) all models	£21.15
Rear shock absorbers (inc. bushes) all models	£19.95
Rear full wheel bearing kit, rotolux models	£17.63
Rear full wheel bearing kit, non rotolux models	£16.45
Rear leaf spring SPITFIRE IV/1500, GT6 III late, NEW	£79.90
Rear leaf spring SPITFIRE I, II, III, NEW	£79.90
Rear leaf spring GT6 II, III, rotolux, NEW	£79.90
Rear leaf spring HERALD, NEW	£89.89
Rear leaf spring VIT 1600 I, NEW	£89.89
Rear leaf spring VITESSE II, NEW	£89.89

FUEL SYSTEMS & CARBS

Petrol tank sender unit HERALD, VITESSE	£26.44
Petrol tank sender unit SPITFIRE	£27.90
Fuel pump HERALD, SPITFIRE	£17.63
Fuel pump VITESSE, GT6	£19.98
Carb repair kit (Stromberg) inc. needle valve	£14.10
Carb repair kit (S.U.S.) inc. jet	£16.45

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SPITFIRE 1500	£88.13
VITESSE 2 Litre, GT6 all models	£89.89

BRAKES ETC.

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

MOUNTS & BUSHES

Engine mounts, 4 cyl.	£4.99
Engine mounts, 6 cyl.	£6.76
Overdrive gearbox mounting	£14.98
Standard gearbox mounting	£22.00
Steering column bush (excluding late 1500)	£6.46
Bump stop rotolux suspension	£4.99
Rear inner wishbone bush rotolux models	£6.46
Rear spring eye bush, all models	£5.88

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Hoods, SPIT - double duck/canvas	£158.63
Headlining, HER/VIT, saloon, coupe	£48.41
Pair of front seat recovering kits HERALD/VITESSE	£133.36
Rear seat covering kit HER/VIT	£133.36
Pair of door trim panels, HERALD	£50.82
Pair of door trim panels, VITESSE	£54.64
Pair of rear quarter trim panels, convertible HERALD/VITESSE	£60.51
Front scuttle side panel, HER/VIT	£11.16
As above, left hand for VITESSE, with pocket	£20.56
Under dash mild board panel HERALD/VITESSE	£18.80
Seat base diaphragm, HERALD/VITESSE	£17.04
Moulded carpet set, HERALD/VITESSE	£125.73
Carpet set, SPITFIRE, tufted and bound	£77.55
Moulded carpet set, SPITFIRE	£169.20
Moulded carpet set, GT6 (state model)	£199.75
Car seat recovering kit, SPITFIRE IV/1500 black (car seat)	£99.88
Door trim panel, SPIT IV/1500, black	£25.26
NEW SPITFIRE, GT6 dash top cover (state model)	£34.08
Door trim panel GT6 state model	£25.26
Glove box, SPITFIRE, GT6, each	£16.45
Pair of sun visors SPIT IV/1500, GT6 III	£30.26
Radiator cowl, GT6	£14.10
Radiator cowl, SPITFIRE	£12.04

ALL OTHER INTERIOR TRIM STOCKED

LIGHTS AND MISCELLANEOUS

Side/Indicator light unit, SPITFIRE III, IV/1500, GT6 II, III	£17.63
Halogen headlight conversion set, HERALD, SPITFIRE & GT6	£34.66
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Wood rim steering wheel, all models	£49.35
Leather rim steering wheel, all models	£35.25
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Overdrive column switch cowl	£17.63
Alloy rocker cover, 6 cylinder	£52.88
Alloy rocker cover, 4 cylinder	£39.95

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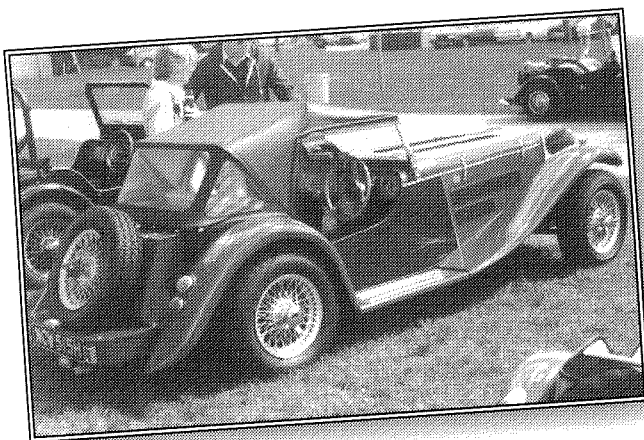


Wowing the Crowds

by Trevor Collett

It's been a strange summer hasn't it? Early spring was warm and dry and things looked set fair for several months of top-down motoring. You notice I avoid that over-used double entendre "topless motoring" - I write this register on a beach in France where "topless" has absolutely nothing to do with convertible cars.

Weirder still, we beat the Aussies in three one day matches and won the first test of the Ashes series. The Union boys won their first two tests in South Africa - the whole world was turning upside down. We needn't have worried, the Lions lost the third match to the Springboks, Athers and crew went on to be hammered by the Aussie cricketers and June turned out to be the wettest on record. Relief, things were getting back to normal.

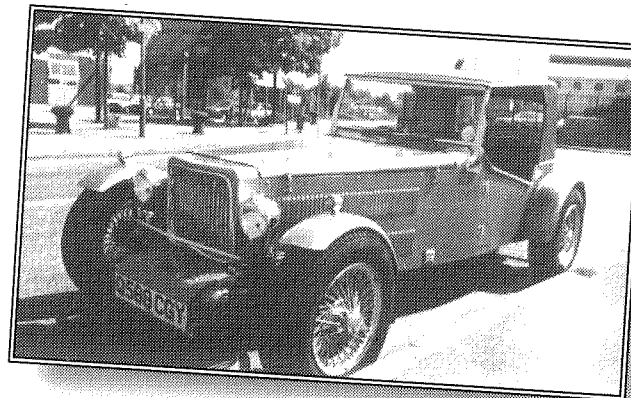


A Fit of Pique

The other month I mentioned (or admitted) that I now commute to work in a modern Euro-box which means my Moss is neglected to weekend jaunts. It is not happy about this - I was expecting some reaction. To be honest what with moving house and other things, I have been neglecting it - a rear wheel bearing has been rumbling for months, a front one has joined in and the silencer is held up with wire. I know all the jobs need doing but they do not stop us going for that blast through the Mickleham bends and over Box Hill to clear the Monday to Friday cobwebs. The Moss obviously felt that a stronger statement of its discontent was needed but I think it's gone too far, it's cut off its nose to spite its face - the bearing at the back of the gearbox has disintegrated. So now it will have to sit there until I get around to sorting it out - that'll teach it.

A Kit Car Classic?

This month's photos are all Burlingtons, the cycle winged Armour and the full winged, running boarded Beretta. I have picked on this particular Club kit because we have recently received correspondence from the creator and current proprietor of Burlington Design, Haydn Davies. Haydn's first kit car was the SS which bore a passing



resemblance to a Morgan and appeared, on Triumph running gear, in 1980. Since then he has become something of a legend in the kit car industry, famous for his no nonsense approach to marketing his cars.

In 1981 the Burlington Motor Company introduced a new concept in kit car building - a car built entirely from plans, the famous



BURLINGTON

Arrow. Haydn tells us that the success of the formula led to John Cowperthaite, of Moss Cars fame, to introduce the Midge as a "build from plans" car on the Herald chassis - I've no reason to doubt the voracity of this assertion.

Enough history for now, Haydn's main reason for writing is to remind us that, even though run now on a part time basis, the Burlington company survives; a fact which I did mention here a few months ago. Plans and other essential bits, such as the fibreglass scuttle top, nose cone etc. are still available are still available for the Arrow and Beretta. Chassis modifications are required so you can start with either a Herald or Spitfire size chassis. Burlington even have a set of plans to build your own chassis - so what excuse could you possibly have for not starting right now? Just think, in spring 1998 you could be wowing the crowds in your very own alternative car. You've got to admit that the company's publicity shot of the Arrow on the hill looks good, with the long thrusting bonnet (more sex!). Don't forget though, if you want to reproduce this car exactly you will need to buy a set of those enormous wire wheels, and how far could you drive with just aero screens?

To get a copy of Haydn Davies' informative and entertaining brochure write to him at:

**41 Malcolm Drive,
Northampton,
NN5 5NN.**

Or fax on: **01604 591012**

Or alternatively e.mail on:
burlington.design@btinternet.com



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GB205	HERALD ESTATE	£31.50
GB216	HERALD 13/60	£31.50
GB208	VITESSE 6	£31.50
GB207	VITESSE Mk I	£31.50
GB210	VITESSE Mk II	£34.00
GB221	SPITFIRE Mk I,II,III	£31.50
GB222	SPITFIRE Mk IV/1500	£31.50
GB226	SPITFIRE 1500 DUAL CIRCUIT	£40.00
GB223	GT6 Mk I	£31.50
GB224	GT6 Mk II,III ROTO	£34.00
GB225	GT6 Mk III NON ROTO	£42.00

ORDER CODE	CAR MODEL	TSSC PRICE
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GF014	13/60, VIT 6, Mk I	£35.50
GF012	VITESSE Mk II	£42.00
GF009	SPITFIRE Mk I,II,III	£34.00
GF008	SPITFIRE Mk IV	£34.00
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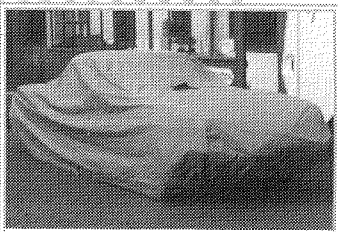


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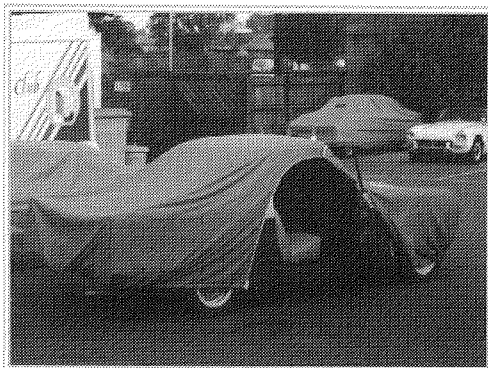
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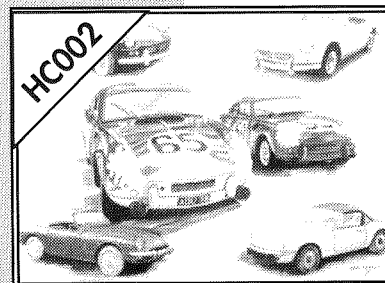
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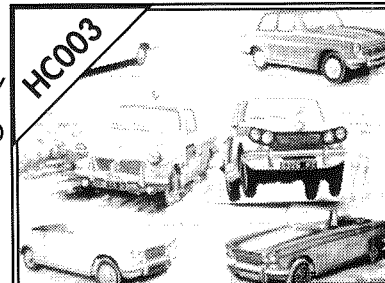
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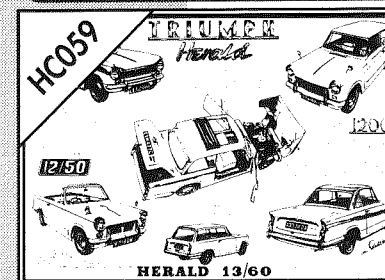
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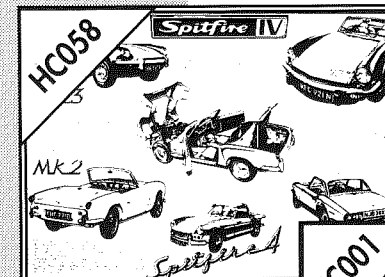
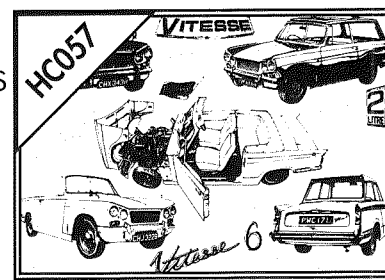
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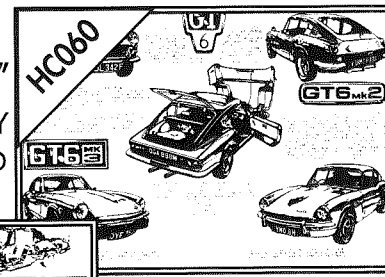
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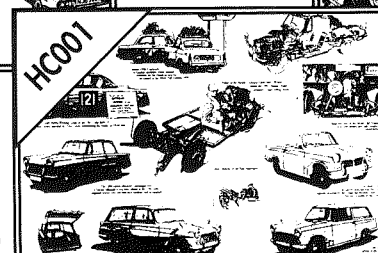
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...Pen to Paper...

OIL THAT TRUNNION

I have just received the Courier for August 1997 and read Mr. Bromn's letter regarding trunnion oiling. My Vitesse 2ltr. MK1 had no less than six trunnions replaced in the four years of its previous owners custodianship. I have owned it since 1991 and have never replaced any part of the front suspension, I suspect I must be doing something right!!

Firstly, a good quality grease gun will retain enough pressure to oil trunnions. It is, however, essential to ensure that the nipple is not blocked. Remove the nipple from the link and attach to the gun. Apply two or three strokes and ensure that oil flows freely. If it does not, try applying fresh grease or buy a new nipple (v.cheap from any decent motor factor). Once you are happy that the nipple is free, replace it and apply the appropriate quantity of oil. Do not leave oil in the gun. If you can, use a separate, good quality gun, for trunnion oiling. It works for me.

Andrew Rogers

OIL THAT TRUNNION -2

On my Herald-to-be-complete, I use a bottle of EP90 oil that was supplied with a nozzle tube, a sort of plastic 'drinking straw'. I actually leave the grease nipple for the trunnion stuffed in the tube. To reduce the oil pressure required, I removed the ball and spring from the grease nipple (it comes apart easily). I squeeze the bottle upside down, and I lift the rubber seal on the trunnion slightly with something like a wooden spatula. When oil splashes out, the trunnion is full.

Dees Talma

CHANGE THE TUNE

Hi guys and gals. Tuning helps you breathe more easily.

Fed up with small engined Euroboxes leaving your classic Sports car behind? Want to feel some proper acceleration in YOUR car? Here are some tips.

What I'm about to tell you is as old as the internal combustion engine itself, but until I had experienced it myself I didn't really get the feel for it. Let's talk basics; there are three elements to engine performance - getting the correct petrol/air mixture in, burning it and getting it out again. The faster you can do these the better your engine will perform. John Thomason has already gone into considerable depths about this in previous Couriers.

When I met Tracy and her Spitfire 1500 the car was fitted with a Triumphtune Sports exhaust. I always complained that the engine seemed choked up and wouldn't rev freely, but it was undoubtedly 'getting rid of the gases quickly'. This had caused an imbalance. Many years later and we bought a Club Bells Full Sports stainless steel exhaust system complete with an extractor manifold. At this stage we weren't after more power, just trying to get rid of that ***** awful downpipe gasket. I was fed up changing it every five minutes. When I eventually got around to fitting the system I also fitted a pair of K&N air filters that had been kicking around in the garage. The difference was immediately discernable.

The air was going in so fast that the carburetors couldn't cope and coming out so fast that it was a pig to drive. Various attempts to tune it failed spectacularly, until eventually I got fed up again.

A very old Triumph friend of mine Andy Kaufman, had recently started up in business with another guy quite close to us. Andy & Pete, under the guise of Retro Motoring, had access to a rolling road. Knowing how well Andy worked (and there lie a few strange tales) I decided to let him have the car and get it sorted. I considered that new carburettor needles would do the trick. Andy took it down to the rolling road and fitted some new needles and set to work. The techy on the road couldn't believe his eyes - 72 bhp from the rear

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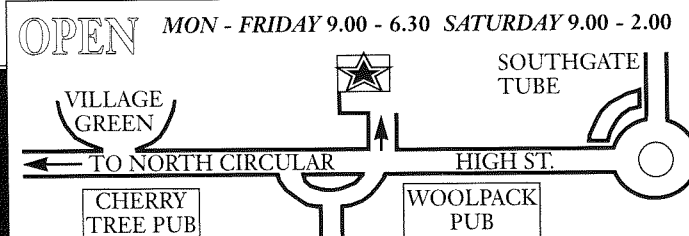
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Set of HT leads Vitesse	£11.75
Stainless steel tread plate finishers Triumph logo	£16.00 pair
Full white rubber bumper set	£75.00
Caliper repair kit inc. pistons type 12	£19.50 per caliper
Brake pads (early) GBP166	£9.50 a set
Front wing 'D' plate 703627/8	£6.50 each
Front hinges	£18.00 per pair
1200 front wing - L/H, R/H, 805826/7	£75.00
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
Complete door assembly (902256/7)	£160.00
945 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	£6.50 each
Rear overriders (703708/9)	£30.50 set
Set of 8 front suspension bushes (119451)	£10.00 each
Inlet manifold banjo bolt (145155)	£8.00 each
Fuel gauge Vitesse 2 litre Mk I 145700	£50.00
Petrol tank sender 13/60 est. 127114	£14.50
R/H engine bay valance 1200 13/60 90955	£15.50
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 window	£85.00 each
Door hinges 607624	£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	£2.50 set
Universal joint with grease nipple	£6.00
Windscreen washer/wipers pump switch	£4.50
Herald recon exchange drive shaft assembly inc. shoes	£130 each
Rear drive shafts	£52.50
All chassis outriggers/side rail/ boot extension	£13.50 each

SPITFIRE MKI & II & III

Spit MkIII side lamp mounting panel (910157/8)	£45 each
New overdrive propshaft (210985/218952)	£75.00 exchange
Front shock absorbers (GSA265)	£17.50 each
Left/Right hand front outer wheelarch 903137/8	£27.50 each
Left/Right hand front inner wheelarch 707036/7	£25.00 each
Nearside/offside front wings 907154/5 903088/9	£55.00 each
Rear valance lamp panel 569900	£37.50 each
Battery box 806707	£9.00
Rear lamp assembly 208532/217025	£27.50
Recon brake caliper 210988/210987	£45.00 exchange
Bonnet catch (chrome) 607663	£20.50 each
Speedo cable GSD165	£9.50
Speedo cable O/D GSD113	£7.00
Vinyl hood MkIII inc. zip window	£85.00
Hood MkIII original ICI flame retardant inc.zip window	£130.00
Left/Right bonnet hinge tubes 811679/811680	£17.50 each
Spitfire MkIII complete bonnet assembly	£558.12
Spitfire MkIII bonnet seal 575787	£129.00
Front competition road springs 209033	£25.00 each
Hard top rear screen 807499	£60.00
Door skins	£25.00
Dash top cover 706569	£25.00

SPITFIRE MKIV & 1500

Rear wing LH/RH repro	£87.50 each
Oil pump TKC 1974	£29.50 each exchange
Universal joint with grease nipple	£6.00
Hard top rear screen 819559/KC3	£45.00
Stainless steel tread-plate finisher Triumph logo	£12.50 pair
Transverse rear suspension leaf spring 159640	£67.50
Wheel arch to bulkhead seal 613666	£2.50 each
Front suspension vertical link and trunnion assembly	£56.00
Front bumper	£176.25
Caliper repair kit inc. piston	£15.00
Bonnet hinge pivot box (RKC362/3)	£26.00
Spitfire rear lamp panel (716182)	£75.00
Stainless steel oversill kit	£39.00 kit
Handbrake cable end fork (104749)	£2.00 each
Early/late rear drive shaft	£55.00 each
Windscreen rubber chrome insert (91248/9)	£32.50 per set
Windscreen aperture panel drip channel	£10.00 a pair
Waterpump 216939/GWP 128	£29.50 each

Handbrake front cable 121766	£3.00
Wishbone bushes 119451 (set of 8)	£10.00
GIRLING Brake master cylinder	£40.00 each
Dash top cover 815281	£23.00
Brake caliper offside/nearside 159130/1	£53.00 each exchange
Rear valance 908970	£19.50 each
Nearside/offside sill 903097/8 OE	£30.00 each
Nearside/offside sill 903097/8 Non OE	£20.00 each
Sill reinforcement panel L/H and R/H 806634/5	£5.00 each
Inner sill L/H and R/H 806638/9	£12.50 each
Headlamp support panel assembly L/H and R/H 818871/2	£17.50 each
Bonnet hinge tube R/H 911108	£20.00 each
Rear inner/inner wheelarch, L/H and R/H 725563/4	£35.00
Front quarter valances offside and nearside (815391/2)	£45.00 each
Seat covering set, Black cloth houndstooth material, complete car set	£98.00
Knee pad L/H and R/H 719391/719401	£2.00 each
Steering joint 142140/FAM 1718	£16.50 each
Heater valve 724021	£29.50 each
Rear lamps 216932/216933 TKC941/TKC940	£35.00 each
Front shock absorbers GSA364	£20.00 each
Air filter assembly including filters 217822	£30.00 each
Late type water pump (viscous) UKC774	£35.00 each
Speedometer 218815 late MkIV	£47.00
Brake disc 208715	£14.50
Stub axle UKC697	£14.50
Steering lock 216449/UKC2719	£32.50
Front wheelarch inner L/H and R/H 909797/8	£29.50 each
Front wheelarch outer L/H and R/H 909351/2	£27.50 each
Steel boot lid 91327	£150.00 each
Front wings 909663/4	£23.00 each
Door skins	£25.00 each
Sill end plate (front) 706422/3	£4.50
Rear wing rear repair panel	£10.00 each
Rear wing front repair panel	£9.50 each
"A" post lower panel filler L/H and R/H 706288/9	£10.00 each
Half floor L/H and R/H Deep Pressing	£60.00
Boot floor	£55.00
Door interior release Bezel L/H and R/H 819803/4	£4.00 each
Exterior door handle L/H and R/H chrome 915633/4	£41.00 each
Exterior door handle L/H and R/H black YKC2837/8	£41.00 each
Window regulator L/H and R/H 91271/2	£29.50 each
Hard top rear screen seal 911040	£25.00 each
Carpet set	£65.00
Hoods original ICI flame retardant inc. zip window	£130.00
Hood vinyl inc. zip window	£85.00
Suspension top ball joint G3J155	£10.50
Front wheel bearing kit GHK102	£12.50
Rear wheel bearing kit GHK 1029	£13.50
Clutch release bearing carrier assembly 213032	£20.00 each
Window regulator glazing channel L/H and R/H 706789/90	£35.00 each
Rear outer wheelarch 909661/2	£32.50
Camshaft RKC 3305 Repro	£35.00 each
Door hinges 607924	£15.00 each
Distributor cap GDC136	£3.50
Outriggers L/H and R/H 209398/9	£12.50
Front outriggers 209398/9	£12.50 each

GT6

Bonnet assembly MkIII 913766	£550.00
Petrol tank cover board (Mk I and II) 710703	£20.00
Boot floor carpet MkI and II 810841	£17.50
Drive sun visor R/H 815384	£8.50
Main carpet early Mk III new tan 819813	£29.50
Main carpet late MkIII new tan 822633	£23.50
Main carpet Mk III black 822631	£29.50
Rear quarter light seal L/H new tan MkIII 820613	£8.00
R/H front suspension vertical link (209072)	£42.50
Nearside/offside front wing Mk II 908113/4	£72.50
New crankshaft 308024	£129.00
Front side/flasher lamp assembly 155416	£20.50
R/H front overrider GT6 Mk I 710717	£25.00 each
Rotoflex coupling 152273	£20.50 each
Steering lock 216449/ UKC2719	£32.50 each
Front shock absorbers	£20.50 each
Dash veneer seal Mk III 820073	£7.50
Quarter light seal front LH 574098	£7.50
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Courtesy light switch 627745	£1.75
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wheels on a standard engine. If you take a look at all the technical books you'll find that Mr. Triumph only got 71 bhp from the flywheel. 72 bhp at the wheels equates to about 90-95 bhp at the flywheel, an increase of nearly 30% in power and most of the work you can do yourself.

...Pen to Paper...

Around 1960, thirty years on and a few cars later I was attracted to the newly introduced Heralds and toyed with the idea of getting a coupé. However, I decided on a gorgeous 12/50 with a sunshine roof, which I still have.

So how's the car? You have to remember that we weren't after the extra power to start with, but it drives completely differently. We now say bye bye to the same cars, but in a completely different way. The performance difference is incredible and the exhaust note is so smooth and sporty, much better than on standard cars. So we seemed to have achieved it, faster (correct) mixture in, same burn and faster mixture out. The bonus is that anytime we want to go back to standard we can, but are we likely to? Try it for yourself and find out!

Thanks must go to Andy and Pete at Retro Motoring, Iver, Bucks 01753 655963, for finally sorting out my frustrations when no one else could. Give them a call, I can't recommend them highly enough.

Must go, the engine's warmed up.

Mike Crewes

COUPÉ OR NOT COUPÉ, THAT IS THE QUESTION!

In the July Courier John Eade asks if convertibles were known as coupés in the 1960s.

Oh yes, it was quite something to own a coupé in whatever make of car; smart, elegant, sporty. The word itself matched the elite feeling (and still does). Coupé being the p.p. of the verb couper, to cut, I suppose it literally means with some part cut away.

I see from the dictionary a coupé was originally a small carriage, then a half seat in a train compartment and then a small car with a sloping rear. It is not until my 1991 edition that the definitions for convertible include a car with a folding detachable roof.

As to my own experience, round 1930 my father had an Austin. In those days we simply put the hood down.

Around 1990, another thirty years on and a few more cars later, I got the by then classic Herald out again and met a lot of people bandying about the word convertible. A new term to me. I found myself wondering converted into what? What else can these wonderful cars do in addition to running and swimming? I eagerly sought an explanation. When it came, I scathingly replied, "Oh, you mean a coupé!"

Mary Simpson
N. Yorks Area

GT6 GEARBOX DESTROYS LAWNMOWER!

An amazing conversation during a recent family dinner disclosed information which had been previously kept undercover.

My sister kept many car parts within our parent's garage. Her GT6 gearbox ready for sale at the TSSC National Show, sat on a shelf under which our father kept his prize top-of-the-range lawnmower.

Unfortunately, one day recently, he clumsily knocked the gearbox off balance and it crashed onto his lawnmower! The lawnmower, worth many a pound more than her gearbox, was a "write-off" was bought for "parts only" and in exchange for a top-of-the-range model!

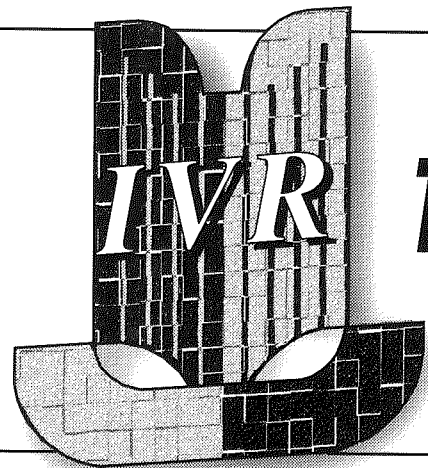
The gearbox? Sadly it has returned home once more, unwanted, from a very enjoyable autojumble stand at the Show. Not even those keen Dutch dealers were interested!

My sister? She is now proudly responsible for writing-off two modern cars with her GT6 (currently and consequently being rebuilt!) AND indirectly responsible for scrapping a lawnmower too!

See you next year!

The Loffler Sisters





By popular demand- The Mk2 Vitesse IVR Register!

by Dick Plumridge

Just a short bit of IVR News this month as I'm hoping the Editor will be able to fit in an entire page of Registrations for me: By request, these are all your (534) Mk2 Vitesse we have an IVR on (or often, just a bit of an IVR!).

The big question is, "is yours there?" Lots of really well-known Mk2s, cars featured in Mac's column, in Concours, cars in the Club for years, aren't there. Many of these owners will have dutifully done an IVR years ago, but (and you can guess how frustrating this is), Mac never inherited the pre-1990 IVRS. Including the 1992!! Mk2s on the Register in March 1986. We're taking great care of all the present IVRS, and putting them to work for you collating and, more and more, able to feed back information to you. But we know there are still hundreds of cars missing off the Register. So if your Mk2's not there - please, get the form from the July '97 News Review and get it in to me. It's easy, and 15

minutes well spent. At least cut-out the form and use it soon! If you've done yours, can you spread the word?

25-Year Exempt - We're indebted to Bob Elliot for his letter highlighting the way many owners are not getting Exempt Status for a year later than they should. I did a follow-up checking for eligible Mk2s - see elsewhere in this Courier.

Stafford - and Surrey Area "Vitesse Night" - the Project took quite a leap forward (44 new IVRS) with these two events and the response to my July article. Thank you! It was great to meet so many owners at Stafford particularly. And the Surrey Vitesse Night this week was excellent. Special thanks to all the "visitors" from foreign parts - London, Kent, Berks, York(!) etc! It was a very lively evening and I hope we may build on the idea. A triumph, Tom! (A.O.). Brilliant idea well carried out.

Other Registers' IVRs - at Stafford, I met Bob Westgarth from the 948/1200 and Phil Willson from the 13/60 Registers to talk over possible Herald IVR schemes. And this week I've had a chat with Mike Scott for GT6s. Originally, I worked on the Mk2 scheme for a full year before we launched it, so please bear with us a few months while we plan it right for other Registers. My hope is that each Register could eventually run some such scheme - perhaps by the Register Sec. in person, or perhaps delegated. But that they'll run to a common underlying pattern - because I'd like to see us able to integrate the details from all the Registers to form a full Club Register.

Now to put all that in perspective: Good Luck, John Thomason setting out in your Vitesse on this incredible Peking - Paris Rally. I'm just staggered. We'll be trying to follow your progress.

OK, here's the Register. You may find some relations of your Mk2 in there, too . . .

Dick Plumridge

22090	CPJ292H	EYE736J	KOR358F	PDE941G	SMA302H	VCV868H	XEG246J
600VFM	CPJ492H	EYH630J	KRN555H	PDG552G	SMA904H	VCY45H	XEH842G
79MO59-61	CPU771G	EYK944J	KRO137G	PDV377G	SNV666G	VEL292J	XHE584J
975YTF42	CRK603H	EYL385J	KWE96J	PJG555G	SOK773H	VFL640H	XJJS33G
9JOT	CRX890J	EYN426J	KXC202H	PJO226J	SRG371J	VG7761G	XJW204G
AAE778J	CTD73J	EYP464J	KYJ343H	PKR401G	SRL200H	VGT0872G	XLB372G
AAF555B	CVA338J	FB-35-41	LCO789H	PKR539G	STR277G	VGW91G	XLC193G
AAF739J	CWT488H	FDA38J	LD-27-49	PKR983G	STC615G	VGX175G	XLO498G
ABP773G	CWY367H	FGF425J	LDR119H	PKX982H	STP703J	VHN720G	XMG871G
ABS754E	CXC791G	FMC975J	LDR501H	PNE209J	SUC815R	VHP469H	XXMK250G
ADN426J	CXF573G	FMH332J	LDT748P	PNT669G	SUO757H	VHR921J	XMO34H
ADT589H	CXF603G	FMP605J	LDX564G	POF783G	SUT712H	VHV814G	XNO561J
AGB22	CXF819G	FMV520J	LEC615J	POV22G	SVH238H	VJW567G	XOT318J
AGB629J	CXF862G	FPD385J	LJE900G	POV992G	SXC30J	VKK775H	XOU952J
AGH768G	CYA525J	FPJ781J	LJL955G	PPP368H	TAC959G	VLH832G	XOU952J
AGK319G	CYB557J	FTB603J	LJM318J	PRU389G	TDN432H	VMA803J	XOY109H
AGN1G	CYH264H	FTB788J	LJT772H	PRY105G	TEL360H	VNJ266H	XPB839G
AJU597K	CYL780H	FUU695J	LKX40H	PTA631G	TFH195G	VNL227H	XPFG72G
AL-79-00	CYN26H	FUV509J	LKX8H	PUJ213H	THA139G	VPP533J	XPG950G
ALA854G	CYN30H	FWB403H	LMA892G	PVC651G	TJA135J	VRW655J	XPL814J
ALC479H	CYN554H	FWP134J	LNK109H	RBA737H	TKN882H	VRX527H	XPM717G
ALF7H	DDG907J	FWP966J	LPV777G	RBE626G	TKO268H	VTB816J	XXRM48J
ALM181H	DDJ299J	FYY147J	LSB251H	RDB627H	TKP524H	VUE288H	XRR952H
ANM54H	DE-86-85	GJB799	MAG896G	RDG516G	TOD1J	VUE67H	XXR626H
AOB28K	DEC980	GJD819J	MCR936	RDG585G	TOD443J	VUF518K	XXRX753H
APB813H	DGW855H	GLA68J	MDR214H	RDG746J	TOH2	VUJ926K	XSP65
APG311H	DHN506H	GLB276J	MEX322H	REL356G	TON107H	VVC820J	XTC212H
APH857H	DHV584H	GLF194J	MEX842J	RFC737J	TOP7H	VWK779J	XTU235J
APX989G	DHX627H	GLW313J	MFC436G	RFL913G	TRO437J	VWK806J	XYA164H
ATE544J	DJB88J	GOO701H	MMJ330H	RFS284H	TTC114H	VWK932J	XYA720H
AVK900H	DJD901H	GOO816H	MNF708G	RGV174H	TTT275H	VYC843G	XYB409H
AWU583G	DJD904H	GPK11K	MNM201G	RHT785G	TTT419H	VYH609G	XYG794G
AWY482G	DL-03-79	GRT99J	MPC1	RJN17G	TJ844J	VYK240G	XYK72G
AYD828H	DLA282J	GSL57J	MPX573J	RKN150G	TVMK11	VYK48G	XYW931H
AYD829H	DNP137H	GTV81H	MRD444J	RLJ903H	TWV702J	VYK585G	XYW505H
AYF112H	DNX80K	GWA166J	MRO4D	RNG549G	TXC776J	VYK587G	YAF103J
AYY338H	DNY813J	GXE450K	MSG465G	ROK794G	TYB764G	VYO136G	YCR901J
AYY343H	DPK939J	GYL244J	MVG187H	RPM661G	UAC168G	VYR327G	YGC515G
BAE745J	DPO39G	HBP447H	MVM504G	RRU4H	UBH931J	VYV411G	YGN866G
BAM98H	DRA195G	HBP588H	MX808J	RS1	UCA463J	VYV911G	YGO246G
BBY420H	DRK234J	HCC541H	MWK669G	RTA443H	UCR818H	W-AV 808	YGY255G
BGN713H	DTW979G	HDA656J	MWL888H	RTR553G	UEL429J	WCV444J	YHM902G
BHS443J	DUL201J	HEL2	NBF650J	RUJ836H	UEL496J	WDU683J	YJB80H
BHT324J	DUL202J	HGC184J	NCO218J	RUO133H	UJA345K	WHP991J	YJD158G
BHY969J	DUL234J	HKS538G	NEX759J	RVC717H	UJB408G	WHU338H	YJD855G
BLP220H	DUY453W	HMT51J	NFJ677G	RVC891H	UKF910H	WHY428H	YKC606J
BLU498H	DVT784J	HWT522J	NJA685G	RVJ280H	UKG92J	WJN88J	YKE308J
BPD418H	DYE759J	J38489	NRO333H	RWK329H	UKM432H	WJU171J	YLD553G
BPD70H	DYV133J	J39699	NRO775H	RWK431H	ULG414J	WMS346J	YLE718G
BPF92H	EAC828K	J4060	OBH664H	SAM244H	UMW553J	WMV486G	YLL26G
BPG953H	EAN777J	J43966	ODL441H	SAM709H	UNG449G	WMV862G	YLN106G
BPX505G	EBW65J	J5360	OEN387J	SCS241J	UNJ871H	WOW861J	YLT447H
BRX786J	ED-69-54	JCN568H	OFC845H	SDB389J	UOC703H	WOY4G	YLW310H
BUD682J	EGC240H	JFM787J	OFB732G	SDB701J	UOD481J	WPP976J	YNY225J
BUL357H	EH4	JHC984J	OJA779H	SDK530J	UOD707J	WPW107H	YPD199G
BUU772H	ELL950J	JHF488J	OJO398H	SDV524H	UOM666H	WTE153H	YPD84G
BYH717H	ELU22J	JOD577E	OJO404H	SFC537J	UPA200	WUD891H	YPE605G
BYK138H	EPB161J	JPU177H	OKU577H	SFL43G	UPP383J	WUG383H	YPE708G
BYV575H	ESW445G	JRT196K	OMA623H	SHU211G	UVC777G	WMU240H	YTU139J
BYW404H	ETE935J	JWE133J	OOD816G	SKG105H	UVP707H	VWK102H	YWP587H
CAS146H	ETW177G	KAR173G	ORU836G	SKM434H	VAL539G	WYA128G	YWY924G
CBY107G	EXC40G	KBH758G	OUF415G	SKN222H	VAP348H	WYF434G	YXE652H
CBY992H	EXD297J	KC0872G	OUO868G	SKR107G	VAX341H	WYJ20H	YYR327H
CHK130G	EXD555J	KEJ353H	OVV756J	SKT606H	VAY576H	WYR480G	ZH 210 70
CLA555H	EXF767H	KJT496G	OWV143G	SKXS76J	VCF642K	WYV422H	ZH 210 701
CLT8H	EXF884H	KJY995G	PCD268G	SKY515J	VCR333H	XAH991H	
CPA649H	EYE41J	KNO910J	PCD789G	SLJ30H	VCV822H	XAT285J	

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The Stylistics

— by Chris Sheridan —

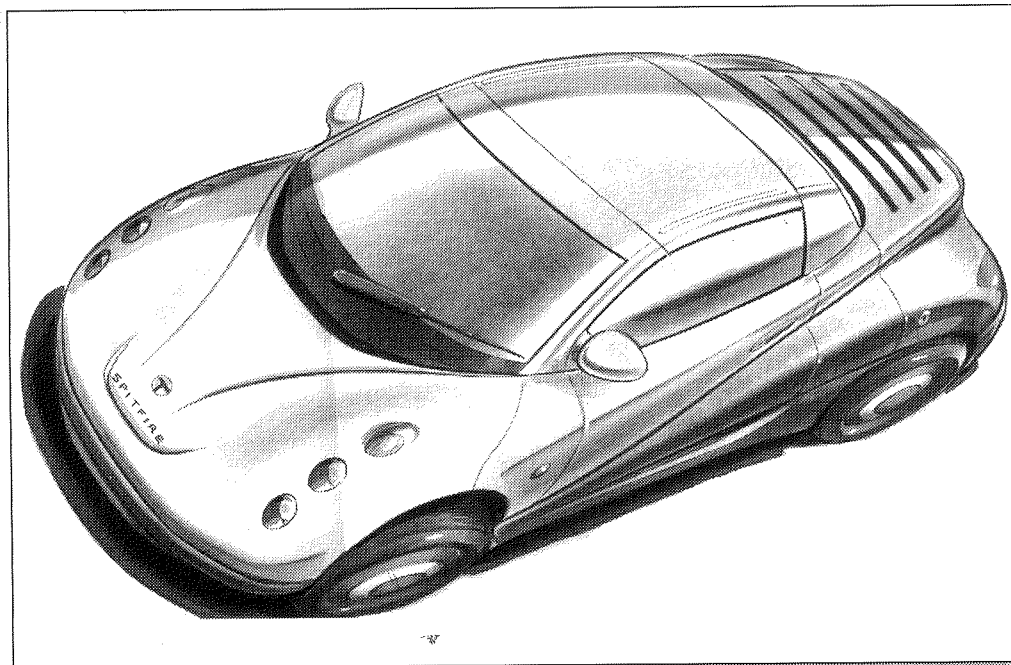
There has been a lot of stuff written in various publications recently, including *The Courier*, about design, styling and re-working past vehicles to rekindle past marques. Apparently the British car industry has never been in such good shape. The Lotus Elise has got a lot to answer for . . .

Recently, the car "in question" has been the Triumph Spitfire. Eddie Pepall had a go last month, Paul Orme reckons he can "do it better" this month, and even John Thomason has got a competition going, so that all you budding stylists and designers can have a go, too! Of course, my "famous" re-style of the Spitfire IV way back in 1994 started the ball rolling. Well, I like to think so anyway . . . Yes, I said famous - what do you mean you don't remember it . . . ?

My version of the possible Mk.5 Spit, sporting Lenham like bonnet, rear spoiler and a 3" shorter windscreen!

Basically, the lines of the Spitfire were smoothed out; the tail/ rear wings were rounded off, with the rear lights individual, round units a la Ferrari, and a sculptured rear 'wing' added for looks. I say "added for looks", as 'wings' don't actually do anything below about 90m.p.h. by which time Mike Crewes and his merry men will be getting some first hand knowledge of your collar size . . .

"The idea is that cold air passes through the radiator, where it gets warm - the vent then exits this warm air before it gets to the engine block. It's supposed to aid cooling efficiency, or something..."



Eddie Pepall's rather radical new Spitfire design (above).

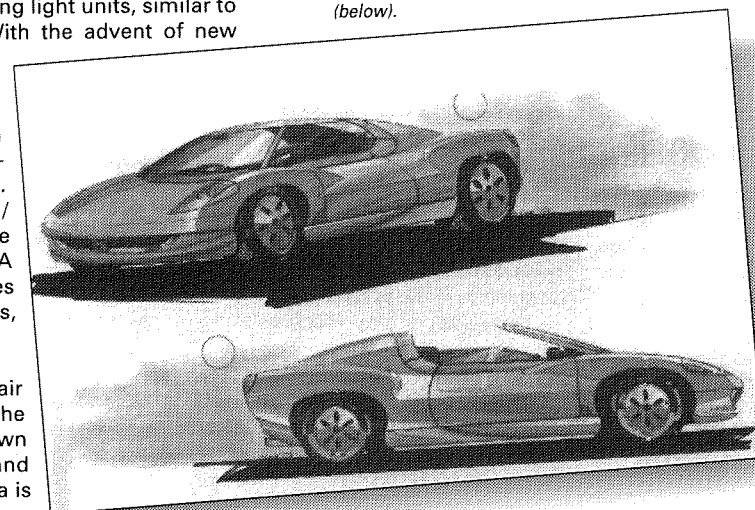
Paul Orme's sleek & dynamic proposal. (below).

In the mid-section of the car, I shaved the door handles off; entry would be by solenoid operated catches (an old custom trick) and the screen surround is smoothed out by the channelling at the sides.

At the front, the original idea was to put perspex lens covers over the existing light units, similar to the old Le Mans cars. With the advent of new technology in lamp manufacture, this would now be changed to a re-shaped air-intake which (on reflection) is reminiscent of the old MG Midget. Slant-eyed side-light/indicator units emphasise the curve of the nose. A front valence incorporates oval brake-cooling ducts, and a bib-spoiler.

The bonnet itself has an air vent near the front, with the panel work extending down between the radiator and the engine block. The idea is

that cold air passes through the radiator, where it gets warm - the vent then exits this warm air before it gets to the engine block. It's supposed to aid cooling efficiency, or something . . .



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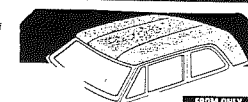
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2 CV, F20, F70, F75, ROCKEY AND
F80.

Suspension was lowered slightly, and stiffened,
and oversized chrome
spoke wheels fitted to finish
the styling exercise.

Of course, since then,
styling has changed a bit.
The Lotus Elise has shown
what can be done with a
basic concept (of a basic
car!) in mind. Eddie Pepall's
design follows this trend (but
please Eddie - lose the
rounded wheel covers!! Let's
go for some mean looking
alloys!?) with a striking
looking car, and to some
extent Paul Orme's design
follows this trend, though with
some more "retro" styling
cues. Both look infinitely better
than the MGF.

However, a look at recent
mainstream industry designs
seems to indicate that the
coupé theme is perhaps more
popular than the traditional open
sports car. Of those that you can buy readily, the
Fiat Barchetta, Mazda MXS, Westfield/Caterham
Seven, MGF, Honda CRX, Morgan and Lotus Elise
offer the only realistic (to mere working folk,
anyway!) opportunity to buy an open sports.

On the other hand, however, the Toyota Calica,
Nissan 200, Toyota MR2, Ford Probe, Vauxhall
Calibra, Alfa GTV, Toyota Paseo, Mazda MX6,
Mazda MX3, Renault Megane, Vauxhall Tigra and
Ford's Stunning Puma - to name but a few - offer
an opportunity to go coupé.

The imagesetters at The Courier
have also dabbled in the re-design
field with their "Spitfire V" model.
A slightly more modest approach
at a modification, this is perhaps
one of the closest designs to the
original Michellotti shape. The
front end retains the chrome bumper from the
1500 model, and the headlamps, although still
out-standing from the bonnet are now fared in,
similar to those of the Le Mans Works Spitfires.
As you can see from the comparisons, the cockpit
is positioned slightly further forward and the
bonnet marginally shorter, with Venturi-intakes
on the wings as opposed to the slatted vents on
earlier versions of the GT6.

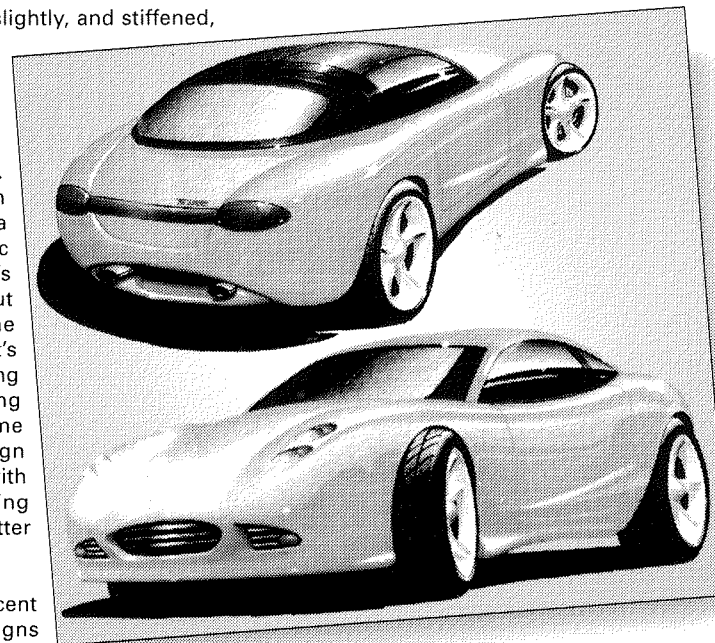


Image supplied courtesy of
Triumph World magazine.

The April issue
of Triumph
World magazine
showcased
this 'proposed
design for a
new 'TR2000'.

"...a look at recent
mainstream industry
designs seems to indicate
that the coupé theme
is perhaps more popular
than the traditional
open sports car."

So why not consider the
new Triumph Spitfire as a
coupé? Practicality, perfor-
mance and (with a T-bar)
open top motoring could be
yours! Note that both Eddie
Pepall's car and Paul Orme's car
both have T-bars...

And let's be honest - any of
you readers can do a better
job than the TR-7! Get your
pens and crayons out and have
a go at John Thomason's
competition. I understand the
prize is a lifesize model of the
winning entry, isn't that right
John? ... John? ... John ... ??

Well, my entry is in the post
... the only thing to consider
is how to copy the (brilliant)
Puma / Steve McQueen advert
... I thought about possibility
Terry Thomas ... Tommy the
Designer Triumph.



The Triumph Metering Unit

by Fred Nicklin —

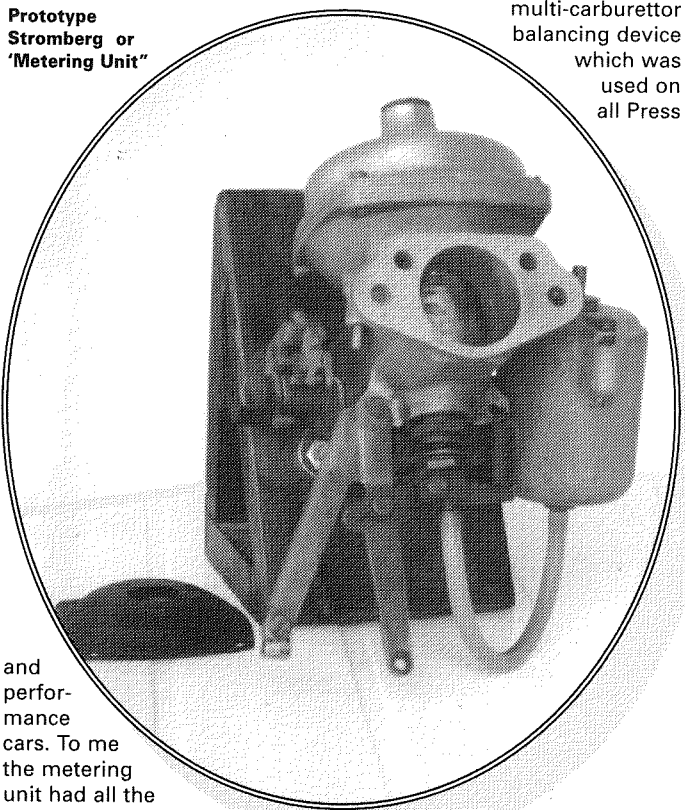
With reference to Mike Scott's article on the Stromberg C.D. carburettor, perhaps I could be allowed to add a few words . . .

vehicles, I was very keen on carburettors, something I had caught from my boss Roy Smith, who had invented the first fully controllable carburettor for model aeroplane engines and I designed a multi-carburettor balancing device which was used on all Press

In 1959, I was assistant to the Chief Test driver - Roy Smith and the Experimental Department had moved to Fletchamstead South from Banner Lane, prior to its final move to Fletchamstead North. I was asked by our Experimental Shop manager Bill Wanley and Harry Webster to work on a new project based at Alford and Alder in Hemel Hempstead. The project was to be Top Secret and any questions as to my movements were to be referred to Harry Webster.

The first of many visits to A&A was to see the progress to date and to meet the project Development Engineer, a chap called Dennis Barbett with whom I formed a friendship that lasts to this day.

The project was "The Triumph Metering Unit" a carburettor designed to replace the S U. carburettor on Standard-Triumph



and performance cars. To me the metering unit had all the appearance of a squashed S.U. Lots of S.U. parts were recognisable and on stripping one down even the jet needle was S.U. which was a good idea, having the whole range of expensive to machine parts at your

finger tips at a nominal cost. Although A&A/ Standard-Triumph managed to 'get around' the original S.U. patents it remained a mystery to me how it was achieved, if you examine an original Skinners - Union carburettor you will find that diaphragm is a single leather bellow instead of a modern neoprene skin. So logically our Metering unit was a modern version of old faithful S.U.(!!) of course in its production Stromberg form it looked nothing like it.

Dennis Barbett had a pair of units ready a week later for fitment to a vehicle and I took one of our shop fleet TR3's to A&A early one morning to give us a full day to do the job. Everything went smoothly and by mid-afternoon Dennis and his M.D. Mr. Lynd were driving round the block.

We were very lucky as the A&A factory was close to London to enable us to carry out driveability, fuel consumption, 'hot-soak' tests etc. and virtually on the factory's front door step was the M1 motorway, nearly completed but unopened and deserted. The serious test work was carried out at the M.I.R.A. proving ground, more hot-start and soak tests, performance test comparisons with S.U.s fitted, maximum speed runs on the high-speed banked circuit, driving on the Pave to check fuel spillage and driving around the Ride and Handling circuit to check spillage and fuel starvation, and of course more fuel consumption test comparisons with the S.U.s. The S.U.s. always appeared to be slightly faster on acceleration and the Metering unit slightly more economical on fuel consumption.

The photograph is of one of the original pair of Metering Units I have been talking about and you can clearly see the simplistic S. U. type layout. It is my intention later in the year to let this prototype be put on display in "Nicklin's Niche" at T.S.S.C. H.Q.

During the development period a pair of 1.25 inch Units were made which after evaluation tests, I fitted to my own Herald. These I ran for some time until I fitted a Shorrock supercharger and the Unit in the photograph.

Dennis Barbett moved to Standard-Triumph Experimental Engine development at Fletch North and was the Engine Development Engineer on the 70X Le Mans project, so we teamed up again to develop the SPITFIRE to race at Le Mans.



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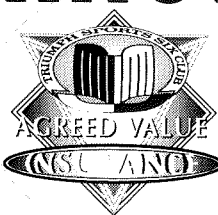
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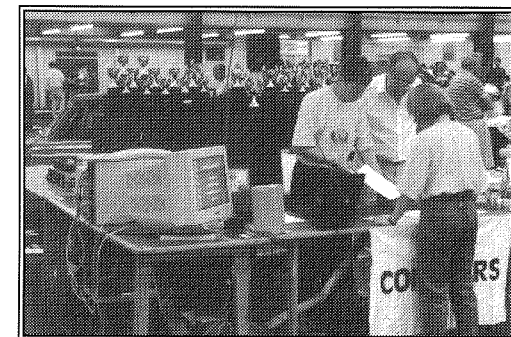
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International Weekend '97 Concours Report

by Chris Mills

Following a disappointing 1996 competition this years entries were substantially up on the previous year, mainly due to the new class of Cruised & Used which attracted 16 entries, this[™] is obviously what's needed as the competitors voted with their feet or cars.



Comperé Graham Robson with organisers Chris and Alison Mills

The good news is that this class will remain for next year thanks to the sponsor Anglian Triumph Spares and they wish to remind the winner and runner-up that you are invited to join your respective major class next year, so start consulting those marks sheets and we look forward to seeing you competing in '98.

One disappointment was the Masters Class, only 3 entries, although I would like to extend our thanks to competitors for preparing their cars in the main hall and offering their time in tricky circumstances with members peering under the bonnets whilst cleaning their cars to gain tips on preparation.



Once again a big thanks to all the judges who had a difficult job in getting the cars marked and went about their task very professionally, if you would like to become an International Concours Judge, let us know, some knowledge of the cars is useful, ideally you may have restored one yourself, and training is given.

Congratulations to all the winners especially Ken & Sheila Rathborne



Original GT6
Class winner
belonging to
Jaques lawrenson

General Standard of cars was as high as ever this year.

with their Masters Win which now means they are excluded from competition at the International for 3 years, but we hope you will see this superb car on display next year.

I intend to increase the Concours articles this year in order to give an insight behind the scenes and to detail various cars involved or not as the case may be.

TSSC International 1997 Concours Results

Masters Class

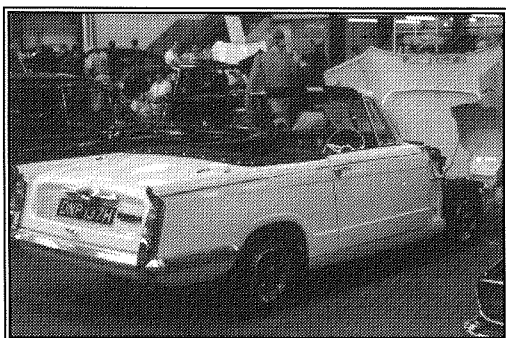
Sponsor: Rimmer Brothers
Winner: Ken RathborneWLA 989X
Spitfire 1500Silver
Runner up: David StewardEMM 762J
GT6 Mk 2Red

Car of Show

Sponsor: Footman James Insurance
Winner: P. J. MooreFVJ 220W
Spitfire 1500Blue

Original Herald

Sponsor: JohnKipping
Winner: David Bailey9673 WY
Her 1200 EstRed/White



Modified Herald

Sponsor: Quiller Triumph
Winner: Phil DickinsonBTA 345B
Her 1200 convertibleGreen
Runner up: Claude BuntinxCAR 854
Her 1200 CoupeBlue/White

Original Vitesse

Sponsor: Triumph World Magazine
Winner: P. DunneKEC 398J
Vitesse ConvertibleWhite
Runner up: R.V. FagotXLE 551G
Vitesse ConvertibleWhite

Modified Vitesse

Sponsor: Chic Doig
Winner: Steve JohnsonRDX 746J
Vitesse ConvertibleBlack
Runner up: Léon Guyot7456 PJ
Vitesse ConvertibleRed

Modified Spitfire

Sponsor: Burlen Fuel Systems
Winner: Isabel & Geoff TimmsOML 778E
Spitfire Mk 3Green
Runner up: Andrew JorcenkoVNM 4S
Spitfire 1500Green

Original GT6

Sponsor: Q.L.C Ltd
Winner: Jacques LawrensonSOU 786M
GT6 SaloonMimosa
Runner up: Phillip JohnsonFPP 657G
GT6 SaloonRed

Modified GT6

Sponsor: Anglian Triumph Spares
Winner: Simon MarshallOOJ 667G
GT6 Mk 1Blue
Runner up: Arthur NaseyXAG 188K
GT6 Mk 3Red

Bonds & Specials

Sponsor: Bells Silencers
Winner: Nigel EllisQ407 UOE
Special MarlinWhite
Runner up: Roger TurnerNVY 87E
Special GentryRed

Cruised & Used

Sponsor: Anglian Triumph Spares
Winner: Berkely JohnsonFOD 779D
Herald SaloonWhite
Runner up: N. FaneUXC 657F
Vitesse ConvertibleGunmetal

Engine Bay

Sponsor: Triumph Tune
Winner: Shaun ByrneCAO 444K
Herald SaloonRed/White
Runner up: Robert GallowayXNV 941S
Spitfire ConvertibleBlue

Interior Class

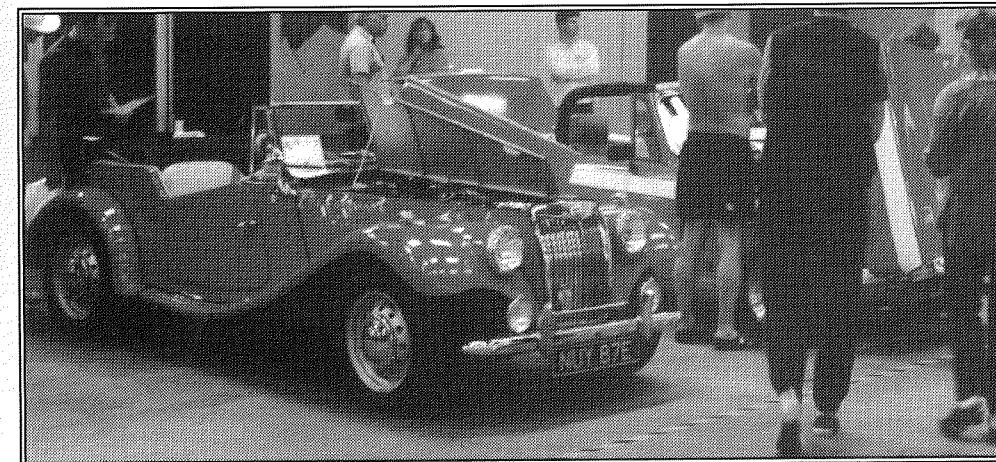
Sponsor: Newton Commercial
Winner: Adrian MilerTYO 213F
Herald ConvertibleRed
Runner up: Charlotte Hamilton-PaineUED 257S
Spitfire ConvertibleGreen



Claude Buntinx
Runner-up Modified Herald

Unrestored

Sponsor: John Kipping
Winner: Catherine BishopHKG 650D
Vitesse SaloonWhite
Runner up: John CottonVYE 701G
GT6 SaloonBlue



Paint

Sponsor: Moss Classic Car Colours
Winner: Colin MurrellDNP 137H
Vitesse ConvertibleJasmine
Runner up: Ian EllisHAW 1071
Spitfire Mk IVTopaz

Guest

Sponsor: Merritts Classic Parts
Winner: Terance Alan SmithLTT 364P
Stag ConvertibleRed
Runner up: Richard DredgePTA 631G
Vitesse ConvertibleBlack

Quiller Triumph

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Welding,
Breakdown
Recovery
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ESTIMATES

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Renew oil (Penrite) + oil filter
Clean air filter(s), renew if necessary
Top up carburettor dashpot(s)
Adjust slow running speed
Tune & balance carburettor(s)
Drain cooling system, replenish with anti freeze
Renew spark plugs
Renew contact breaker points
Renew condenser
Renew rotor arm
Examine distributor cap, renew if necessary
Lubricate distributor
Check condition of HT leads, renew if necessary
Check condition of fan belt, renew if necessary
Adjust ignition timing
Adjust valve clearances and replace rocker cover gasket

These procedures apply to all Triumphs. Additional checks and adjustments performed according to model.

Herald/Spitfire ... £39 inc. VAT plus parts
Vitesse/GT6 ... £46 inc. VAT plus parts

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Herald ... £710.00 Exch Inc VAT
GT6/Vitesse ... £900.00 Exch Inc VAT

As engine service plus:-
Check condition wiper blades, renew if necessary
Top up windscreen washer bottle
Check condition of bonnet location cones, renew if necessary
Top up battery level
Lubricate generator
Lubricate water pump, check condition of water hoses and clips, renew if necessary
Lubricate handbrake linkages
Replenish gearbox oil
Replenish differential oil
Lubricate rear hubs
Check condition of steering rack bushes
Check steering rack gaitors
Check wheel bearings for play
Lubricate ball joints and trunnions
Check constant velocity joints and coupling bolts
Check suspension location points and bushes
Check shock absorber operation, examine for leakage
Check condition of brake discs, calipers, pads and flexible hoses
Check condition of rear brake linings, pistons and flexible hoses
Check front hubs.
Lubricate door hinges and internal latch mechanisms

Herald/Spitfire ... £80 inc. VAT plus parts
Vitesse/GT6 ... £90 inc. VAT plus parts

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HERALD
VITESSE

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Track Rod End	£6.50
Steering Rack Gaitors (Pair)	£7.50
Steering Column Bush	£5.00
Steering Rack RECON (Exchange)	£82.50

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Rear Trunion Kit + Bolt & Nut	£4.00
Rear Wheel Bearing Kit	£12.50
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Rear Shock Absorbers-Std (Pair)	£34.00

REAR SUSPENSION (ROTOFLEX)

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Brake Pad Set	£7.50
Rear Brake Shoe Set-Spit/Her Only	£10.00
Braided Brake Hoses (Set of 4)-State Model	£32.50

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Alloy Rocker Cover & Cap-GT6/Vit	£55.00
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Rear Wing REPRO-Spit 4/1500 & GT6 3 (RH Only)	£85.00

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Front Spoiler-Suitable for Spit 4/1500 & GT6 3	£35.00

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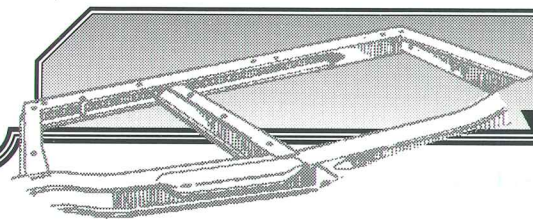
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CARS FOR RESTORATION

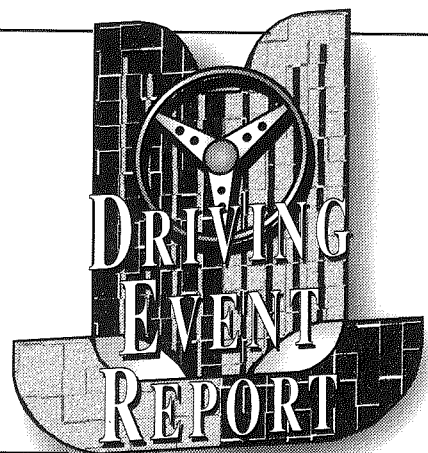
USA GT6 MkII, 2 OFF	HERALD 13/60 CONVERTIBLE
VITESSE Mk II SALOON	1200 CONVERTIBLE
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Irish Ferries Classic Tour of Ireland May 1997 part 2.

—by Esmé Hackett—

Day 3. Galway to Limerick.

There was a ten mile drive through Galway to get to the start which was from a lay-by rather off the beaten track. The weather was much improved and continued to get better day by day.

As the later starters stood around chatting, one lady observed that she didn't like the look of the brown envelopes being handed out with the instructions, she thought they looked rather ominous. When I was handed one, it clearly contained something other than paper and I started to tear it open and then saw the words "open at TC 3". I was quite sure that having opened it too soon would incur some terrible penalty, but fortunately it did not. It was in fact a pound coin to enable us to leave the car park at the Cliffs of Moher. However, when the coin was proffered to the attendant he waved it aside saying, "Good Luck to yer sor! On your way!" This typified the attitude of the Irish, they were so spontaneous, so friendly, so Irish. The Mini driver went to the carwash and expressed some surprise at the £3.00 charge,

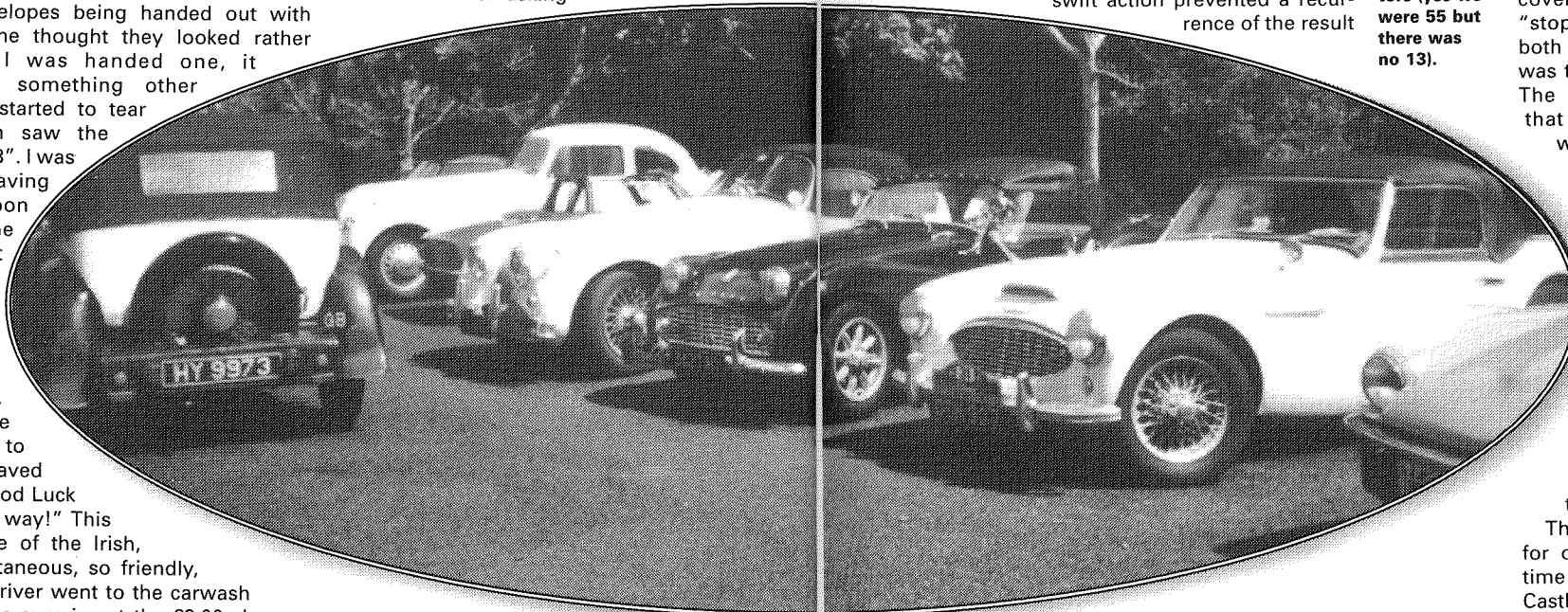
"Och well," said the proprietor, "'tis only a little car - £2.00".

It would be as well to draw a veil over our performance that day. Suffice to say we got horribly lost, due I think to the fact that I was so busy watching the stop watch and trying to calculate the corrected odometer reading I missed a vital turn. We made the mistake of asking

the way of a lovely lady who sent us miles out of our way, clearly under the impression that by sending us along the main road, she was doing us a favour. But every cloud has a silver lining and we proved that the car certainly handled well at speed - it certainly impressed the marshal when we roared past! The end of the day's run was at the Bunratty winery to sample mead. When we arrived rather later than everyone else the assistant obviously deduced from the marshals' comments that we had not had an easy day and whereas everyone had their mead in a wine glass, we were handed tumblers, more than half full. It was very nice indeed, but that on an empty stomach must account for my recklessness in a nearby store where I bought 2 hats!

We had arranged to meet friends from Shannon in Limerick. We hadn't seen them for 11 years so we met at 6.30 to go for a meal and have plenty of time to catch up on news and return to the hotel for the Limerick competition at 10.30. The meal was excellent, very nouvelle cuisine and beautifully presented. Unfortunately, in spite of being told twice that Peter was allergic to bananas, the waitress failed to ascertain what the mixed ice-cream contained until after he had eaten some of the unidentifiable pink one. Her casual, "the ice-cream is banana, does it matter?" was a bombshell. It was straight to the hospital and a very unpleasant couple of hours, but at least swift action prevented a recurrence of the result

Some of the 54 competitors (yes we were 55 but there was no 13).



of unknowingly eating a banana muffin some months previously. It also meant that our earlier labours writing limericks were wasted as the competition was all but over by the time we got back to the hotel. How fortunate though, to have been with friends who knew exactly where the hospital was.

Day 4. Limerick to Killarney.

I had not had a good night, with one ear open for any signs of further distress from Peter and wondering whether I could possibly cope with driving to Killarney. It was therefore with great relief that I heard him say that not only was he determined to drive, he was going to have a go at that day's competition. He still felt a bit fragile but thought it was far better to do something which would take his mind off it than sit around moping. Of course he was right. After dropping the stop-watch during the first section and discovering that it had become "stopped", I resolved to use both of them in future, and that was the day we achieved a 1st. The marshal who awarded that was the one who had witnessed our disgrace of the previous day and he seemed as pleased for us as we were ourselves.

Again, the scenery was magnificent, though each day was different from the others.

This day's "tasting" was smoked salmon and the inevitable Guinness at The Fishery, Killorglin. Just for once, we finished in good time and made our way to the Castlerosse Hotel with its magnificent views from the lounge.

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HERALD	£70.81	£83.60	£51.98	£21.19	Car Set	£108.08	-	-	-
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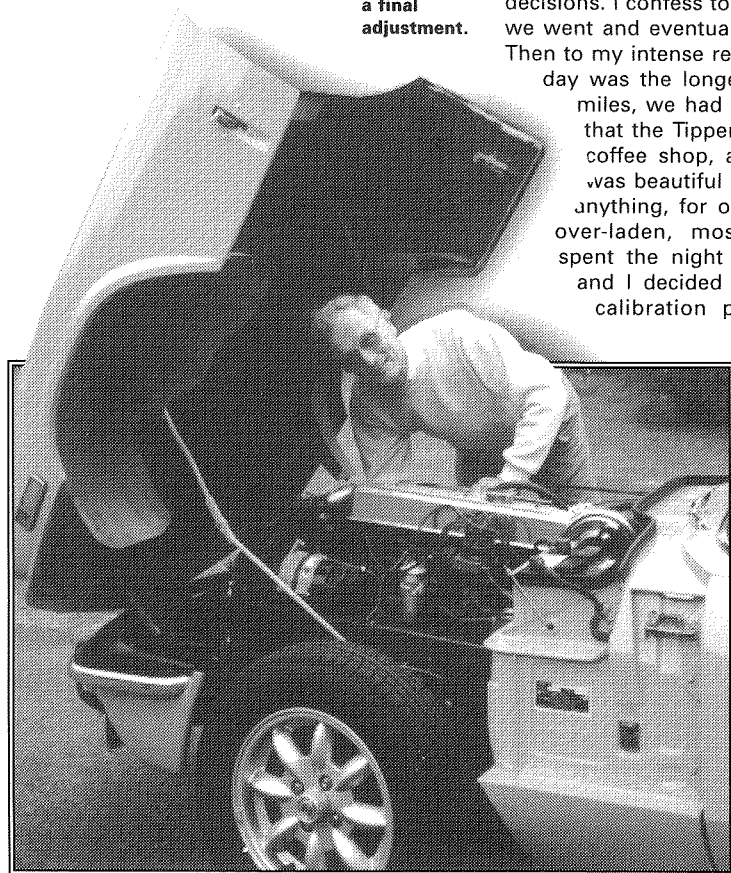
HELPING TO PRESERVE BRITISH CLASSIC CARS

There was time for a leisurely walk to the lake before getting ready to go to a Ceilidh at Kate Kearneys Cottage. We opted to go on the coach with everyone else, but had a taxi back somewhat earlier than the others.

Day 5. Killarney to Waterford.

We had an opportunity to visit the Museum of Irish Transport in Killarney before going off to the start at Ireland's Highest Pub, "The Top of Coom". We saw another pub making the same claim somewhere else on the tour so we are not too sure whether it was an accurate

**Peter makes
a final
adjustment.**



description, but it was certainly very high, and the road very narrow. As we passed someone going in the opposite direction we could find it in our hearts to pity the driver: he was due to meet 54 of us at the rate of one a minute!

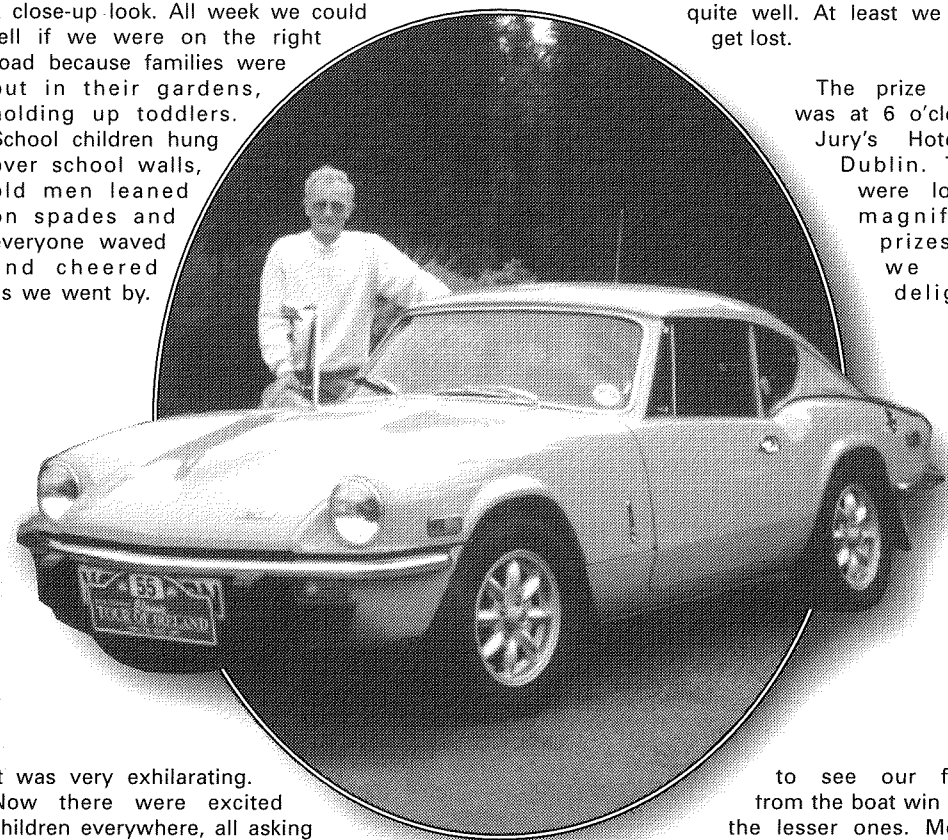
We felt even sorrier for ourselves a little later when, thinking we had missed a clue we decided to back-track, narrowly missing some of our own people on the way. Whilst we had missed the clue, we were nevertheless on the right road and we learnt another hard lesson. Don't look at any instruction in isolation!

Slightly demoralised, we pressed on and after going for miles and miles, albeit through the wonderful Knockmealdown Mountains we had still not come across a bridge and my driver was losing faith in his navigator. "Is it likely there would be a bridge up here?" he queried. However, having doubted my judgement the previous day and been wrong, he was being very good and letting me make the decisions. I confess to having doubts myself, but on we went and eventually went down the other side. Then to my intense relief we found the bridge. That day was the longest and we covered over 200 miles, we had had no lunch, but felt certain that the Tipperary Crystal Co. would have a coffee shop, and so it proved. The crystal was beautiful but I dare not suggest buying anything, for one thing the car was already over-laden, mostly with my luggage. We spent the night at Jury's hotel in Waterford and I decided that as we were still having calibration problems, particularly when the average speed had to be reduced by 2mph that there was nothing for it but to write out another set of tables. This I did between dinner and bedtime.

Day 6. Waterford to Dublin.

This last morning was the first real opportunity to use the camcorder in decent weather at the start, so we made a big effort to be there in time for the first car to leave. A short time after the first cars left the pupils in a nearby school were allowed to come and get

a close-up look. All week we could tell if we were on the right road because families were out in their gardens, holding up toddlers. School children hung over school walls, old men leaned on spades and everyone waved and cheered as we went by.



**Peter and the
Yellow peril.**

It was very exhilarating. Now there were excited children everywhere, all asking questions, leaning in the windows, everyone talking at once. "How fast will it go?" "Which football team do you support?" "How much did this cost?" "What does that do?" "How does this work?" "Where are you from?" "Where are you going?" "Make the wheels spin when you go!" "Tell the teacher not to give us home-work today!" They were all over the marshal who had leaned down to try to make herself heard through the window. She was laughing so much she could hardly do the countdown. I was sure I would never hear "... one, go". As we, the last car sped away, a great cheer went up. An unforgettable moment.

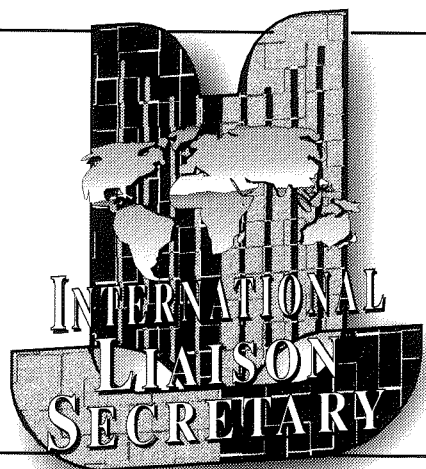
We still had not had a really tricky day with folks being deliberately sent on a backtracking trail, so we went off for this last days competition prepared for anything. Well the first discovery was that there was no section to be completed at a lower speed, so that had been a waste of time! Evidently we must have learned something from our mistakes and we felt that not with standing the unreliable odometer we did

quite well. At least we didn't get lost.

The prize giving was at 6 o'clock in Jury's Hotel in Dublin. There were lots of magnificent prizes and we were delighted

to see our friends from the boat win one of the lesser ones. Most of the big ones went to very experienced crews. We didn't mind at all that we hadn't won anything, we had met some wonderful people, had probably the best holiday ever, learned a lot and found something new which we both enjoyed, AND the car had behaved impeccably. During the first two days' downpours, water got in around the windscreen wipers, but that was soon remedied. The odometer will be dealt with when we get home.

The day was rounded off with a banquet and a suprisingly good cabaret. We can't wait to repeat the experience. Our heartfelt thanks to Carol and Mike and the rest of the team.



A Tale of Two Vitesse

by Léon Guyot

My recent absence from these pages is simply due to the amount of time I've been spending on my Vitesse. Many of you will, by now, have seen it, at either STER or Stafford. The TR Register International Rally at Shepton Mallet, or perhaps the Club Triumph Standard-Triumph Marque Day at Gaydon, or the Vitesse evening at the TSSC Surrey Area meeting recently.

It seems hard to believe, but it's already covered some 2255 miles in total. Shake down problems with fuel pumps and fuse box have been overcome and I must now concentrate on re-designing the Triple Weber, and throttle linkages to make them work in unison, and rather more smoothly, before my car is put on a rolling road with a view to juggling carburettor jets etc.

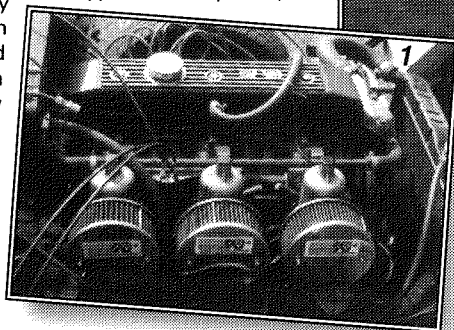
The engine is revving far more smoothly now, and brakes and clutch are bedding-in nicely. An article about my Vitesse should appear in that excellent magazine *Triumph World*, in due course. Also, the new magazine 'Classics' as advertised elsewhere in this very journal, are also running a story about it in their second issue, due out on 15th August I believe. So go on, do the decent thing, encourage them to feature lots more lovely Triumphs by making that issue a sell-out! Okay, that's enough about my car for now.

Whilst in Vitesse mode, I've got to thinking about Vitesse in motorsport, being two of my favourite subjects, but alas not oft' heard in the same breath.

I've looked at 'Triumph Herald and Vitesse, The Complete Story' by Graham Robson, the excellent latest edition which refers to the Vitesse in Motorsport in 1962 and 1963, specifically the Vitesse 6 Saloons entered in the '62 RAC Rally, with such mod's as triple SU Carb set-up producing 95bhp, Courier Van 4.5" wide wheels, and twin 9-gallon fuel tanks, (sounds familiar) and lowered rear suspension.

During 1963, the Monte Carlo Rally was tackled, four Powder Blue Vitesse's were prepared, a colour that I feel looks 'so right' for the Vitesse.

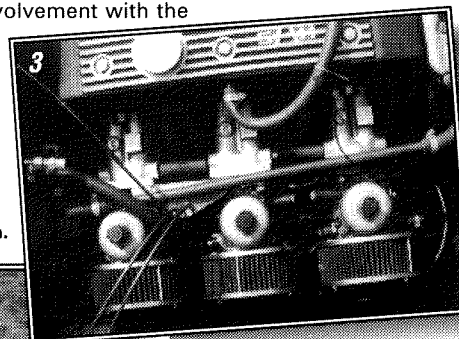
These cars were equipped with a prototype ABS system, of



John Woolley's replica rally Vitesse.



Triple S.U. carbs conversion.



Back to the plot. That was the end of the works involvement with the

doubtful value, gas flowed cylinder heads, re-designed dashboard layout, but apparently little else . . . Next came the Spa-Sofia-Liege rally of '63, with just one Vitesse, (6003VC), benefiting from rather more in the way of mod's for this gruelling event, including: Triumph 2000 1998cc engine giving 110bhp, a tubular exhaust manifold, triple SU carb's, Works TR4 overdrive gearbox and clutch, gas-flowed cylinder-head, Triumph 2000/TR4A type differential, strengthened driveshafts, larger radiator, and heavily revised lighting on the altered bonnet. That must have been an amazing machine!

Unfortunately as we know, it was sidelined by an underbonnet petrol fire whilst as high as third or fourth place. What a terrible shame its full potential was never realised. If you want to know more, then you'll have to buy Graham Robson's book.

Preparation Manual for the GT6+ (USA GT6-2), and that for the Spitfire Mk.I-IV, slim but invaluable volumes for owners intent on making their Triumphs truly competitive.

With Kas's motivation, during the mid-'60s, Triumph TR4A's, GT6's and Spitfires were scoring very highly indeed in the SCCA (Sports Car Club of America), race series, which must have done Standard-Triumphs' image in that crucial export market no harm at all. Some famous US Triumph race car drivers of the time were Bob Tullius, Carl Swanson, and Brian Furstenau driving for the legendary Quaker State/Group 44 team. Kas worked his magic, albeit with some difficulty on the Triumph six-cylinder engine, somehow managing to coax as much as 218bhp on triple Weber carburettors, a quite incredible figure, and remember that this was from the 2-litre engine, the 2.5 litre being effectively un-tuneable due to excessive vibration at only 6200rpm, whilst the 2-litre managed to stay together all the way up to 7200rpm, and beyond . . .

Another excellent book by the prolific Graham Robson, is 'The Works Triumphs' within which he explores every aspect of Triumphs in Motorsport in great detail: He tells how, when he asked Kas about his eight years with ST in the USA, Kas described the TR4 as being the easiest car to make into a race car, the TR6 was the most difficult because of the engine, (2.5 litre), and the GT6 was awkward because of the rear suspension, (GT6+),

"Although it had a lot more power, even with twin Strombergs we managed 185bhp, with the engine turning over at 8200rpm. It was a great engine, the 2-litre, and we ended up putting the 2.5 litre head on it, which was a good move."

Interestingly, he goes on:

"The later GT6 rear suspension, made life a lot easier, but it kept failing-we had to make all new parts. We never broke the rubber (doughnut) joints, they took the shock loads off the differential. The parts that always broke were the rear hubs, I finally ended up making my own forgings". By the end of 1970, Kas left BL and became involved with John Brophy, who just for a hobby, set-up a racing team in the Trans-Am series, using a 2-litre Triumph Vitesse Saloon, running in 1971 at Elkhart Lake, in the Kastner Brophy Racing team, and driven by the successful Group 44 race car driver, Carl Swanson. It is interesting to note that, at that time, the 'Candy-Box' painted Vitesse, ie: White with yellow and red

Vitesse, and Herald, in competition, at home perhaps, but not so elsewhere in the world!

For it was as far back as 1962 when Standard-Triumph Inc', of North America first began to get involved with motorsport, hiring the talented R.W.'Kas' Kastner, an ex-TR2 etc. racing driver, Kas's involvement with ST lasted for eight years, during which time he applied himself to interpreting the rules and reg's and tuning the engines within those reg's, most of his work being with the TR range of cars, although he did find time to apply himself to 'our cars' as you can see in the BL Competition

stripes had very wide minilite alloy wheels with fat Goodyear tyres and heavily flared wheelarches, a recessed fuel filler on the LH rear wing, vertical bars to prevent the rear window from flying off, and a full roll-cage. Not much more detail can be discerned, but it is curious to note that the car was still wearing its anodised aluminium Vitesse bumper trims, its original external door handles and its bonnet clips, without any extra straps thereto, and its wooden dashboard. My thanks to Graham Robson for mentioning that particular Vitesse in his book, but unfortunately it does not figure again, as he moves on to later Triumphs.



However, I don't care to see a good story not done justice, and I've long wondered whatever happened to the 'Trans Am' Vitesse(?), finding that one glimpse of such an interesting car, most frustrating.

The next time I heard of that particular car was in the November 1990 issue of *Classic and Sportscar* magazine, under a story entitled 'Wham, Bam, Trans-Am'. The Vitesse had apparently re-surfaced with Ralph Thomas in Florida, in what appears to be its original 'candy box' colour scheme now with 215bhp!!

First, the Trans Am, (from Can Am), series is explained, and how the Vitesse was competing in the two-litre class, meaning imports, specifically Datsun 510s, Porsche 911s, Alfa GTAs, and BMW 2002Ti's . . . Apparently, the story goes that R.W. 'Kas' Kastner built three Trans Am Vitesse's, one being destroyed in an accident and two remaining, but he insists there was only one!

Built in 1969, for the 1970-71 Trans-Am series, and consistently the fastest car in the 2.5 litre Challenge and successfully campaigned in SCCA by



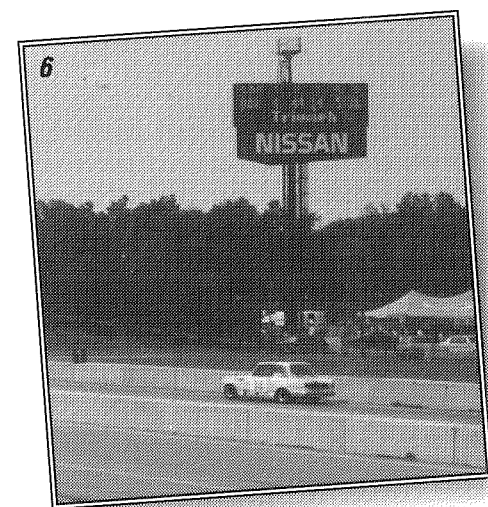
champion driver, Rick Cline. This car, (pic. 4), was raced by Carl Swanson, (Fletcher Williams brother, I believe), the other one by Mike Rockett from Edmonds, nr.Seattle, Washington State. Although the 'Kastner car' had no outright victories, it set all types of records at race circuits around America, ie: Elkhart Lake, Laguna Seca, Wichita and Donnybrook. Considered the quickest car on the circuits, Kas Kastner sold it to Rick Cline in 1973 and he continued to develop it, winning many national races along the way, culminating in third overall in the National Championships, and another year coming very close to actually winning the championship but dropping out due to a minor mechanical failure.

In 1978 he had sold it to Arno Frosh, (one of Rick Cline's mechanics), of South Carolina, who continued to race it in SCCA, finally passing into the hands of Ralph Thomas in 1987. Ralph's mechanic Scott Waldron did some work on the car, the flared wheelarches, or fenders as our American friends prefer to call them are hand-hammered, the roof has been welded on, perspex is used for the side windows, chassis side rails are boxed-in, and suspension mountings reinforced. The roll cage is extremely strong, and the inner wheelarches have been widened by 10 inches to allow fitment of much wider wheels and tyres (pic. 5). The 2-litre engine isn't original but has been prepared to Kastner's specifications, with Cline's modifications for reliability. The Carb's are triple Weber 45DCOE sidedraughts, 40 thou' oversize Aries Pistons, a high compression-ratio cylinder-head, high performance valves, Carillo Con-Rods and a nitrided standard crankshaft . . . The transmission is GT6 non-overdrive. (I wonder just how long that lasted with 210bhp going through it?). Rear

suspension is Vitesse Independent Rear with transverse leaf spring and original geometry, fully Heim jointed. A GT6 Differential, with special half-shafts and one-off hubs to handle the extra power. Front Suspension is original with standard wishbones and a 1.25" diameter anti-roll bar. The vertical links are GT6 and are described as "fragile". Wheels are copies of the original Minilites, and the tyres look much bigger than the quoted 6" x 13" Goodyear Blue Streaks, (they even sound fast!).

Ralph Thomas is quoted as saying "It's extremely neutral handling, though at the moment we've some old tyres at the back and that's the reason the rear end's kicking out so much, it's extremely hard, very hard, with a chassis so stiff that in a tight corner, it picks up the inside front wheel 8" to 10" off the ground - and it's real stable in that stance. It was made to do that . . . It's a blast! There couldn't be a more fun car to drive anywhere . . ." The legendary R.W. 'Kas' Kastner was asked how it originated, and he told how he saw an opening in the rules, (SCCA limited engine capacity to 2500cc), and how he and John Brophy reckoned the Vitesse was a possibility, they could manage it and just wanted to see how far we could go with it.

"The car that best fitted the regulations was this 'little tiny car' with a 'nice big engine' I'd already done all the work with a 2-litre engine, (in the GT6+), so I was very very familiar, and very happy with that. The car itself was a demonstrator from the engineering dept. in England, and BL flew it over to me for preparation, all of which we did here, using as a basis all the info from the GT6 engine, it was strictly a USA project. It was almost a kind of joke, when we started we thought we might have something here, it



might really fly. It might be a 747, but we're starting off with a kite, it turned out to be a kite . . . a fun kite, it was a pretty serious little car. It was as ugly as sin, (you wouldn't believe how ugly it was!) and, with its striped paint job, we called it the Candy Box. But then we became quite affectionate towards it."

"We built only one car, in 1971, and only ran it the one year. Dave Kent did the paint work and body mod's. We got it down to minimal weight with a lot of power. It was an absolute bullet, and incredibly quick. On a long straightaway, (pics. 6 & 7), this thing would come boiling out of the pack and just haul away from the Datsuns and Porsches and everything. At that time the Vitesse engine was making about 225bhp at 8000rpm, we could twist it to about 8600rpm." (don't try this at home folks!) "Tyres were the biggest problem. We couldn't keep them on it - we blistered them all the time. We had so much torque, for example, that at turn nine at Riverside we'd destroy them just by blipping down on the throttle . . . We were restrained by wheel size and envelope size which meant we could only carry so big a tyre. Carl Swanson, who worked for me, was the driver. Mike Rockett did have one, (a race Vitesse), but we didn't build it, he did it himself independently. Someone having a name like Mike Rockett and having a car like that was most appropriate!

It was worth a try but it wasn't effective enough: it was going to take more money than we really felt was worthwhile putting

into it, in as much as we, (Triumph), weren't selling the car in the country, (from memory we were only selling convertibles)." (nb. Triumph Sports Six's were only ever sold in Convertible form in the USA). "It was worth a try, we wanted to do it, it was an interesting exercise and we had most of the drive line worked out. The car was attractive because it was a very small envelope a small barn door to push down the road. I can't remember how many races we ran, but we went to Road America, to Riverside, to a race in Kansas and others besides. We even ran a few other SCCA races as well with it - they were a little higher than club races, and we'd have to start at the back, but then it'd come up through the field in one lap... it was a great little car - ugly but great - and very, very interesting. We had a fun time doing it..."

As to the Mike Rockett car, I am advised by our TSSC NW USA area organiser, Dave Eaton who hails from Olympia, Washington State, that Mike Rockett, (a local SCCA race driver), originally painted his car White, with Blue stripes, these being the colours of the Tyree Triumph Club, of which he was a member, he also carried the Club logo, a totem head on the side of the car.

Dave says he doesn't know where Mike originally got his car, but as it's a saloon, it most likely came from nearby Canada. An undated, but contemporary article sent over by Dave makes interesting reading.

"We won't be one of the favourites, but I think we might be a surprise" said Mike Rockett, and with that approach, Mike began a 'feverish grind' towards one of the nation's premier sports car racing showdowns. Rockett and his crews aim is the American Road Race Champions billed for Atlanta, Georgia, on November 2nd to 3rd, (year not stated, but almost certainly 1969? making it almost exactly the same age as the 'Kastner built car'). The workload between now and then will be making the Vitesse as razor-sharp as it has been all summer. Rockett assured his trip to the deep South, last weekend at the SCCA road race in Portland, Oregon. A second place finish, executed by Rockett, when another trip to the victory circle became unnecessary, earned a pair of titles, and the trip. With the runner-up effort, the Oklahoma native logged his second straight SCCA Northern Pacific and Gold Rush series titles.

"We backed off when Jon Norman went out", explained Rockett of his decision not to go for the Portland win. "We knew all we had to do was finish, to win the titles. And we had already beaten Rob McFarlin three times this year." Jon Norman from Oakland, was Rockett's biggest rival for the series titles while fellow

Californian Rob McFarlin emerged as the Portland winner (pic. 8).

Titles and trips secured, Rockett plans to also back-off from a hectic schedule that's seen him racing and winning, from Canada to California since mid-Spring. (Going into Portland, Rockett had won four straight.)



"We'll work on rebuilding the engine we've run most of the season, and building a new one. We'll need them both. We should be competitive this year; the car is much faster than a year ago," assessed Rockett. A year ago, at Road Atlanta, the Rockett team settled for sixth place among 28 B sedan, (saloon), competitors. Transmission and gear-changing woes negated a higher finish. This season, obviously, has provided one impressive finish after another.

"It's been a little bit of luck and a lot of preparation," says Rockett, tipping his hat in appreciation to a hard working crew. The group helped Rockett earn track records at a couple of tracks this summer. The 30 year old spent most of his life in Hawaii. it provided the launching pad for his surge in sports car racing. By 1968 he was seriously involved with racing while working full-time in the foreign, (non-American), car repair trade. A move to California helped advance his racing hopes and his recruitment by Tyco of Edmonds proved the catapult to current successes. But it also took hard work to develop the rarely raced Triumph Vitesse, a passenger car more commonly seen in Canada and Europe. Credit for much of the transformation into a racing vehicle goes to a trio of area residents, Jim Taylor and Steve Merrill of Edmonds and Dick Krueger from Bothell.

"They've made it possible for me to relax and just worry about the racing," muses Rockett. The combination is a successful one, Rockett is hopeful the ultimate success, a national championship can be obtained before the year is out. Don't bet against it. (Unfortunately that's all I've got on that cars early racing history, so perhaps one of our American readers can tell us if he succeeded?).

TOMMY THE TRIUMPH



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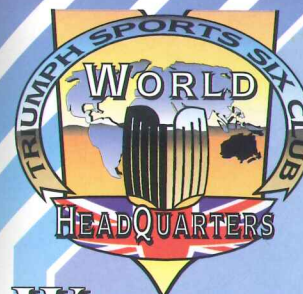
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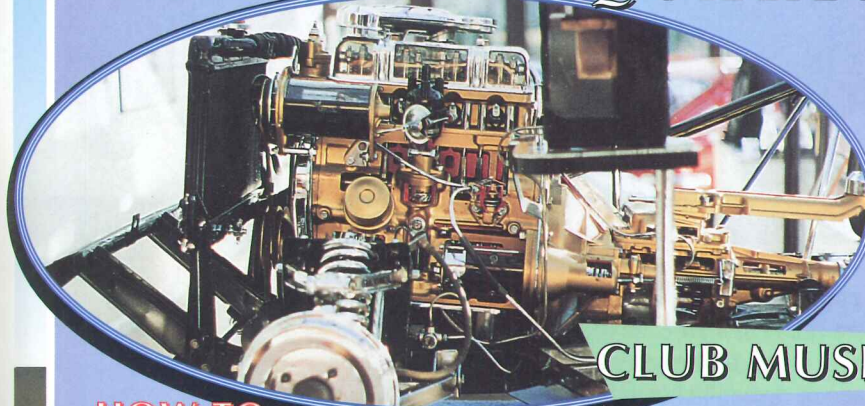
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