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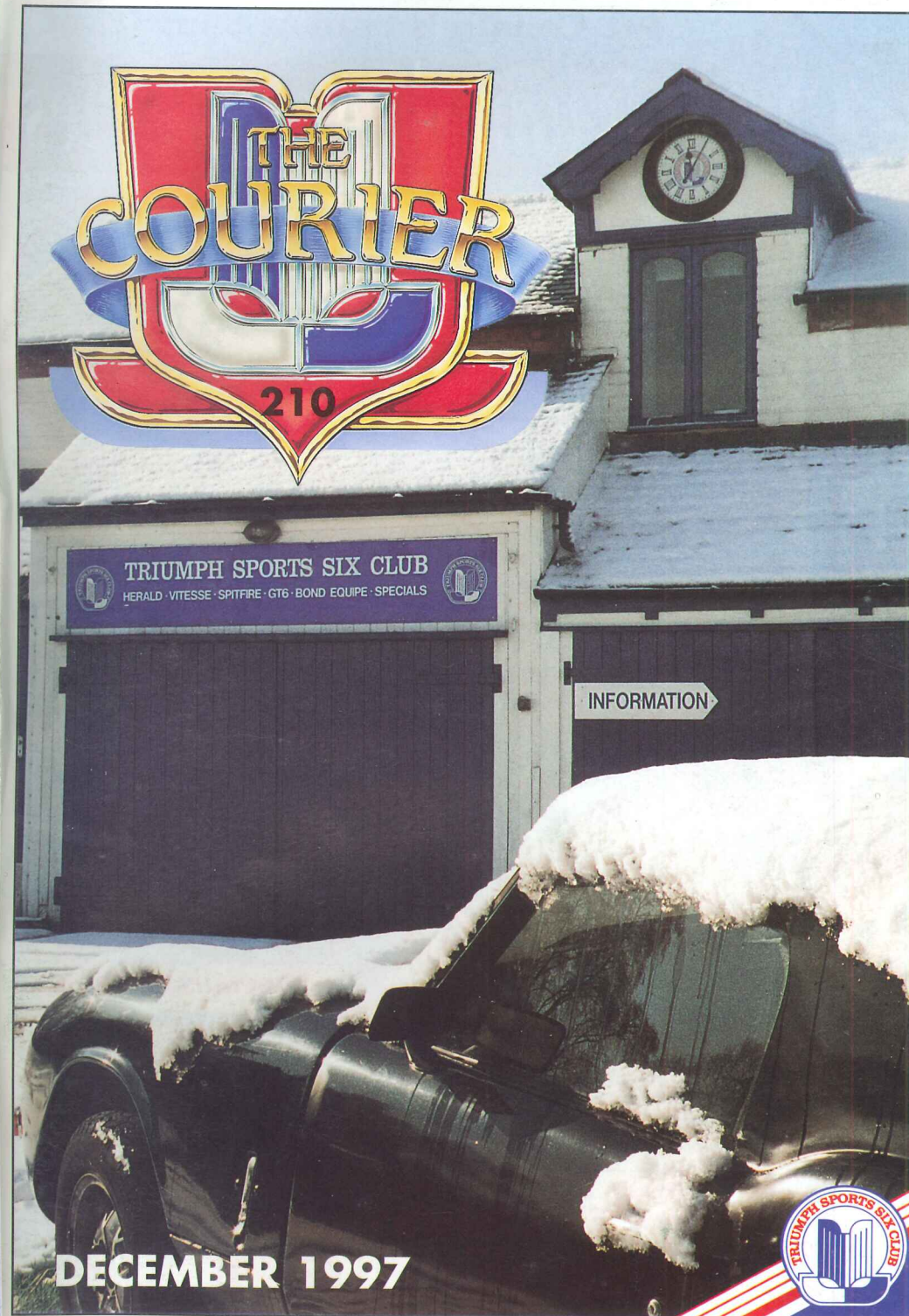
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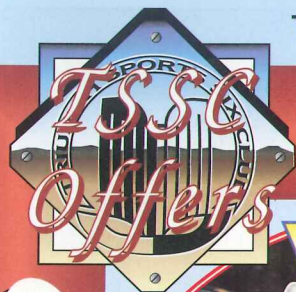
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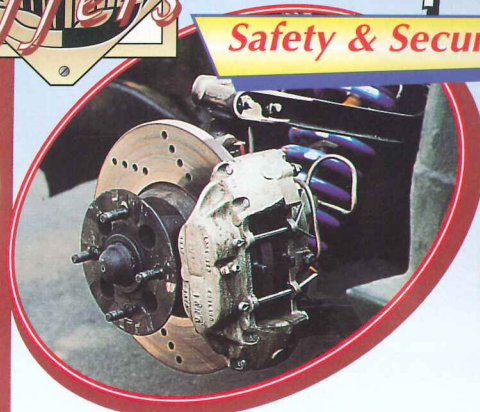




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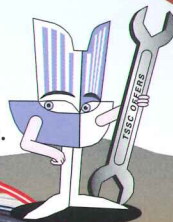


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No. 210

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

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

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Leon Guyot, Tom Longley, Chris Mills,

Stuart Newbould, Simon Roberts,

Bill Sunderland, Trudi Squibbs,

Brian Waters, Peter Williams.

For a full list of TSSC officials see page 82.

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



Cover Photo:
I'm Dreaming of a ...
Photo: Bernard Robinson

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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 1998

FEBRUARY 1998

SAT 21st

**TSSC RACE SECTION AGM
DINNER & PRESENTATION**
The Fernie Lodge Hotel,
Husbands Bosworth.
Contact: Jo Field 01536 763799
after 6.30pm.

JUNE 1998

FRI 12th SUN 14th

5th LAKES TRIUMPH WEEKEND
Hillcroft Park Campsite, Pooley
Bridge, Nr Penrith, Cumbria.
Contact: Shirley 01946 832080

SAT 13th SUN 14th

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

19th to 22nd

BREAN BEACH PARTY '98
Brean Sands
Nr Weston Super Mare
Contact: Nev 0117 975 9640 Avon
Sean 01278 421628 Somerset

JULY 1998

SAT 11th / SUN 12th

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

NATIONAL & LOCAL TSSC INVITED '98

MAY 1998

SAT 16th / SUN 16th

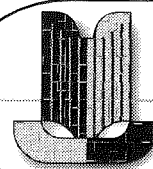
SHETLAND CLASSIC MOTOR SHOW
Clickimin Leisure Centre,
Lerwick, Shetland.

JUNE 1998

2nd to 14th

DORETTI'S TO LE-MANS
Trip to Le-Mans 24hr and
Goodwood Festival of Speed.
Price approximately £750 per car
(2 People) inclusive. Limited entry.
Trip for Swallow Doretti's but any
Triumph Sports car welcome.
Contact: Alastair 01224 783977
(evenings)

**COULD ALL EVENT
ORGANISERS CONTACT
TRUDI AT H.Q. OF DATES
FOR THE 1998 EVENTS
CALENDAR AS SOON AS
THEY BECOME AVAILABLE
01858 434424**



"Comment"

by Bill Sunderland

WELL DONE THRUST SSC OUR LAND SPEED RECORD

Yes, we beat our own 'Land Speed Record' and broke the 'sound barrier' with Thrust SSC.

Congratulations must go to a team using our initials but it goes further than that. Perhaps some sanity in madness, Team Manager and previous record holder Richard Noble is a relation of long-standing TSSC member Richard Bruford. I'm sure Richard's influence with Triumph cars placed heavy on Mr Noble when naming the Team!!

After my holiday, I must pick up on John Thomason's Challenge: Peking to Paris. He finished in a very creditable 18th and 7th in class, winning a Gold medal to boot. The achievement after many hours of hard work before the rally, inspires all who have a passion for Triumph. His story will be exclusively told throughout the pages of The Courier over the next few issues and in colour!

Keeping the wheels turning a good contingent of TSSC members attended the Birkett Six Hour Race at Snetterton and we entered Quasi in the team. John Davies, Team TSSC Manager, got the team prepared for some arduous racing. Our team had qualified well but this race took its toll, with the Saturday Telegraph reporting the event featuring 'Team TSSC'. It was unfortunate that the team retired after four hours with many problems. Having said that, front runners, Specials, Porsches, Astons and Super Sevens running laps at 1 minute 27 seconds with us running with averages at 1 minute and 34 seconds, it's just that endurance racing needs reliability. Nevertheless, another Triumph (TSSC) team of GT6s did finish and Andy Haw of Sports Car Supplies and team are to be congratulated. Next year, all will be back and the Club will be rooting for all Triumph cars.

Now, not that I'm a wheeler dealer but I had a call from Graham Campbell regarding a new programme for Channel 4, namely 'Deals On Wheels'. I'm sure you will be interested to watch this programme, on Tuesday 16th December at 8 pm, when Graham sells

his 1980 September 1500 to finance his Rally Herald. We hope this will produce footage of both cars and also



ways to sell your car. We'll let Graham off as he is selling to spend on yet another Triumph! May I wish all members of the TSSC a Happy Christmas and after yet another action-packed TSSC year, we can now hopefully look forward to another one for the Club.

P.S. Classic Cars Magazine have given John Thomason the Enterprize Award for 1997, a fitting award to someone who has so much more to offer.

CHRISTMAS OPEN DAY Saturday 13th December 9-4pm

The Club H.Q. and Shop will be open ALL day and will be giving Special Discounts on most goods on this day only. Get your last minute

Christmas presents and Save £££'s

For those Members not able to visit we are taking orders over the phone and are waiving all carriage charges for orders placed on the day.

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ANNUAL GENERAL MEETING

Annual General Meeting Notice is hereby given that the Annual General Meeting of the Triumph Sports Six Club is to be held on Sunday, March 8th 1998 at the Posthouse Hotel, Crick, Northamptonshire. Any member wishing to put forward any resolution to be considered for inclusion in the AGM agenda is required to put said items in writing, to be signed by at least two members. These should be forwarded to the General Secretary to be received by 20 December 1997. Any item received after this date will be regarded as null and void. General issues can of course be raised at any time through, for example, the General Secretary or Area Liaison Officer for discussion at Council of Management meetings. Alternatively, issues may be put forward for discussion at the Area Organisers' Seminar to be held in the morning prior to the AGM - see your AO. In the past, a number of wide ranging issues have been discussed

and implemented during this more informal meeting. If any member should wish his or her name to be put forward as a candidate for the Council of Management please give me a call and I would be happy to inform you of the duties and responsibilities involved. Please contact me - again by 20 December 1997. A few lines describing prospective candidates will be published in the Courier along with the AGM agenda. All enquiries regarding the above should be addressed to the General Secretary, address and telephone number as given in the inside front cover of the Courier.

Peter Williams,
General Secretary.

'FAST ROAD ENGINES'

A new range of performance engines is now available from Firefly Motorsport. The rebuilt units feature a ported, gas-flowed cylinder head with raised compression ratio, high lift 'fast road' camshaft, together with a fully rebuilt short motor. The units come supplied with a new oil pump, timing gear and refaced flywheel. A full range of options is also available to further increase the specification. Power should be up by 10-20% dependant upon the exact state of tune of the car, i.e. exhaust, carbs, air filters etc.

Prices start from £800 exchange, for the 1300/1500 units.

For more information, a data sheet is available from Firefly Motorsport on **01582 565280**.

PEKING TO PARIS RALLY SPONSORS AT NEC SHOW



Pictured from Left to Right: John Kipping (JOHN KIPPING TRIUMPH SPARES) Alan Smith (RIMMER BROS) John Thomason, David Aspinall (ANGLIAN TRIUMPH SERVICES) John Muggleton (TSSC OFFERS)

November's Classic Cars Show at the NEC Birmingham gave driver John Thomason, who was exhibiting his Peking to Paris Rally car 'ZOOM' on the TSSC Stand the ideal opportunity to thank his Sponsors on the Rally in person. John thanked all the Companies involved as without their help 'ZOOM' couldn't have taken off!

SPITBITZ

CHRISTMAS IS COMING, DON'T KNOW WHAT TO BUY HER/ HIM?
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Our soft tops are made to original BL design, grain finish, stitched and welded seams for extra strength, rear zip window, stainless steel poppers that don't break and fully guaranteed and only £74.

Or what about a boot rack for your Spitfire, comes in polished alloy with wood slats and brackets that clip over the side of the boot, looks great on any car. £29.

Our carpet sets are good quality, tufted and come with bound edges and include handbrake and gearstick covers. Just £68.

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TSSC CHRISTMAS OPENING TIMES

The Club offices will be closed from Wednesday 24th December for the Christmas break, and will re-open on Friday 2nd January.

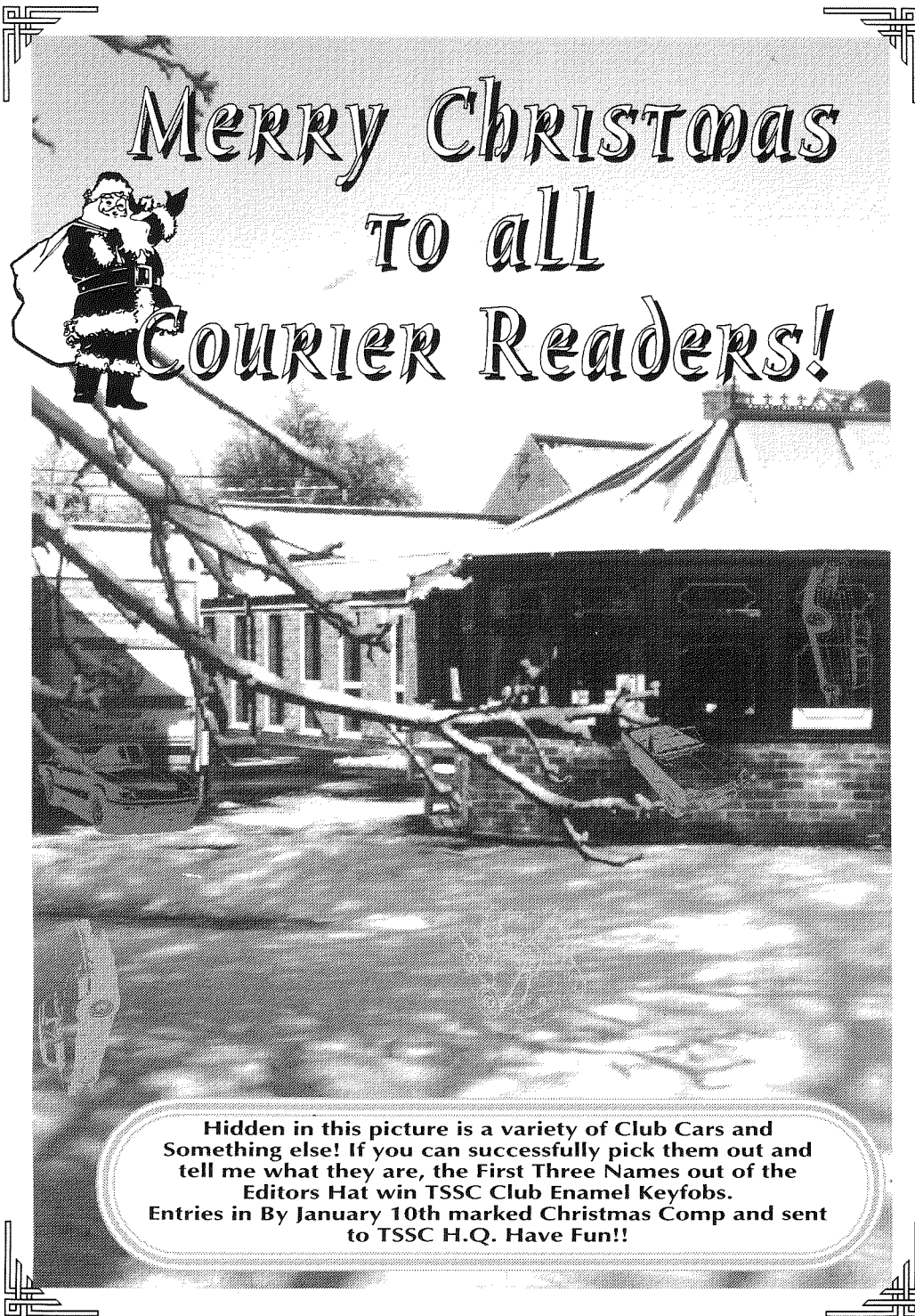
REMEMBER THERE ARE TWO OPEN DAYS.

SAT 13TH DECEMBER 9-4PM FOR LAST MINUTE SHOPPING

SAT 3RD JANUARY 9-4PM FOR OUR JANUARY SALE.

MOST PRODUCTS WILL BE DISCOUNTED ON THESE TWO DAYS.

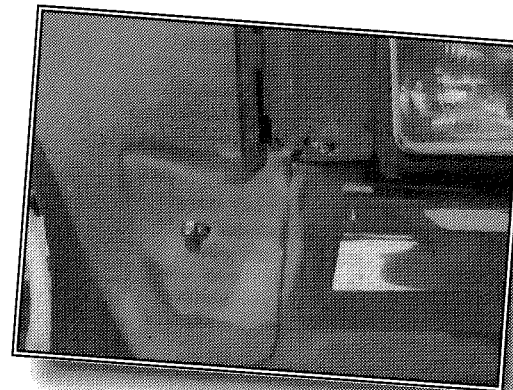
**MEMBERS WHO ARE UNABLE TO VISIT CAN PLACE ORDERS
OVER THE THE PHONE ON THE ABOVE DAYS AND WE WILL WAIVE
ALL CARRIAGE CHARGES ON GOODS ORDERED.**



Merry Christmas to all Courier Readers!

Hidden in this picture is a variety of Club Cars and Something else! If you can successfully pick them out and tell me what they are, the First Three Names out of the Editors Hat win TSSC Club Enamel Keyfobs. Entries in By January 10th marked Christmas Comp and sent to TSSC H.Q. Have Fun!!

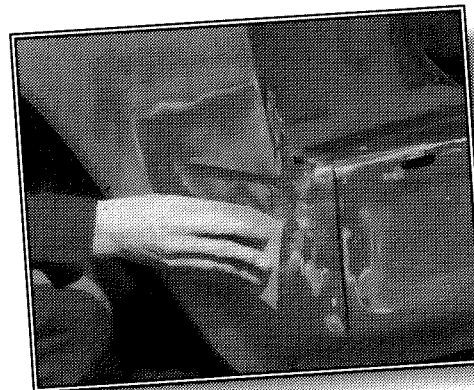
by Bob Westgarth



The first thing that I must do this month is to offer apologies for the non appearance of last month's article. This was entirely due to my being poorly organised and writing too close to the deadline for publication.

Personal circumstances simply prevented me from writing last month, in future I will be attempting to provide articles well ahead of schedule. Now on to this month's effort.

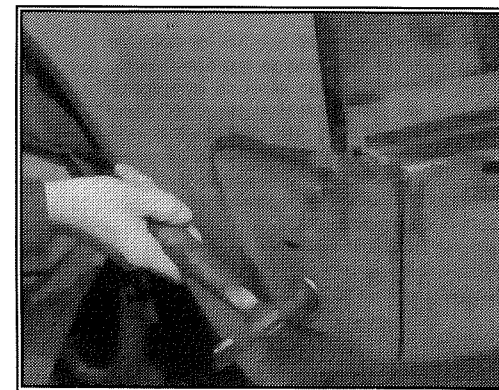
Regrettably this month I do not have a member's car to feature. I know that I had details of a low mileage 948 saloon which attended the 1997 Lakes Triumph Weekend but I seem to have misplaced the photos. As a photographer this is

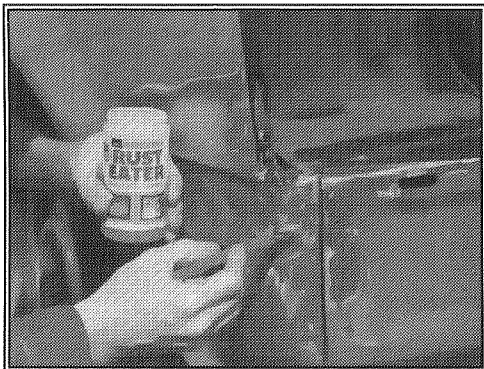


I do however have news of my search for a Herald Coupe. I have been told of one car that would be available, though in fact it sounds from the description that a total and extensive restoration is needed. At this moment in time I do not have the space to store the car prior to a rebuild and so the search continues. As a result of my plea I have received a large folder of documents relating to a 1959 coupe with the original registration OCF 203. This was supplied to me by one of our members who had obtained them along with a collection of spares he was buying. There will be information within these bills, receipts and letters that I will use in future articles but if you own the car, or know of its fate, please contact me and I will pass them on to you.



unforgivable and I have no excuses. However if you would like your car featured in this column then send details and a photo or two to me at the address in the magazine.



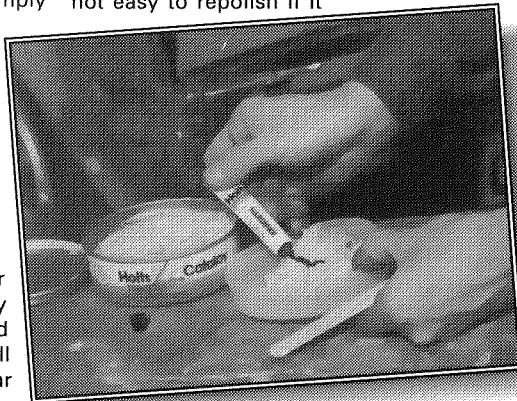


the charges from professionals. A better alternative would be to brush paint your car. Most people feel that this is the worst possible thing that could be done to a Triumph, or any other car for that matter, but you should remember that Vintage cars were painted in this way and many of them still retain original, high quality finishes. Of course the quality will be dependent on the type of paint used and the skill of the painter but with practice very good results can be achieved. The paint that you are likely to find in stores is called Re-Paint and will give a good and lasting finish.

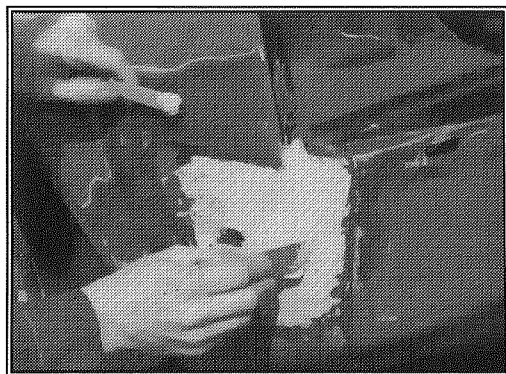
An alternative that I myself have used is to buy good quality exterior grade household paint. While not being available in the full range of colours this material is quite hard wearing and chip resistant. It does have a drawback in that it is not easy to repolish if it

This month I will give some advice on repainting your car at home. I am not talking here about preparing a car as a concours entrant, simply tidying your everyday Triumph. To begin with you must understand what you are trying to achieve by painting your car! The most important function of paint is not to improve the appearance but to protect the metal from the elements and prevent corrosion. Obviously a better finish will enhance the value of a car and also increase your pleasure from owning it.

There are three main ways to repaint your car. Firstly you could go to the local accessory store and buy cans of spray paint, this could be acceptable if you only need to paint small areas of your vehicle but if the whole car needs paint then the cost would be rather high. Also it is very difficult to get a high gloss finish from spray cans over large areas. I am not saying that this is an impossible task but there are better ways which still will not cost anything like



fades or is damaged. Finally you can take a professional route and spray your car at home. This will cost a little more but can produce results equal to, or in some cases better than, those of the professional. Even if you do not own a compressor it is usually a simple matter to hire equipment from the local tool hire shop, and with the preparation done beforehand should only take a weekend. Motor vehicle refinishing paints come in three basic types which are commonly available, though not all are suitable for home use. Your Herald was probably painted at the factory using cellulose paints. These are safe for home use though are becoming a little more difficult to obtain these days from motor factors due to decreasing use in the profession. They have been replaced by Two Pack paints which use a chemical hardener similar in principle to that used in fillers. These are not suitable for



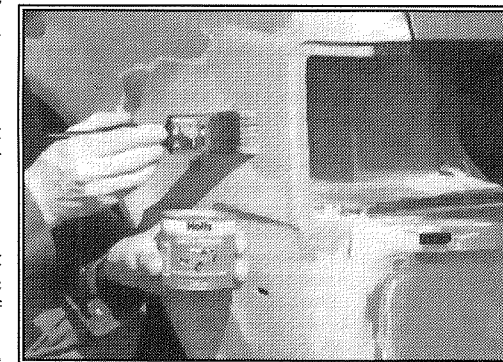
home use unless you have access to a full spray booth and special respirator equipment. The chemicals used in the hardener are highly toxic. The final choice of paint is Synthetic, this is similar to those paints used for brush painting, which can be applied after thinning or by applying while hot using a special spray gun. This paint is probably the most effective at covering minor defects, or poor preparation.

Your choice of material may well be dictated by the previous history of the car. If it has at any time been resprayed using Synthetic paints then unless you remove all traces of paint back to bare metal this will react with Cellulose paints, leading to wrinkling of the finish which looks a little like the effect of paint stripper. My personal choice of paint would be Cellulose as this material is easy to apply, dries quickly, and it is easy to rectify any runs or blemishes in the finish. It is also easily



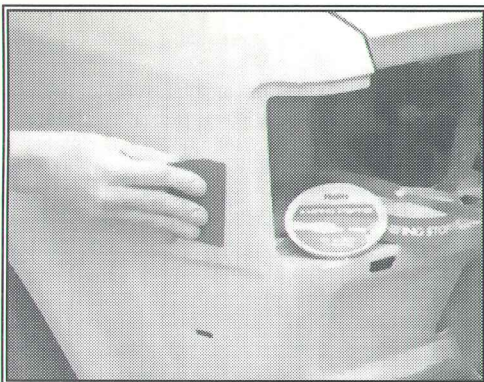
polished to a very high quality finish using assorted compounds and polishes.

Before you can paint your car you will need to prepare the bodywork. This has two stages. The first is to repair damage caused by accident or corrosion. In some cases replacement of a panel is the most cost effective on our cars as many panels simply bolt to the car. Corroded sills and valances are cheaply and easily replaced in this way and improve the look of your car a great deal. Other panels may be simple bolt on replacements, the boot lid and doors fit this category, and if available replacement with better panels is always preferable to repair. However if cost is a factor it is possible to repair quite severely damaged panels with very little equipment. Repair sections can be purchased from specialists to repair most of the



common areas for corrosion. Usually these will need to be welded into place, though some such as door skin bottom repair panels can be satisfactorily replaced using 'pop' rivets and the joint disguised with filler. Many people are shocked to find that I could even mention the use of filler in connection with the repair of classic cars, however there are applications for this type of product. It is frequently used in body repair shops around the country and if used properly will provide long lasting repairs. At this point I will say that I do not believe in using fillers to repair holes in bodywork. This should be done by welding a metal patch into place. Fillers should then be used to smooth the repair, filling indentations and surface damage.

Whatever method of repair that you should choose the most important rule is to remove all traces of corroded metal and then remove a



further inch or so around the hole that you have made. Usually corrosion begins behind a panel or inside a box section and as a result is more widespread beneath the surface. Always remove all traces of paint and underseal from the repair area and treat the exposed metal with a rust inhibitor. Then trim your repair panel to size and fix by welding. Body filler should then be applied as thinly as possible to cover the joints and after hardening sand smooth. Several applications may be needed to obtain a really smooth and seam free joint.

Filler is also invaluable in the repair of dented panels. If access is available behind the dent it is often possible to hammer the panel back until it is almost the correct contour and then apply filler to smooth the repair and return the original shape. If the damage is in an area that is difficult to access it may be possible to pull the dent out to an accept-

able shape. This can be done using professional equipment or by drilling small holes inside the damaged area and fitting self tapping screws into the holes. By then pulling on the screws with pliers or self grip wrenches it is possible to pull the dent. When satisfied with the contour the screws are removed and filler applied over the whole surface. Filler will be forced through the holes and when set will help to hold the patch of filler to the bodywork.

With all the body damage repaired the time will have arrived for another decision. Do you wish to remove the glass and trim or simply mask the areas with tape. Obviously your choice will depend on the finish that you are aiming for. Careful masking can almost equal removal of components although there will always be the risk that water can get behind your



new paint and will eventually cause further corrosion. Removal, and later replacement, takes time and can result in damage to the parts removed. If time is not a concern I would always recommend removal as this enables complete repainting and provides an opportunity to refurbish or replace worn items.

Next month I will cover preparation of the car for painting, along with a few hints for getting a good finish at home. Maybe by next month I will have more members cars to feature, and hopefully no more gremlins causing me problems at home. It just remains for me to wish you all a Merry Christmas and a Happy New Year.

CHEERS! BOB.



The photographs used to illustrate this article come from the Haynes Herald Owners Workshop Manual which can be purchased from the TSSC Triumph Bookshop. Many thanks to Haynes. (yes I know it's not a Herald but you get the idea!)Ed.

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* Repair, service, MoT work on your vehicle for £16 per hour. No job too large or small! Estimates given.

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Bodyshell (LHD) excludes doors and boot lid £700 - £950
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Complete bonnet assembly
(inc. cowl, irons etc) £275 - £350
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Triumph & disaster.

Team TSSC at the 1997 Birkett six-hour Relay Race.

— by John Davies Team Manager —

Team TSSC felt confident about the 1997 Birkett Six Hour Relay Race, held at Snetterton on 25th October.

We had learnt a lot from the team entry last year, in particular about the tactical demands of this famous handicap race. All season, our cars had been reliable, and we were ready to go out and win. The result was to be different.

Our tactics were to set the pace for the other teams in our class. Our best drivers would go first, led by Dave Beardsley, the current Club Champion. Steve Crane, Dave's runner up in the Championship was to be next, and was ready in the team's pit garage. Dave's car looked and sounded good in a new colour scheme as he lined up for the start. Despite the tension of the enormous 40 car grid, he got off smoothly. He knew that there was no need for desperate Grand Prix style first lap overtaking and we had six hours of steady progress to make.

Dave passed us for the first time with a wave to show that he knew where we were on the pit-wall with our stop watches and timing board. Less than two minutes later, we saw him again, coming into Russell's Bend, just before the start and finish straight. Although he was late, we had no time to worry as he pulled off the track into the pitlane.

The marshalls strictly control changeovers at the Birkett. The 40 teams have little experience of relay racing, so they release cars from the pit garage into the pitlane and onto the course only when the car coming off turns into the paddock. The few seconds of waiting usually seem an age to the pitwall team and the outgoing driver, as they wait for the signal from the pitlane marshalls. Now, there seemed no time at all, although Steve was ready in his car, helmeted

and with a warmed-up engine. I signal to Steve, he starts, the marshalls flag drops, I wave him away and he is off.

A quick visit to the paddock found that even Andy Jowett, our Chief mechanic, normally

to investigate, if only to give the distraught Dave some hope of returning to the race. While he was more than a little upset, and who could blame him, the team was in good spirit. One car down, but we had a good team and Steve Crane was setting some good lap times. The handicapping for the Birkett is based on the drivers best times at Snetterton or similar circuits during the season. To succeed, you must consistently match or better your best times, and run a consistent race, without holdups or delays. Steve was doing that job for us, and regularly lapping the circuit in times as good as his best. We were on our way, setting the pace for the class and in with a chance.

We should have known better. Steve had just set one of his fastest laps, when he rounded

driver, and immediately was lapping at less than 1:32 (92 seconds, or 76 mph). Knowing this, and that Jon's car should be reliable, I took time to find out what was Steve's problem.

The scene in the paddock was of concentrated teamwork. Steve had lost all his gears, luckily just before the pitlane entry so that he could coast into the paddock. Andy had made his diagnosis on this and started treatment. Rather than try and cure the problem, he would do a transplant, with Dave's car as the donor. The technical team, and every available team member, as well as visitors, descended on not one but two cars and lifted, rather than jacked them onto their axle stands. As the operation progressed, complications set in. Racing Spitfires are far from standard, and the two patients had different length gearboxes. More radical surgery was needed, and they must swap the propshafts as well. Andy and his team reached for different sizes of spanners and disappeared under the cars again.

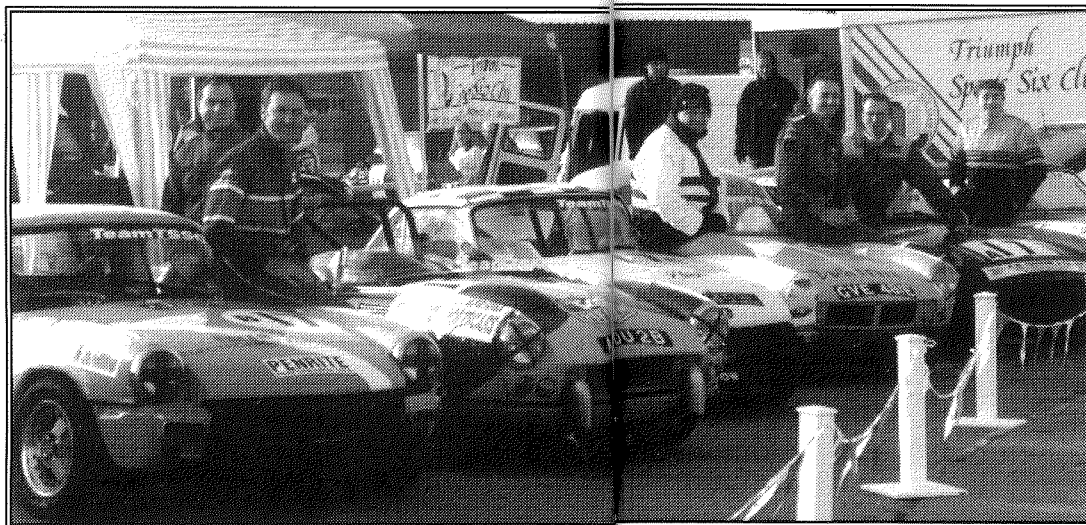
Meanwhile, back on the track, the pace car had slowed Jon's rapid circulation. At the Birkett, rather than stop the race to clear away cars that have come off and stopped in a dangerous position, the pace car goes out. Circulating slowly while all the cars queue up behind, the marshalls can work in relative safety. Once that danger is gone, the pace car pulls in and the race is on again. Laps behind the pace car do not count, so that this is the time to change cars, rather than lose time at full racing speeds. I called Jon in a little early to gain this advantage and it was Bob Moseley's turn to get racing.

Bob was at the end of his first season back in racing after having previously raced Austin Seven specials. He too was quickly lapping at speeds as good as or better than his previous best, and doing so consistently.

As Oscar Wilde might have said, losing one car might be unfortunate, but to lose two demanded new tactics. With only four cars running, we needed longer stints, or else we would lose time in more frequent changeovers. I had warned Bob that I would ask him for at least 25, but after 20 untroubled laps, I called him in when the pace car was out again and sent out Russell Munn, driving Quasimodo, the Club's replica of the famous Macao Spitfire. Quasi took our Club colours to the 40th anniversary of the Macao Grand Prix four years ago. The car had been something of an unknown quantity to us only a few weeks before the race, when Bill Sunderland had readily agreed that it might join the team. It had only seen a few miles and little work since getting a new engine after blowing the old one at Macao. Once we arranged Quasi's entry, very little time was left and

only the essential and accessible bits had been checked. So everyone kept their fingers crossed for Quasi and Russell. He was running well, with good times for an undeveloped car, and it was time for me to check on the patients in the paddock.

Bad news, I'm afraid. The transplant had been a complete success, but the new gearbox still wouldn't change gear. More investigation



Team Sponsors: Triumph Sports Six Club, John Kipping Triumph Sales, Anglian Triumph Services, Steve Gill Sports Cars
Drivers: Steve Crane, Bob Moseley, Russell Munn, Russell Williams, Dave Beardsley, Jon Wolfe.

Russell's and without warning turned into the pitlane. Again our teamwork did the job. Jon Wolfe was waiting in the garage, ready to go, and when Steve passed the marshal's flag, he was off. Jon must be our most focused

and another operation had revealed that the problem was even more severe than first expected. Three of Steve's flywheel bolts had sheared, and the fourth was bent. The flywheel was truly hanging by a thread, and could have let go at any moment, potentially smashing out of the bell housing and into anything in its way, such as Steve's legs. The whole team's morale took a dip just then. Nearly two hours work and no possibility of getting even one car back on the road, but we bounced back. Quasi, a car based on a near legendary original, was doing well. Our remaining drivers were either fast or consistent and that is what is needed to win a handicap race. We were still on target for a reasonable result.

Then the pitwall team called me. A scrutineer, one of the expert engineers who inspect the cars before the race, whose concern is car and driver safety was asking to see me. Quasi was smoking. What was the problem? He would black flag Quasi, and compel Russell to come in for an official inspection, unless the smoking stopped and I could assure him that it would not start again. I consulted Andy Jowett, and swore that this was just a minor oil leak from the gearbox, which we knew about. No problem, we would sort it at the next changeover. Just then, Quasi went by and as it passed the start and finish line, disappeared in a smoke cloud of its' own making. I had no choice. Russell Munn came in and Russell Williams went out.

Investigation of Quasi's problem in the paddock quickly revealed that all the oil was in fact coming from the differential vent. Worse, the diff. was so hot that it was untouchable. Clearly it had wound up. Although we discussed changing oil, this is a job almost as big as that which Andy and his team had just completed. Why didn't Triumph put drain holes in all their diffs? The only chance was to let it cool down, fill with oil and try again, but even then the diff. might completely seize up. Dangerous for Quasi, and dangerous for Russell in the resulting spin. We had tried Quasi enough and we put him out to grass.

Just as we had decided that another car must drop out, our pitwall runner arrived. Russell Williams was coming in, after only six laps. He proved to have lost third and fourth gears, probably a broken selector. We had no spares except what was in the already swapped gearboxes. Work started again, but in the space of ten minutes, we had lost another two cars and were down to only two runners.

Fortunately, teamwork had worked again. Jon Wolfe had been ready in the garage and was out on the track again, keeping the team's chances alive. We had discussed how many laps he could manage on a one tank of fuel and he was going to need every drop if we were to keep going. Jon had thought he could manage 30 laps, but after 27 the pace car went out for the fourth time, he came in, and out went Bob again. Unlike Jon, Bob runs a standard Spitfire fuel tank, but driving at racing speed for over three quarters of an hour is an enormous strain, and after 30 laps by Bob, he changed with Jon again.

Now Triumph came face to face with Disaster. Driving with his usual verve, Jon achieved what must be his personal lap record at Snetterton, a lap of less than one and a half minutes, over 78 mph. His next was longer, much longer, and he limped into the paddock, smoking from an overheated engine. He had lost the fan belt pulley from the front of his crankshaft. Bob Moseley, hardly

having stepped out of his car, was out again lapping faster than ever.

Incredibly, Jon had a spare pulley, and Andy was willing to fit it, but fearful for the condition of the overheated engine. It was time for a decision, and a quick poll of the team confirmed that we all felt the same. With only one car running, we had no chance of coming anywhere but last. Nearly two hours of racing remained. Bob or his car could not survive without coming to grief under that strain, and reluctantly I called him in. Team TSSC had retired from the race.

Getting very Churchillian about this story would be easy, especially when Spitfires are involved. The Few, we shall never surrender, and all that, but this is motor sport, not real life. Yet it felt as hard. A team that wins can go home satisfied, but a team that works so hard despite threatening disaster, when many would have given up, deserves respect. They have mine.

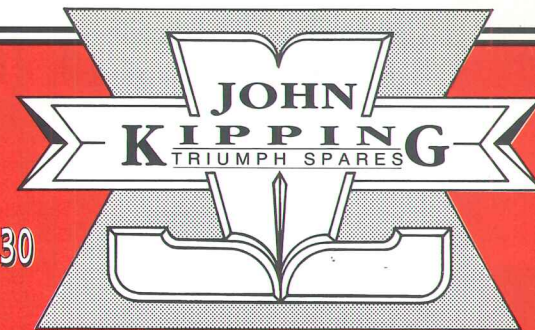
Acknowledgments:

Very many thanks to our sponsors for their support, to Bill Sunderland for the Club, to John Kipping, to Steve Gill and especially to Dave Aspinall of Anglian Triumph, who helped with spares and assistance before and during the race; to our team members, especially Trudi Munn and Martin Stackpole on the pitwall, Jo Beardsley for the constant supply of food and hot coffee, and Mike Hardy as Andy Jowett's right hand man; to Bernie Robinson at Club HQ for providing our additional livery, and to the A.O.s and Club members who came to support the team. And to our many friends and helpers, whose names I never get right. Thank you all!



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Renew contact breaker points
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Check steering rack gaitors
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TSSC Round 9 Silverstone 11th October 1997

by Dave Beardsley

This meeting saw a turnout of eight Triumphs. The day started out cold and by practice it was chucking it down. No-one could decide which tyres to use, so some went out on wets and some on dries. Practice was what seemed to be a slow procession of cars following one another around.

The only incident involving the Triumph crowd was Steve Crane being hit by a spinning Brian Cook Midget at Copse. Steve's car suffered a dented sill and bent wheel; sadly Brian's car came off much worse and he was forced to pack up and go home. Dave Beardsley suffered light body damage as he hit the debris of the accident happening in front of him.

The other notable incident was Mark Phillips parking his Lotus Elise up to its door handles in gravel, also at Copse. He was later reprimanded by the Clerk of the Course for driving too fast!!!

Paul Lucas again had Triumph pole but was doubtful of the race due to engine problems. Closely followed by Jon Wolfe, Dave Beardsley, Steve Crane, Dave Jones and Bob Moseley. Russell Williams and John Davies brought up the rear.

Heavy rain over the lunchtime caused racing to be delayed several times. The organisers tried to keep it rolling, but by Race Three it was considered just too dangerous.

Because of torrential rain and excess surface water on the track the meeting was cancelled. What a way to end the season, everyone was so disappointed and could do nothing more than pack up and trudge home.

So with no more races to be fought, the overall positions for the year are as follows:

1st	.....Dave Beardsley	.....80
2nd	.....Paul Lucas	.....74
3rd	.....Steve Crane	.....69
4th	.....Martyn Adams	.....63
5th	.....Andy Haw (STD)	.....45
6th	.....Dave Thompson (STD)	.....36
7th	.....John Wolfe	.....34
8th	.....Kevin Ginger	.....28
9th	.....John Davies	.....25
10th	.....Colin Elstrop	.....23
	.....Russell Williams	.....23
11th	.....Bob Moseley	.....21
12th	.....Mark Field	.....17
13th	.....John Pinkney	.....15
14th	.....Pete Whiteman	.....13
15th	.....Dave Jones	.....8

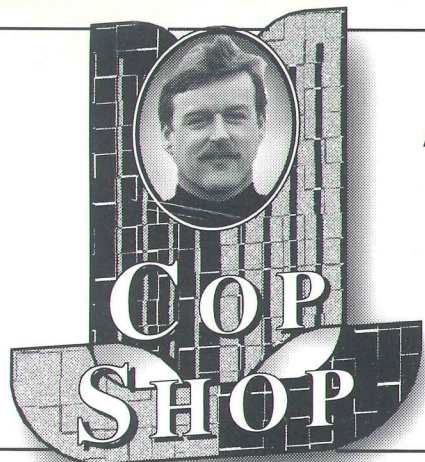
GUEST CLASS

Russell Munn

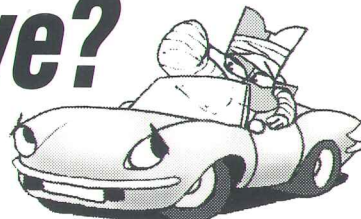
TR7 Sprint

Trophies will be awarded at the Dinner on 22nd February at The Fernie Lodge, Husbands Bosworth. For further information about this or about racing contact Jo Field on: 01536 763799.





Are you fit to drive?



by Mike Crewes

When you applied for your Driving Licence, part of the application form required you to state whether you were or had ever suffered from any relevant disability or any prospective disability.

This is covered under Section 92 Road Traffic Act 1988, where relevant disability means any prescribed disability of disease likely to cause the driving of a vehicle to be a danger to the public. A prospective disability is any other disability, or one which is not yet dangerous, but may become so. The Secretary of State must not refuse a driving licence application on account of any relevant disability if the applicant has passed a relevant test and the disability has become worse, or if the applicant satisfies any such conditions as the Secretary of State may make. If such a disability is found and the type of vehicle to be driven is limited, then the Secretary of State must serve notice on the applicant to that effect.

Under Section 93, if the Secretary of State is satisfied, at

any time after an inquiry, that a licence holder is suffering from a relevant disability, he may serve written notice on the licence holder revoking the licence. On receipt of a revoked licence, the Secretary of State may grant a further licence for a determined period, free of charge. When a licence is revoked it must be returned forthwith to the Secretary of State.

If a licence holder becomes aware of a disability or a worsening disability, he must, under Section 94, inform the Secretary of State also, if he has a disability which will extend past three months, the Secretary of State must be informed. If he fails to notify the Secretary of State, then he commits an offence. The Secretary of State may require a licence holder to attend a medical either with a specified G.P. or officer of the Secretary of State. The Secretary of State must defray any fees or other reasonable expenses.

If a licence holder is refused Insurance on medical grounds, the Insurer must notify the Secretary of State, under Section 95, of all the licence holders details.

Section 96 (1) deals with eyesight. If a licence holder

cannot comply with the requirements as to eyesight then he is guilty of an offence. The requirements provide for corrected vision. (i.e. you can wear spectacles or contact lenses to take the eyesight test.) Subsection (2) gives a Constable power to test a driver and subsection (3) makes it an offence to refuse a test.

So there you have it. If you think that you may have a disability that may affect your driving; consult a Doctor. If you are not safe on a road, then neither are your passengers or the other road users around you. We have all heard stories about the 'silly old codger that shouldn't have been driving' - make sure that you are not in that group, irrespective of your age. It's too late once the accident has happened, act now and be safe.

If you have any topics or queries on road traffic law write to:
Mike Crewes,
112 Blackmoor Wood,
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Berks, SL5 8EN or e-mail:
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Please enclose stamped addressed envelope.

See y'all soon . . .
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Spitfire Mkl, II (without front pipe)	£99.87
Spitfire MkIII (full system)	£105.69
Spitfire MkIV (complete system)	£111.56
Spitfire 1500 (complete system)	£117.44
Extractor Manifold (1500)	£124.95
Twin Pipe System (for above manifold)	£124.95
Twin Pipe System (inc adptr for std manifold)	£135.00
GT6 Mk3 (complete stainless system)	£136.24

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Spitfire Spare Wheel Cover	£18.74
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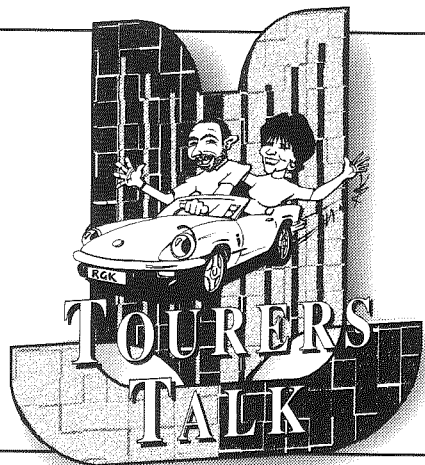
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Winter News

by Rick Roberts

Hello chums. Bet you've wondered where Tourers Talk has been the last few months. I know that some of you have 'cos even if the column hasn't appeared for a while I've been keeping busy answering individual queries and one or two of those have been "Where's the column?"

Fact is that I've used up all of the contributions (desperately seeking more)! Work commitments have dictated a short break and whilst I'm not completely devoid of ideas yet, the impetus tends to slow down a bit without stuff dropping onto my doormat from you lot. Thank goodness for Neville Carr whose article has just arrived and given me the necessary kick in the pants to sit down, look at a blank screen and start typing. Yes, I do read "Comment" and Peter William's efforts in November's issue are noteworthy for all of us.

Tourers Talk has appeared in The Courier every month for the last couple of years and will remain a feature in the future, but its regularity is going to depend on the amount



of material I get from yourselves. Don't be shy and if you've contributed already, as has Neville, then like him you can be classed as a regular contributor.

This month's article is submitted at the eleventh hour and I'm not sure if it's going to make December's issue. If it has, then a very messy Christmas (I know what I mean) to you all. If not then a very happy New Year. If Bernie decides to publish all the photos supplied with Nev's article then this will be quite enough rambling from me for one month.

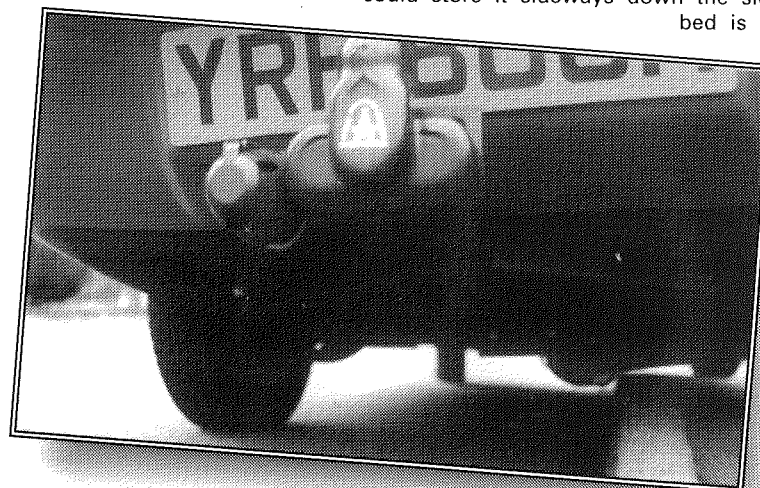
"I drive a Bond 2-litre MkII Coupe - the heaviest Club car. Trying to get a towbar for it was tricky as the Club don't sell them - a challenge loomed with the fibreglass tub and shortened outriggers, could one be fitted?"

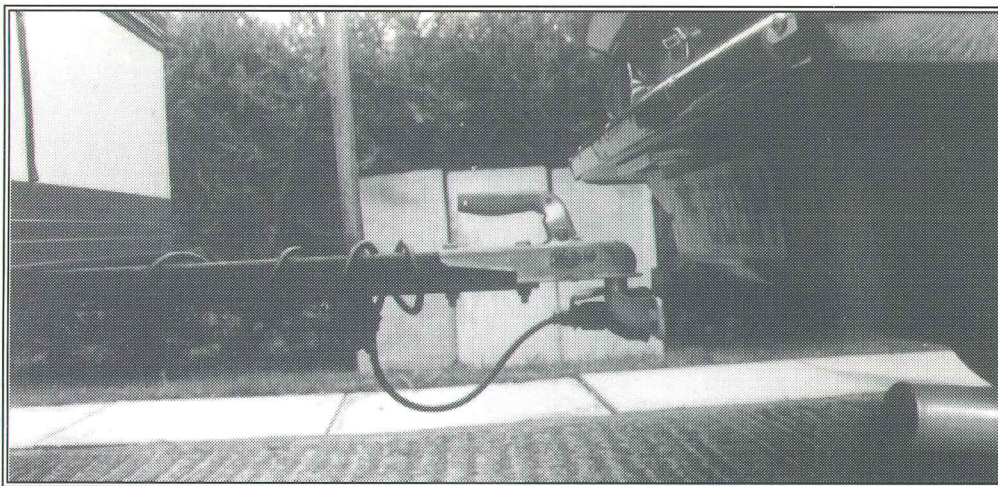
A phone call to Dave Hearnden (Bondman) later, and some plans were in the post. A nice chap called Rob Dace of Southwest Towbars in Bleaden Hill (01934 811800) fabricated, fitted, inc. electrics it all for £100. So the Bond was now ready to tow.

We looked at about six different makes of trailer tent and chose the Combi Camp 'Speed' mainly due to the fact that we could store it sideways down the side of the house AND the bed is 5ft wide by 7ft long, just

the job it you're 6ft 6ins. It came with auning, curtain and carpets. The real beauty is that the kitchen, duvets, pillows etc. can all be stored in the trailer, using a broom handle makes it easier (see photo) then leaving the car virtually empty. You can also put wheels, bonnets, doors etc. on the top of the trailer - great for autojumbles.

In 1997 we've been to SEM, Newquay,





Blackpool, Weymouth, Finlake, Leicester, Stafford, Brean and even used it for an HQ at our Club Stand at Ashton Court.

It sleeps four people, the main bed 3ft off the ground - heaven. When not in use, the hitch is removed and the frame is chained to the wall and is covered.

Towing is no problem and the car returns a healthy 30-33 mpg. You'll see us at most Club shows in 1998 and are more than welcome to come in and see what 'luxury' camping is all about. "

Nev

I look forward to being entertained in style the next time we run into one another, probably Isle of Wight now. In the mean time, just make sure you don't poke a hole in your canvas with that blooming great broom handle Nev, you can achieve the same effect by opening out the luggage rack and letting gravity work for you.



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Hot Spitfires

by Brett Dennis

Firstly, a plea for help. Can anybody help me with close-up photos of the Macau Spitfire which attended the TSSC International Weekend in 1995?

I need detailed photos of the baulkhead area, floor pan and chassis. So, if anybody can help, please contact me.

Staying with the Macau Spitfire theme, there is a special car for sale in Sweden at the moment. It's a 1967 GT6 MkI which is owned by the wife of the then Swedish Chief Executive importer of Triumph cars and motorbikes. Resprayed in silver from new but more importantly, the whole rear end of this car was rebuilt to the exact specification as the Macau Spitfire. 60,000 kilometres,

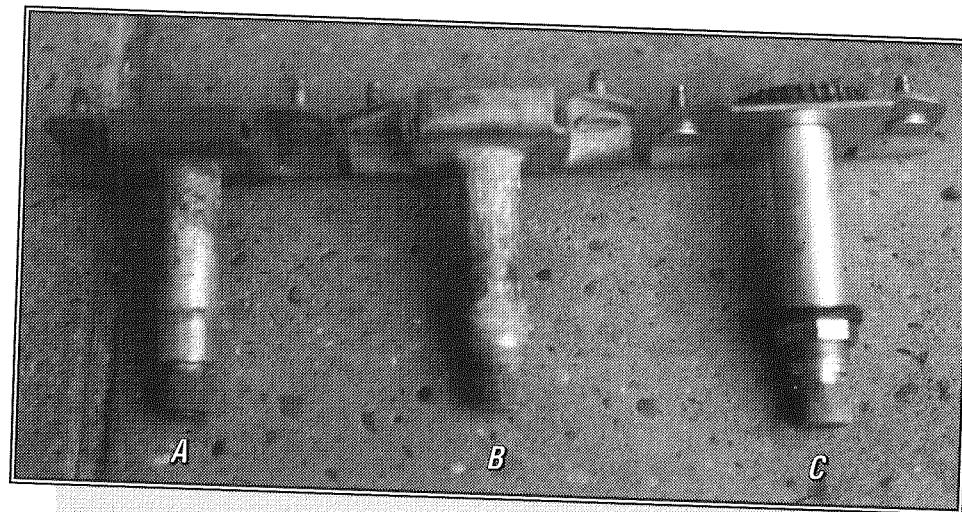
Fancy a Macau Spitfire?



complete overhaul mechanically, very fast around sharp bends. Asking price about £3,600. If you need more information please contact me.

The owner of this GT6, Mrs Birgit Ranch, was a very good rally driver in the 1960s. When the decision came to wind down all Spitfire competition activity in February 1966, Lampinen's left-hand-drive Spitfire (registered AVC 654B), was shipped to Sweden and rallied by Mrs Birgit Ranch. This car returned to England. What happened to it and its whereabouts now are a mystery.

The last Triumph World magazine that I read had Graham Robson saying that two authentic Rally Spitfires are being restored. Maybe one of these is AVC 654B. You would be surprised how many bits and pieces from the Le Mans and rally cars are still floating about. If only all remaining parts could be collected together to make a couple of cars. That's what I would do if I won The Lottery. I do own a few bits but that's for another Courier.



SPITFIRE HEATERS

Early Spitfire heaters are a bit sad to say the least. Keeping it in top order will help matters but are there any improvements to be made? I do have a few suggestions. Firstly the main reason why the Spitfire heater assembly does not have any puff is to do with the blower and to some extent the motor.

With the natural progression of the Spitfire leading to the MkIV and 1500, so the heater came under scrutiny by Triumph. With the release of the MkIV in England the heater was greatly improved. The blower fan was widened and incorporated more blades. Discarded were the under dashboard airflow flaps, which the driver and passenger could turn independently of each other. An airflow knob was designed into the dashboard similar in working to Herald/Vitesse.

So what options do the early Spitfires have? You could take the blower fan from a MkIV/1500 and fit that but remember it will have to be cut down. Maybe there is a car fan that's a straight swop - you tell me. To uprate the

heater fan motor, use the same from any Leyland/Rover Metro. You may have to grind the spindle down a little. If you are determined to improve your heater system, then I would suggest fitting the later Spitfire system complete including the flexible pipes. The unit is a straight swop using the same fixing bolts. But there are a couple of snags. As the unit is wider, Triumph also lengthened the wiper arm spindles which sit in front of the heater unit. Will a late Spitfire heater fit behind the early wiper spindles? I don't know. So you might have to fit the later wiper spindles as well. Also you will need an extra hole in the dash for provision for the air flow flap. This part is easy and there is no need to cut any extra holes. You must find a complete air flow flap knob etc. from a Herald/Vitesse or GT6 MkI or II and also a combined washer/wiper switch from a Herald 13/60, late Vitesse or even a late Spitfire with two speed option.

Once you have collected all the parts necessary fit the heater unit, remove the Spitfire wiper switch, fit air flow flap switch from Herald etc. and cut wire and cable body to suit. Then remove washer pump switch and replace with combined washer/wiper switch from a Herald 13/60. Fit wires plus water tubes. The late Spitfire heater motor is of the two speed type incorporating a resistor so you need the green/slate coloured wire. Cut off and insulate the green and yellow wire. All electrical work is carried out with the battery disconnected as you all well know. And that's it. I you know of a better method, then tell me.

Happy hot winters. If you do try the late Spitfire heater experiment, please let me know how you got on.

Note the extra length of the spindle on the Mk IV/1500 version (C).



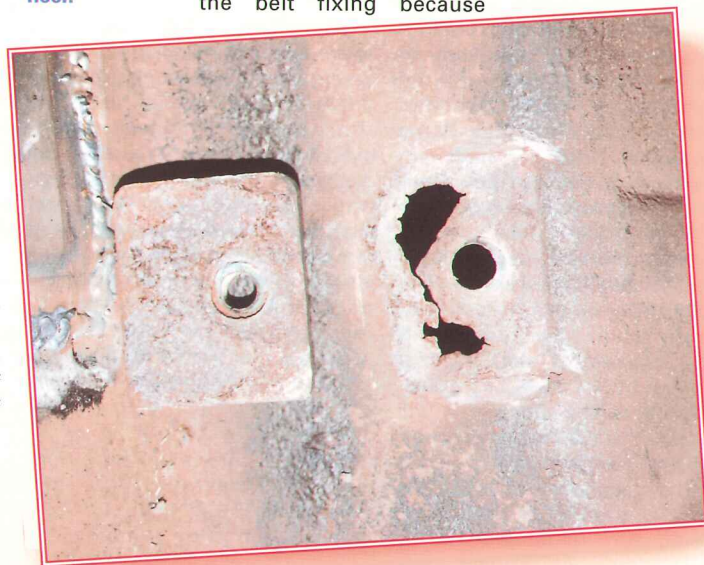
Only a very short article this month since I am now in the throes of decorating 'Chez Nous'. What with all my other activities (all legal, I might add), it has been some- what neglected over the years.

On the basis that a little attention now and then will keep it in good order (this applies to cars as well, of course), then I can put off the day when it needs a ground-up rebuild. In the meantime, progress on the Herald has been slow as usual, but the rear body is now loose and I hope to transport it home in the back of a friend's very large Transit this coming weekend. The tub doesn't look too bad but there are a number of places that need localised repairs.

Having said that, there is one place that I would like to draw your attention to because I have come across it before

and it could have safety implications. It is the lower front seat belt mounting point that is on the up-turn of the floor pan between the seat and the door. When the time came to remove the belts I tried to undo the fixing bolt on the nearside belt and the whole mounting came away through the floor pan! The basic problem is that the reinforcement plate on the outside of the floor panel (behind the sill) forms a double skin with the floor where corrosion can and does set in. Since the floor panel is thinner than the reinforcing plate, then it is the one that rots first. My experience has been that MoT testers never inspect this properly, probably only looking at it from underneath where the problem cannot be seen.

Original mounting plate and non-original rust hole in the floor.



"The photos show the kind of work that is suggested here although the hole on my Estate is larger/rustier than the one shown."

the problem area is likely to extend for an inch or two all round the hole.

If there is advanced corrosion then the paint and the metal beneath it will be rather flaky. There is no quick cure, welding being the only repair option. It is no good doing the inspection



Hole cut back to clean, solid metal and showing new outer plate on the right and new inner plate on the left. (above)

from under the car because there is unlikely to be any visible sign of a problem from this side.

If you do the whole job or at least the preparation work yourself, you will have to remove the front seat and the belt mounting bolt and lift the carpet. Move everything well back and protect it so that an angle grinder and welding equipment can be safely used. It is essential to cut out the thin, rusty area but the smaller the area you cut out the better for the eventual strength of the repair. The photos show the kind of work that is suggested here although the hole on my Estate is larger/rustier than the one shown.

Final job viewed from outside after painting with lashings of Finnigan's No.1.



My suggestion would then be to get a piece of 1/4 inch thick steel plate that overlaps the hole by at least half an inch all round. Drill a 7/16 inch hole centrally for the new mounting bolt and weld a new nut to one side of the plate. To ensure that the nut is properly located, screw a seatbelt fixing bolt through the hole and into the nut while it is being welded.

Then from inside the car, continuously weld the plate to the outside of the floor pan (with the nut on the outside, of course). Make sure that the welding is of good quality - if there is any doubt about your abilities then employ a professional. To make it even stronger you may then be able to partially weld the plate on the outside as well, but the space is a bit restricted due to the proximity of the chassis side rail. It may help to make the job even stronger by welding an even larger plate of medium thickness (suitably drilled) to the inside of the floor pan to completely cover the other work. Obviously the whole assembly should be copiously painted and it would be a very good idea to inject Waxoyl or similar into any void that the work has created.

On that note, I leave you with my best wishes for an enjoyable Christmas and all the very best for 1998.



Naked couple in Gentry scandal!

—by Trevor Collett—

It was Benjamin Franklin who said that the only certain things in life are death and Taxes but I have another - change. January 1 1998 sees two changes that will affect all of you building a kit car or special and some of you who, like me, have been driving a kit car for years.

The first of these should only concern those of you actually building or contemplating building a special, it is SVA. This is not a type of glue for your interior trimming but stands for Single Vehicle Approval. It is a new one off test for newly constructed kit cars and specials - some people have been referring to it as a "super MoT". I have read of these proposals over recent years but, as is always the way, I have only just cottoned on to the fact that its implementation is actually imminent. The reasons for the introduction of this new process are pretty obvious, we all know of the acres of rules and regs. governing the manufacture of mainstream new cars aimed at making them safer. Is it right that home built cars should be almost completely exempt from these rules. At the moment your friendly neighbourhood Heath Robinson can bolt four wheels to an old Rover V8 lump, grab an MoT and hit the road with scant regard to his, or others, personal safety. I'm not sure I should continue with this line, we're getting close to freedom of choice and the nanny state! Back to the facts. From January 1 most newly completed kit cars will need to be taken to one of just 16 Government run testing stations where, for a few hours, after the driver has handed over £165, it will be poked, prodded and driven about.

The car will have to pass the test before it can be registered with our friends in Swansea and legally taken onto the public highway. I won't go into the details of the test here, it is aimed at checking not only mechanical integrity but such safety related aspects as sharp external edges

and cockpit projections. Once through SVA cars will be subject to a yearly, ordinary, MoT as before. If you feel you need to know the details, read on before you decide, the SVA Inspection Manual can be obtained from the Vehicle Inspectorate, PO Box 12, Swansea, SA1 1BP (tel. 01792 458888) for £25 including p & p.

You will remember that earlier on I said "most kit cars" will need to pass the SVA test, from this you surmise that some will not. Firstly there is a general, partial, exemption for kit cars that were purchased before January 1st 1998 and are completed before January 1st 2000. Such cars will have to be tested but will be exempt from certain bits of it. How specials or plan built cars, where there is no real "first purchase", fit in to this I don't know.



Now I come to the bit that might well be the saving grace for the future of "our" kits - if your car uses the original chassis plus at least two major components from the donor car you will, apparently, be able to keep the donor's registration and you will not have to put it through SVA. A result?! The rule here seems quite clear - if you build a car using the original Triumph chassis and suspension you will not have to pass SVA. I can't help feeling that this might one day be seen as a loop hole that needs filling; only time will tell.

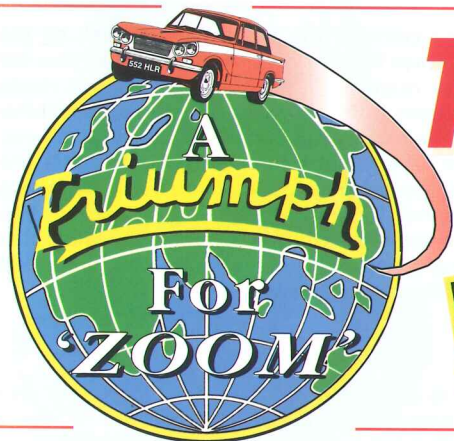
Retrospective Registration

This is a separate issue to SVA and might well affect cars that have been on the road for many years. The DVLA have decided that the registration document, the V5, of all kit cars must include the name of the kit, not just the donor. My Moss falls into this category. When I completed it in 1984 I just got the V5 changed from blue Herald saloon to black Herald convertible. Now we are going to have to write to Swansea with details of the conversion. If we do not our cars should not pass their first MoT in 1998. If you are found out with an incorrectly registered car, and it would qualify for a SVA test, you may well have to pass SVA before being correctly registered. DVLA have said that if they receive notification before January 1st 1998 they will not penalise owners for the time taken to go through the registration process.

If, like me, your car uses the original Triumph chassis getting the car correctly registered should, as far as I can tell, be just a matter of a vehicle licensing inspector checking the commission number and issuing a new V5. The registration of kits and specials has always been a grey area and despite the new rules I fear it will remain less than black and white. If anyone has experience that confirms or contradicts what I have said here please let me know and I will share it through these pages.

Another MG?

The pictured car is a Gentry which I include so that you can compare it with that other TF imitator the Douglas TF that I pictured last month - totally different aren't they? And if you're still wondering about my main headline; it was just to get your attention.



The Spirit of Adventure

1907 47 1997
PEKING TO PARIS

by John Thomason

At 12.47 pm on Saturday 18th October, Zoom drove over the River Seine into the Place d'Ia Concorde and the finish line of the Peking - Paris Rally.

Zoom was Triumphant! In the face of adversity, she had overcome 12,000 miles of some of the harshest roads in the world, beaten some far more impressive machinery, earned the respect of the officials and silenced the cynics. She really did deserve a medal for what she had been put through; and that's exactly what she received - a **GOLD MEDAL**, no less, for completing the entire rally without breakdown and meeting all the time allowances. Out of 96 starters, we had finished eighteen overall, the twelfth classic to finish and seventh overall, quite an achievement for a car that wasn't supposed to finish! And a testament to the Triumph Vitesse.

The story of what we had to go through and the adventures we had to achieve such a result will be told over the next few articles.

BEHIND THE SCENES

It all seems a long time ago now when I stepped off the plane in Beijing on 1st September. Worries of illness or accidents beforehand that may prevent me from starting were nearly over. Memories of China came flooding back - the sights, smells and sounds, the dust and the hundreds and hundreds of people on



Zoom in distinguished company at the docks. Who would have guessed she would show all the cars in this picture the way home!

bicycles. It was easy to spot the Rally competitors in the Beijing International Hotel, as all were walking around in an assortment of backpacker/camping/safari clothing, no one having space to pack 'posh clothes'. Short/crew cut haircuts were also the order of the day, they had to last 7 weeks - no one wanting to trust a barber in Tibet!

The first rally briefing was at 18.00 in the main ballroom as was the first opportunity to see the other competitors, of which there was quite a mix; complete novices, husband and wife teams and seasoned rally veterans determined to win. Unfortunately, there had been a change of plan (we had to get used to this) and we could not collect the cars from the docks until Wednesday and that the cars could not be kept at the hotel as planned, but inconveniently in a compound half-an-hour away. The rumour was that exotic western classic cars

would not go down too well parked next to a hotel hosting a big Communist Party Conference!

After a sleepless night and not waking until mid-day - I've obviously lost the skill of beating jet-lag - Tuesday was spent in the Rally Office, copying the route onto our fourteen Rally Maps and going through the first Route Book, a very long and tedious task. At 11.30 pm I received a 'phone call saying that the coach for the docks would now be leaving at 6.30 am in the morning. I guess we had to start getting used to being flexible and adaptive on this Rally!

The early start to the two-and-a-half hour journey to the docks meant that it would not be too hot and that we

would miss the rush-hour traffic (bicycles) in the city. Everyone on the coach agreed that we were all mad and the journey gave a further opportunity to get to know each other. Many were successful Company Directors or ran their own Company and were looking for this Rally to provide another challenge. Their characteristics of resourcefulness, assertiveness, almost arrogance that had made them successful were plain to see and would be useful attributes for success in the Rally. It was generally agreed that apart from good car preparation, and a measure of good luck, the ability to overcome the mental and physical challenge was also essential. Germain to this would be how well crews could work together, under pressure and living in a closed environment for six weeks. This may be a tall order for those who met for the first time in Beijing!

We arrived at the docks at 9.00 am. To my relief, I found Zoom to be undamaged with all the spares and tools etc. in place, as she was pushed out of the warehouse. The battery had remained in good charge as I span her over with the plugs out and oil down the bores to build up oil

Every spare corner was used for stowage. The kit bag here, and the tent over the other wheel arch



pressure. However, when I went to start her, she refused not a good omen and embarrassing until I discovered that the last drop of fuel had been drained out. With this remedied, she started first time and we were raring to go.

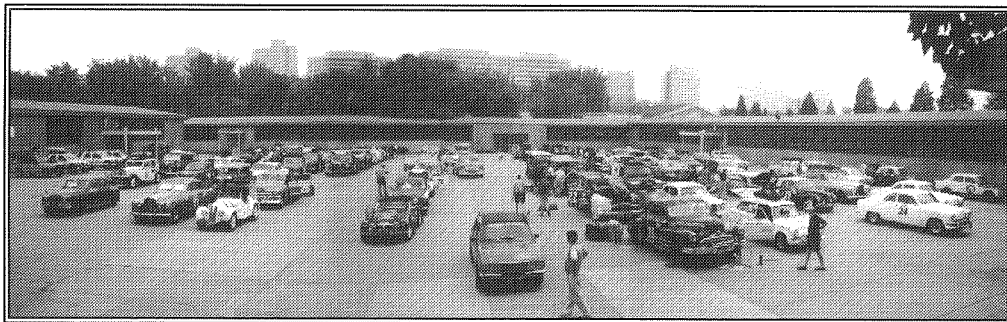
The dreaded paperwork was next; the Chinese Registration Document and numberplates were issued OK, but when it came to my Chinese Driving Licence, I was horrified to find they had lost it. In a country where nothing moves without the correct paperwork, panic set in. The Chinese were very helpful, taking a Polaroid shot of me

stood up against a brick wall, and promised me they would get a licence to me before the start.

With the paperwork completed, we were allowed out of the dock to refuel - all the fuel in China was free and then at approx. 1.30 pm we set off back to Beijing under Police escort. The main road had been closed for us with a Police car at every junction holding back the traffic and hundreds of bicycles as we sped past. Everything was working well and Zoom felt good as we drove into Beijing to the sounds of Glenn Miller that I had found on a Chinese radio station! In Beijing we were marshalled into a large compound at the State Agricultural Exhibition Centre which sounds great but had no cover, lighting, electricity or toilets. Nonetheless, Zoom was at the start with no problems. Sadly, two cars weren't, unbelievably throwing con-rods on the way from the docks.



Final Stowage of the Boot



96 Cars assemble at Beijing

That evening we were hosted by the Beijing Hard Rock Cafe (sponsoring one of the cars), who threw a great reception party with free food and beer!

Thursday morning we returned to the Agricultural Centre, where for the first time we were able to see all the cars assembled together. It was quite a spectacular sight, unlike anything you would see at a museum or car show, not just because of the wide variety of models but because they looked like real, working cars as originally intended, with bonnets up and stowed with luggage etc. However, I did question the validity of some of the equipment that was being carried, ranging from CD players and air conditioning units to, in one case, an oxygen generator for the cabin! Mind you, it did have a 4-litre V8 to pull it along.

Returning to the hotel for the Navigators' Briefing at 3.00 pm, I met my Co-driver, Mike Kunz, who had just arrived from Hong Kong. The Briefing was a bit of a shambles in which the regulations and time-keeping tried to be explained. Essentially to be four to six time controls (TC) along the route each day. You would be given a time by which you had to be there by. You could arrive there early (no regularity sections), but you could not leave from the next TC until your located time had passed. If you were late at the TC then you would incur time penalties equivalent to the number of minutes you arrived late. You were also given a Maximum Permitted Lateness (MPL) time for each section which varied between one hour and three hours. If your time penalty for a section or the culmination of time penalties for that day exceed the MPL, then you would

receive a further two hours penalty. There were other infringements that would incur various penalties.

The award system was based on:

GOLD MEDAL - received for not exceeding the MPL throughout the Rally. Essentially if you had a serious breakdown or navigational error, you lost your Gold Medal.

SILVER MEDAL - awarded for starting each day. If you had a breakdown that could be repaired before the next morning you could obtain a Silver.

BRONZE MEDAL - for starting each leg at Beijing, Katmandu and Istanbul.

The organisers let it be known that they didn't expect more than six cars to achieve a Gold Medal!

There were also Class Awards in the four main categories: Vintage, Classic, Touring and 4 x 4, each with different time allowances e.g. Vintage cars were given more time to get to the TCs than the Classic cars. Each main category was then subdivided. Zoom was in the upto 2-litre Classic category which turned out to be the most fiercely contested, attracting the typical '60s rally cars from Ford and Volvo. The Iranian National Rally Team were also in this class, entering three Peykan (Hillman) Hunters. However, I was quite happy with Zoom and was confident that we would be there at the finish. This was an event like no other, with different roads suiting different vehicles, but in which endurance, reliability, determination and a measure of luck would all play a part. There was plenty of scope for upsetting preconceived ideas and the proverbial appletart!

Early evening, and the British competitors were invited to a reception at the British Embassy. After a one minute silence in memory of the

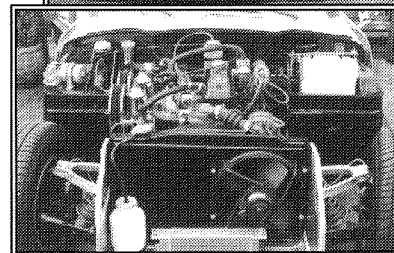
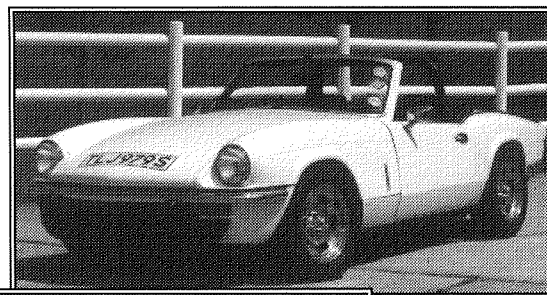
death of Princess Di, the G 'n Ts flowed on the pleasant and relaxing lawns of the Embassy, very colonial and a little piece of Britain. It was a shame that we had to leave and sober up quickly for the final Drivers' Briefing where we were briefed on what to expect in China and Tibet. This was the largest motoring endeavour China had ever seen and we could expect large spectator crowds lining the route as we passed through towns and cities curious to see the strange, foreign cars and people. How other road-users would react to these out-of-the-ordinary cars was essential - it didn't matter whose fault the accident was - it could still put you out of the Rally. By the same token though, you had to be assertive to push on through the traffic and make the times. I think this was a bit of an eye-opener for Mike, realising for the first time the scale of the event and what was expected.

Friday morning was spent officially signing-on and receiving our time books. Still no sign of my Chinese Driving Licence though. The afternoon was spent getting Mike accustomed to the size of the car and the personal kit that could be carried - for let's make no bones about it, at 120kg, Mike is a big chap! I did persuade him not to bring his crash helmet - I think he'd been watching too many 555 Rallies! The atmosphere in the marshalling area was great with everyone in good spirits and the usual borrowing of tools etc. as final preparations were made to the cars.

After buying a bottle of Champagne for opening in Paris - it was early to bed in readiness for the big day tomorrow - the start.

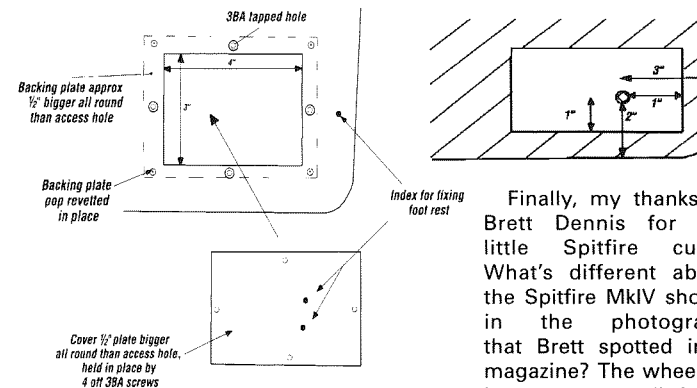


— by John Thomason —



Paper request for information on access covers to the gearbox filter plug.

Stan's method shown below is self-explanatory. The re-inforcement plate is a good idea. Self-tappers could also be used instead of the 3BA screws. Alternatively, 'self-taper' clips could be clipped to the transmission cover and used. Where to cut the hole in the cover? On my car the drain plug is approximately 3" rear of the front bulkhead and 2" above the floor above the chassis. Bias the access cover above the drain plug as shown. This gives you access to wield a spanner!

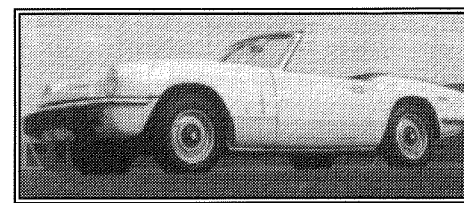


Finally, my thanks to Brett Dennis for the little Spitfire curio. What's different about the Spitfire MkIV shown in the photograph that Brett spotted in a magazine? The wheels, I hear you say (I hope you do), are from a Spitfire MkIII, but with the MkIV hub trim. If you look carefully you can see the lugs on the wheel used for securing the chrome hub cap. Being a very, very early registered Spitfire IV, did Triumph originally intend to market the MkIV like this, or was it a prototype on which the type of wheel fitted wasn't important, or were the Dunlop wheels not yet available, or is it simply a case of an owner fitting early wheels to his MkIV Spitfire?!!

Well, that's all for this month, so I'll say merry Christmas everyone, and a happy new year!



First off is a letter sent in by Stan Shave in response to a Pen to





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Kenlowe Electric Cooling Fans

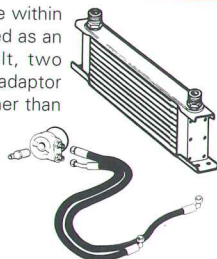
Essential equipment for today's heavy traffic flow, even if you're running an un-modified engine. Also available is the manual override switch allowing you to switch the fan on before you hit the traffic.



TT29421	£99.88
GT6/Vitesse/TR & 2000/2.5i	
TT29441	£99.88
All Spitfire Models	
TT2948	£6.93
Manual Override Switch Kit	

Oil Cooler Installation kits, Spin on Adaptors and Oil Radiators

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



Rubber	Stainless Steel	
TT1365 £42.89	TT1367 £57.57	1300/1500
TT1768 £58.16	TT1768S £61.34	GT6 & Vitesse
13 Row Oil Radiator	ARA221 £34.66	All Models
Spin on adaptor	TT1286 £20.56	6 Cylinder

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

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Rotoflex Models Rear Conversion Kit		
Bracket Kit	TT3618	£40.54
Shock Absorbers (SPAX)	TT3611	£52.29

Newtronic Ignition Kits

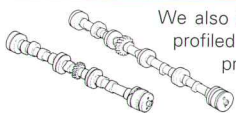


This system which sits inside your distributor unit provides more accurate timing through the use of an optical trigger pick up which is driven by the distributor shaft. The kit contains all fittings and a standard switch unit for use with a 12V coil.

GT6, Spitfire MkII & 1500cc, and Vitesse

All Kits £60.40

Performance Camshafts

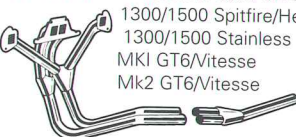


We also have a full range of reground and brand new profiled camshafts ground by Kent Cams to our own profiles, for 4 and 6 cylinder requirements.

For details contact the Richmond branch.

Mild and Stainless Steel Exhaust Manifolds & Systems

All our TriumphTune extractor manifolds are manufactured in mild steel or stainless steel on our own jigs.



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1300/1500 Stainless Steel	FS1400	£141.00
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The oval boxed system has 1.75" chromed tail pipes while the round system produces a quieter sound with 2.25" tail pipes.

Spitfire/GT6 & Vitesse

TT5420	Oval Silencers	£99.88
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FS5412	Stainless Steel	£182.13



Conversion and Upgrade Kits packs for Engine & Suspension.

PLUSKIT A Six Cylinder Models GT6 Only

This first stage conversion is designed to improve flow through the engine to increase power within the standard rev range, although this will also be extended. The increase is approximately 20-25 bhp. The kit consists of the TRIUMPHTUNE extractor manifold and GT system, a pair of H56 carburetors with adaptor plates, and of course K&N Air filters. Contact your nearest branch for details.

PLUSKIT A (1500cc)

This kit will improve the engine's performance especially in the mid range (2000 - 4500rpm). The kit consists of exhaust manifold and twin silencer system, K&N filter assemblies with richer needles and heavy damper springs to suit. An exhaust manifold gasket is also supplied. The kit allows the engine to breathe better and can give you up to 15bhp for 1500cc, whilst still giving good economy.

1500cc PLUSPAC A TTK1420 £264.38

This kit is also available in Stainless Steel

1500cc PLUSPAC A TTK1420S £370.13

Contact Richmond for 1300cc details

Fast Road Spring Kits Spitfire MkIV & 1500

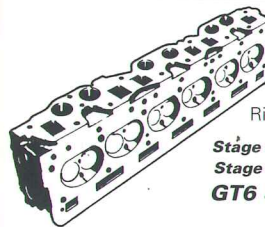
These kits consist of a new rear leaf spring with a credit of £15.00 (if the old unit is in good condition), a set of uprated and lowered springs, with a choice of either Koni or Spax shock absorbers to complete the kit. Handling and ride will be improved with the fitment of these uprated items making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

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

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Stage II: has reshaped standard valves and gas flowed.

Stage III: all new TriumphTune valves, bronze guides and gas flowed chambers.

GT6 & Vitesse



MkI	
MkII	
Spitfire	
1147cc	
1300/1500cc	

Stage 2

£411.30
£411.30

Stage 3

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£511.30

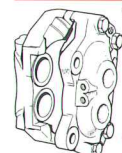
£293.80
£287.88

£334.88
£370.13



Terry Hurrell

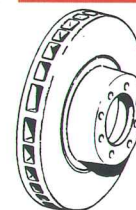
4 Pot Vented Brake Kits



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

GT6/Vitesse	SPB3752	£593.37
Spitfire MkIII/1500	SPB3452	£619.23

Vented Disc Brake Kits



To improve the braking efficiency of your GT6 and Vitesse we can offer a budget conversion kit. The kit contains two thicker vented discs, a pair of spacers for the calipers and all mounting hardware necessary for the conversion. Fits GT6 & Vitesse MkII-III.

SPB3701	£376.00
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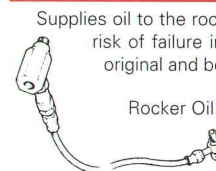
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TT1350	£85.18 pair
Twin Weber for 1300cc & 1500cc	
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GT6 & Vitesse Triple Weber MkII	

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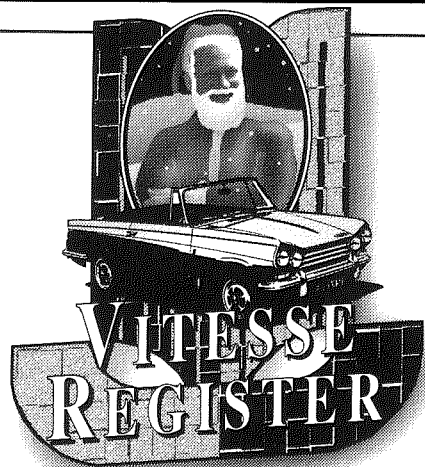
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Hi! . . . seasons greetings . . . If we can actually remember which season we are in?! Shopping at Woolworths . . . Christmas decorations up in October!! So sad, oh well . . . Only about 108 days to Easter!! . . . What a strange world we live in.

Thanks first to another batch of fibreglass tunnel fitters/ owners (3!) . . . First . . . Clare Turnock (Macclesfield) her tunnel came already fitted to NOVO, a MkII convertible . . . She comments that the tunnel does the job very well as long as all the screws are in place, it keeps the noise at bay and she has never had any problems with it . . . Next Ian Barber (Dover) he fitted his four or five years ago and has had no trouble, it came with a foam/ rubber which was glued to the underside, he goes on to say that he cannot comment on its weather resistance as he only takes 'Victor' out very occasionally on sunny days . . . I know I

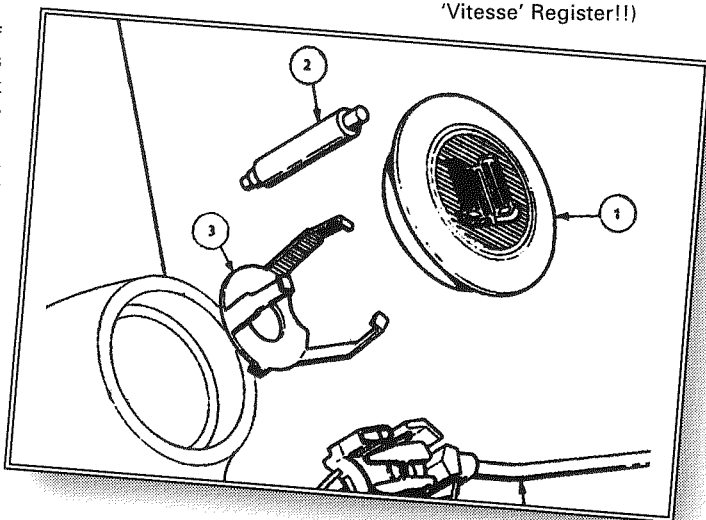
by Mac Reynolds

should I use it every day! I hear you saying . . . (no comment . . . Mac . . . But there again . . . You do use him and obviously cherish him . . . so that's okay!). 'Victor' was rebuilt over a period of two and a half years (by others) see photo SPH 496F . . . Looks superb!! (right)

And finally . . . On gearbox tunnels (until I purchase one and fit it myself!) . . . From Ray Philpot (Clacton-on-sea) . . . Surprisingly a GT6 owner (shame on all you Vitesse owners out there!!) . . . Ray bought his GT6 in February of this year . . . It had had a body off restoration . . . but many parts were in poor condition . . . (the tunnel being one of them.) He had no intention of replacing it until he had the time and dosh to fit a soundproofing kit and Waxoyl at the same time . . . The tunnel itself was not a problem to fit . . . holes can be slightly larger than required allowing some room for adjustment . . . The rubber seals which were

supposed to be self adhesive were clamped in place overnight . . . Next morning when the clamps were removed . . . they all fell off! This was overcome by using a clear silicone sealant but . . . Due to the extreme heat in the cockpit he has spent all summer driving with windows and vents fully open . . . Ray's wife was reluctant to get into the car as she was convinced it would burst into flames . . .

Rimmer Bros. did not list on-board oxygen or intravenous hydration therapy as optional extras . . . So to overcome the heat Ray put the soundproofing on the outside of the tunnel thus increasing the airflow around the gearbox (increasing the distance between gearbox and tunnel) he did put a small piece of soundproofing on the underside of the parcel tray the overheating in the cockpit has now been cured . . . Windows can be kept up without comments of being too warm! . . . So Ray finishes by saying that he thinks the fibre glass tunnels are a worthwhile fitment. (Thanks for that Ray . . . Nice to know that a GT6 owner reads the 'Vitesse' Register!!)



written to date (inclusive) Pay attention out there! . . . (has to be spot-on!!).

This Register is a sort of tidying up before the New Year Register. A belated congratulations to Steve and Kate (Waterlooville) on their recent marriage, God bless always excellent do . . . (thanks) nice to meet big Steve, Liz and Bern. Welcome anytime guys.

A mention has to be made for 'Lewis' the auto-jumble king! Such dedication to duty in the name of Triumph!! Superb results well done . . . But the line

has to be drawn when you won't fit convertible door anti-burst catches just because they haven't the word Stanpart stamped on them!! (having said that I did get quite a lot of stick around 1989 . . . When VPP was up to concours I cut my hand quite badly polishing the 'inside' of the wheel trims (no comment!!).

Another question: why were some convertibles (MkII) fitted with black sunvisors and others with white sun-visors?? Another mystery of life?

I would also be interested in your views on Kenlowe fans (electric) if I ask now I may get some feedback by summer!! (I have one on VPP!!)

That's just about it for this Christmas Register so I will leave you with another joke (of the month?) Did you hear about the dyslexic alcoholic . . . ? He choked on his own Vimto!!!

On that note, I'll say merry Christmas . . . take care out there . . . thanks . . . cheers . . . Mac . . .

Another thankyou is in order now . . . To Jonathan Davies (Llandysul) for sending in more information ref: colour charts . . . This is a rather belated thanks as Jonathan sent this to me in August so I must take this opportunity to apologise to all of you out there who are awaiting replies or mentions . . . As I have possibly said before . . . The Triumph postbag can become rather large (mega) and due to a myriad of reasons . . . on the odd occasion I don't quite reply by return of post then I must admonish myself . . . I hope you can understand and bare with me, thanks! . . . There will be an update on colours / dates . . . availability etc., in a future Register when I've had the chance to co-ordinate with Dick . . .

I know that I've mentioned this company before (sometime!!). But if you do require any parts for your carburettors then you can't go wrong they will do a mail order service: Carburation Services, 13 Church Road, Penryn Cornwall telephone: Falmouth 01326 377902 . . . They are main dealers for Weber, Pierburg, Zenith, Solex, CD, and SU carburettors.

Next . . . An enquiry from Father Christopher Holmes (South Africa who owns a Vitesse MkII convertible (registration was FPB 897J. You don't mention its registration now?) Wedgewood Blue . . . First registered in March 1971 . . . With a steering column lock, covered 80,000, miles he comments that the yearly licence is not exempt but only £11 pounds!! Anyway he is enquiring as to the availability of the "brush . . . horn push connector" . . . see diagram it just so happens that I have a spare . . . So you will soon be receiving a small Christmas gift in the post Christopher!! Enjoy your Vitesse. So are these items re-manufactured? . . . or are they like the proverbial rocking horse manure? I note that they do come in several shapes and sizes . . . Comparing my stock do you know what went where and why? . . . (original part no 150277).

On the subject of questions/ quizzes I will pop into the post a TSSC pen to the first received answer . . . Of how many Registers have I

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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	£3.53
Door glass glazing seal	£3.53
Bonnet scuttle/bulkhead seal	£4.70
Wheel arch to dash seal (small mud flap)	£2.70
Door check link seal	£2.64
Door aperture seal (Furlex) SPITFIRE	£14.10
Door aperture seal (Furlex) GT6	£17.63
Front valance seal, SPITFIRE I, II, III, GT6 I, II	£1.18
Front valance seal, SPITFIRE IV/1500, GT6 III	£2.35
Gear lever gaiter, SPITFIRE (ALL), GT6 (ALL)	£8.81
Handbrake gaiter, SPIT I, II, III, IV	£7.99
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.76
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Tailgate handle and lock assembly GT6 III	£14.69
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Locking petrol cap, SPITFIRE, chrome	£15.28
Locking petrol cap, HERALD, VITESSE, chrome	£11.75
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Ignition barrel and keys SPITFIRE I, II, III, HER, VIT, GT6 I	£5.88
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Matched lock set GT6 I, II, door, tailgate & ignition locks	£22.33
Full lock set as above with paired bonnet locks	£30.84
Matched lock set SPITFIRE, door, boot & ignition locks	£18.80
Full lock set as above with paired bonnet locks	£25.85
Matched lock set, SPITFIRE I, II, 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
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PANELS - SPITFIRE/GT6	
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Sill, all SPIT, GT6, as original	£17.63
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Door skin, SPIT I, II, III, GT6 I, II	£24.68
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Triumphs on the Internet

Part 2

by Chris & Tessa Childs

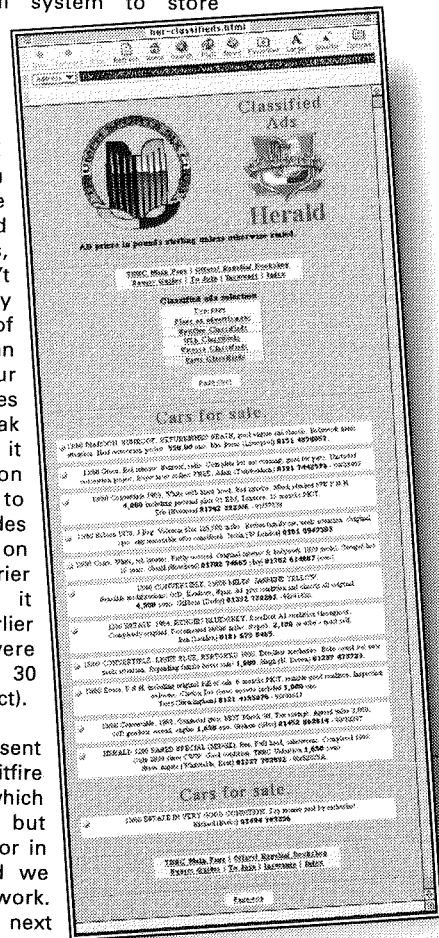
Well we said the articles would be irregular, and we were right, we have missed at least two issues. Very sorry, our excuse? Well, it's like this . . .

Léon Guyot came up trumps (or should we say Triumphs) with a newsgroup. Triumph Newsgroup or the Triumph Digest which can be accessed by sending (in the body of an e-mail - not in the subject line) either "subscribe triumphs" or "subscribe triumphs-digest" as ~Majordomo@autox.team.net~. Then just follow their instructions. This is an American newsgroup about all of the Triumph cars, but there are UK subscribers. The digest is all the more interesting, messages sent Majordomo packaged together about three times a week, which is better than receiving 30 or 40 messages a day some of which are rather nerdy. There is a flame thrower currently contributing (well he thinks he is) to the newsgroup and although he isn't the best we have ever read, complaints about him that have been published are rather witty.

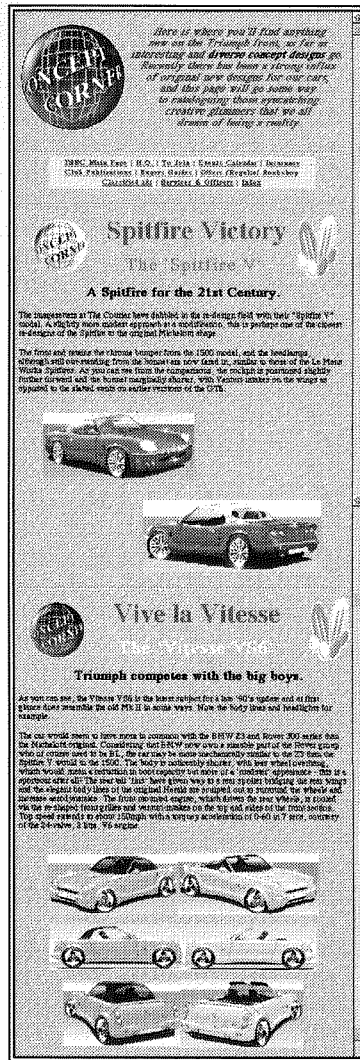
At this point we would recommend setting up folders within your e-mail retrieval system to store

those messages that you want to keep, especially if you subscribe to other newsgroups, or if you share your e-mail address. Of course you need to instill discipline in your partner to read all their messages, trash those they don't want, and file those they do want, but that can of course be more fun than trawling through your partner's 400 messages on his or her anorak pursuits. (Let's face it only a total aviation addict would want to know what the tailcodes were of the fighters on the French Aircraft carrier Clernenceau when it visited Portsmouth earlier this year and we were "treated" to about 30 messages on the subject).

Adam Bradbury has sent us an address for a Spitfire site on the Internet, which we would give you, but there was a typing error in his transmission, and we couldn't get it to work. Hopefully more of that next article (please Adam).



New Herald Classifieds page.



Yet to be displayed; Concept Corner.

Since our last article the Club web site has expanded enormously. They now have a Stop Press and Bulletin Board (excellent dudes). The first message thereon is sadly of a stolen Vitesse. Contact the Club if you have anything for the Board (hopefully something happen). The Club reserve the right not to include anything they don't think suitable.

They also have lists of cars and parts for sale. (Please take off the GT6s it is proving to be very tempting for one half of this team, and we can't afford it yet!)

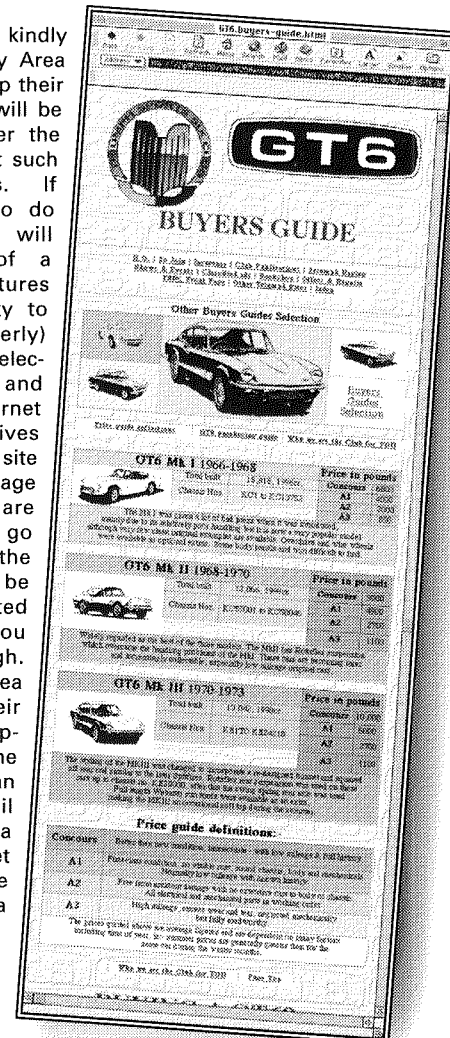
We have had a message from Simon Hudson of Humber Area. He has set up a web site for Humber Area on: <http://freespace.virgin.net/simon.hudson/main.htm>

Please remember to put in all the //s etc, but leave out the ~s, they are all we have on our WP to tell you when addresses start and stop. He has some pictures from Stafford on the web page, so we suggest an immediate visit to see if a picture of your car can now be seen on the www.

Simon has very kindly offered to help any Area who wants to set up their own site, and we will be talking to him over the next months to get such advice ourselves. If your Area wish to do the same you will need the use of a scanner for pictures (can be very tricky to get to work properly) (or of course an electronic camera) and also have an Internet provider who gives you your own web site as part of your package from them. We are going to have a go ourselves and the Childs fleet will be aired for a limited period to give you all a good laugh. After that, any Area which wants their Triumph cars displayed via our home page are more than welcome to e-mail

us. If you put your Area on the web, please let us know so that we can mention it in a future article.

Next article; ordering an item from the Club.



GT6 Buyers Guide.

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THE SPITFIRE - THE GT6 - 1300 & 1600
2000 & 2500 - THE VITESSE
THE HERALD - THE DOLBY.

There's a section devoted to each of these cherished designs on this video. So sit back and watch the examples of these cars that are still bringing great amounts of pleasure to their owners.

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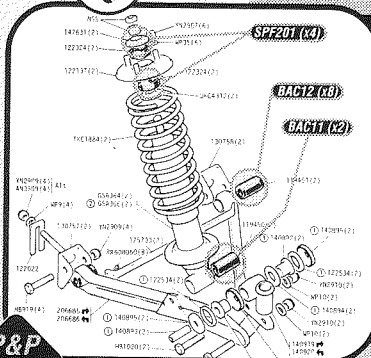


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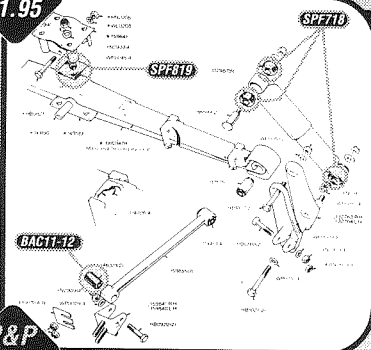
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SPF201	Upper shock absorber bush (with location spigot)	ALL	4	£12.75
SPF941	Steering rack mounts	ALL	2	£9.50
SPF754	Front anti-roll bar bush 1 1/4	EARLY	2	£6.75
SPF755	Front anti-roll bar bush 1 1/2	LATE	2	£6.75



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Part No	Description	Model	QTY	Price
BAC11B	Radius arm bush (with s/s sleeve)	Rotoflex	4	£18.50
BAC12B	Radius arm bush (with s/s sleeve)	Non Rotoflex	4	£21.50
SPF808	Rear inner wishbone to chassis bush	Rotoflex	2	£12.95
SPF718	Rear shock absorber bushes (with s/s sleeve)	ALL	4	£21.95
SPF819	Rear leaf spring pad	Spit IV/1500		
	swing spring	GT6 III non-roto	2	£2.50

MISCELLANEOUS

Part No	Description	Model	QTY	Price
SPF645	Differential mount front lower	ALL	2	£6.50
SPF646	Differential mount front upper	ALL	2	£10.95
SPF275	Cooling fan mount bush	6 cyl	8	£18.50

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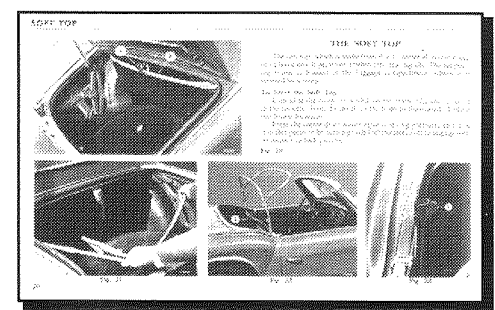
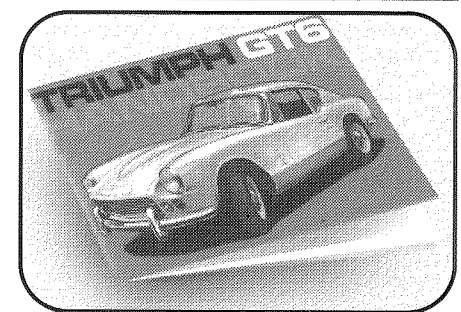
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*by Chris & Alison Mills***Part Two Car Preparation**

**The essence of any
concours car is
not the initial
appearance/ finish
although I cannot take
away the importance of
this aspect, but prepara-
tion is the main key.**

Take the situation that you have an A1/ A1+ car currently roadworthy or have just completed a rebuild. Both are likely to be in excellent condition with no apparent faults, the vehicle fresh from a rebuild is easier to prepare as dirt/ grime is less ingrained into difficult areas. Whilst to convert both these cars to a Top Concours Winner would involve a full strip down and rebuild to ensure success.

Hugh Roberts stripped & rebuilt the Vitesse between competing at Stafford and the Autoglym Nationals in Birmingham, whilst I'm sure Andy and Angela suffered similar torture with the GT6.

Whilst not wishing to go into the complex nature at this stage of Original V Modified, I shall only confirm one thing in that original nowadays tends to mean rebuilt to original specification using original parts either purchased second-hand and reconditioned or rebuilt from the existing vehicle. I shall try to give some of the reasons in a

future article, having said that most of the current rebuilds on the scene tend to have their existing parts reconditioned where-ever possible in order to preserve as much of the original car, save costs and more importantly, it is usually easier to work on what you have than to source other components that may not be considerably better under the surface.

The most common mark loser is lack of cleanliness i.e. Polish remaining on either rubber trim, or on flag detail on Herald/ Vitesse etc., it may sound daft, but a toothbrush is invaluable in clearing dirt/ polish from hard to get at body detail. Further article on this subject later in the series.

Wheels are next in line, not the bits you see from outside, but the areas behind the visible parts i.e. back of the wheel is quite often covered in a layer of brake dust inc. lower suspension, primarily this is really an attention to detail rather than being obsessive about a vehicle and even if you may not be interested in competing in concours. By using some of the tips gained in vehicle preparation will make your car stand out from the rest.

Several competitors replace all the nuts and bolts/ screws/ washers etc. Many suppliers in the magazine either offer kits for suspension or separate items either by original part number or their own code, replacement has several benefits: - mainly safety, would you trust a 20 year old bolt/ set-screw holding your suspension together and secondly the hassle of cleaning the threads, heads etc is eliminated.

Paintwork is considered the most influential finishing process, but if there is polish smears remaining on the surface, no matter how many ££££ or \$\$\$\$ have been spent many DM (marks) will be lost.

I have just scratched the surface in preparation and whilst I have not prepared a car for competition you only need to look at the regulars in concours, not necessarily at TSSC events to see cleanliness increases marks gained and only 1 point difference can make you the winner.

The competitors are usually keen to pass on the tips of the trade and they don't bite! Talk to them at shows when ever possible and you also may be bitten by the concours bug.

Basically the car should be prepared for judging as if it was a new car in a showroom ready to show prospective clients in order to clinch the sale.

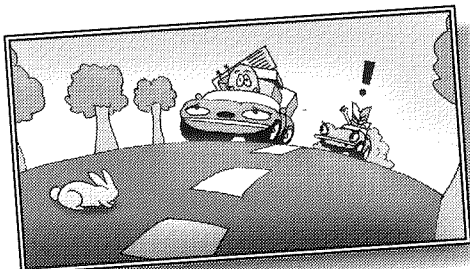


Quiz

Continental Encounters

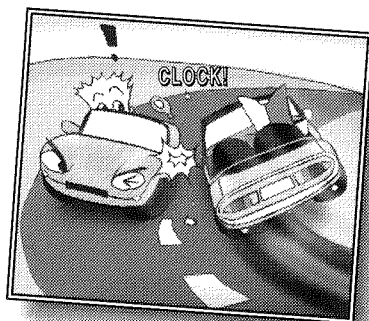
by David Etheridge

The following quiz is designed to discriminate the venturesome 'SHEEP' from the 'GOATS'; all you have to do is say in which of the 12 EU countries the following incidents occurred:



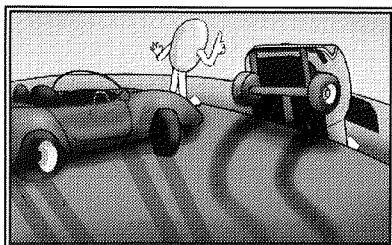
(1) Restricted to 8mph by some ramshackle overloaded car on a steep slope (masquerading as a highway) you suspect the driver has not driven before. You successfully overtake at the summit (because the other car stops under a cloud of steam). However your peaceful descent is soon interrupted by aforesaid - bumping you in the rear, his descent being as rapid as his ascent was slothful (making you suspicious of his brakes or his ability to apply them). To avoid sudden death you use your Triumph's superior acceleration and road-holding to get away. To this day you are unaware whether he negotiated the last bend you observed him rounding, in your rear view mirror - on TWO wheels.

(2) Your Triumph slightly contacts an oncoming vehicle where blame could be equally apportioned 50/50. You both stop and exchange the appropriate, legally required information, after which you

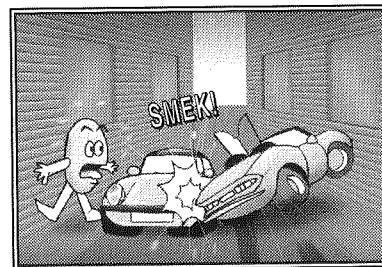


shake hands vigorously. As you drive off you congratulate yourself on making a friend.

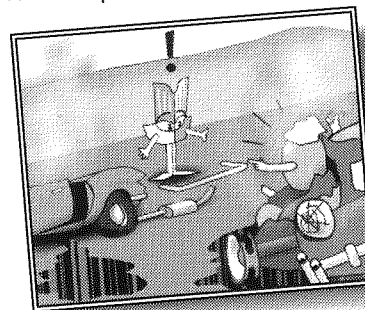
(3) You're proceeding prudently along the first reasonable road you've negotiated that week, when an overtaking vehicle 'cuts in' on you, and to avoid a crash you are forced into a ditch. The felonious driver politely assists you from your marooned Triumph but disappointingly, the predicament is 'Gods will' rather than anything to do with him. His helpfulness extends to inviting you to accompany him in his car where he'll take you to the next garage ahead, where he assures you they've a recovery vehicle capable of craning you back on the road. Another nightmare awaits, as during the short journey he nearly precipitates two other motorists into the same ditch as well as miracu-



lously avoiding at least a head-on collision. Unfortunately (for you) his innate courtesy does not extend to paying for the astronomical charge levied for the recovery - maybe at the risk of being considered somewhat patronising.

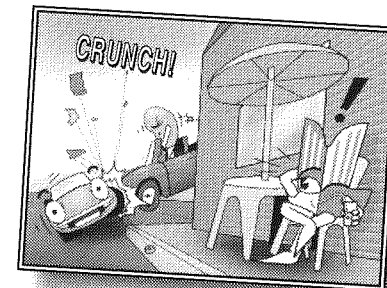


(4) Negotiating the narrow streets of a crumbling town, your Triumph accidentally lightly touches a poorly parked but immaculate and powerful sports car. The driver similarly attired in faultless designer clothes throws his costly hat down and performs there-on a frenzied dance, the musical accompaniment provided by what you suspect throws doubt on your legitimacy. Eventually he drops to his knees and gently caresses the car's small wound with a portion of his costly attire, and between heartrending sobs, appears to care for the intercession of his mother - (or the Holy Virgin). Meanwhile his second love, his wife(!) who continued towards the road perhaps displaying a reluctant detachment, has a sort of 'I've seen this all before' expression on her face.

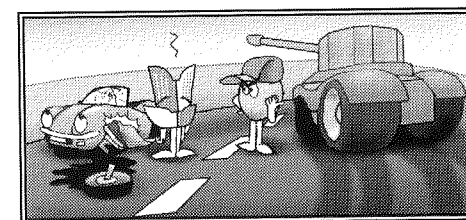


(5) Prudently rounding a bend on the correct side of the road, unexpectedly you're hit by an oncoming car in (your) side at a considerable speed. Your Triumph sustains 'four figure' damage, the other vehicle resembling one spewed out by a car-dump crusher. The driver thereof extracts his battered self and surprisingly berates you for being the cause of the accident! This all happened ten years ago and despite numerous attempts to contact his insurance company you've had no reply.

(6) Thirstily you park outside a premises purveying alcoholic beverages. A customer leaving by car, clobbers your Triumph amid-ships. He approaches you with rather an exaggerated nautical roll, embraces you like a long lost brother, and suggests you accompany him back in, where he'll generously buy you a drink. Traumatized, you decline his hospitality and he then proffers you by way of compensation, a live pig he has in his boot.



(7) Approaching your Triumph in the opposite direction a car you judge to be travelling at two and a half times the UK legal limit, mangles one side of yours. Taking some time to walk back, he displays incredulity at the damage to your 'fancy' Triumph claiming his car has 'barely a scratch'. He suggests that if you wish to traverse on his country's roads you should buy a more robust vehicle (like his) or take the consequences. You have had polite and prompt replies from his insurers but, to date nothing else.



Question no.	EU COUNTRY
1	
2	
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ENTRIES TO DAVID ETHERIDGE
C/O TSSC H.O.

A DU 4B A PICTORIAL ARCHIVE



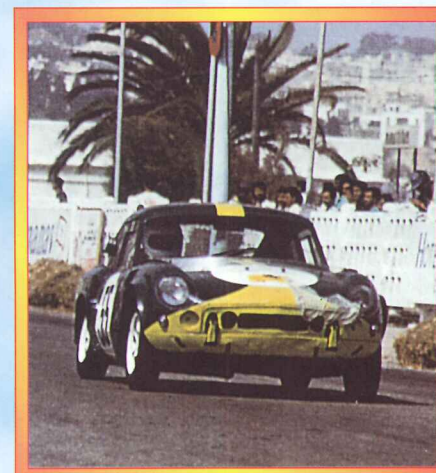
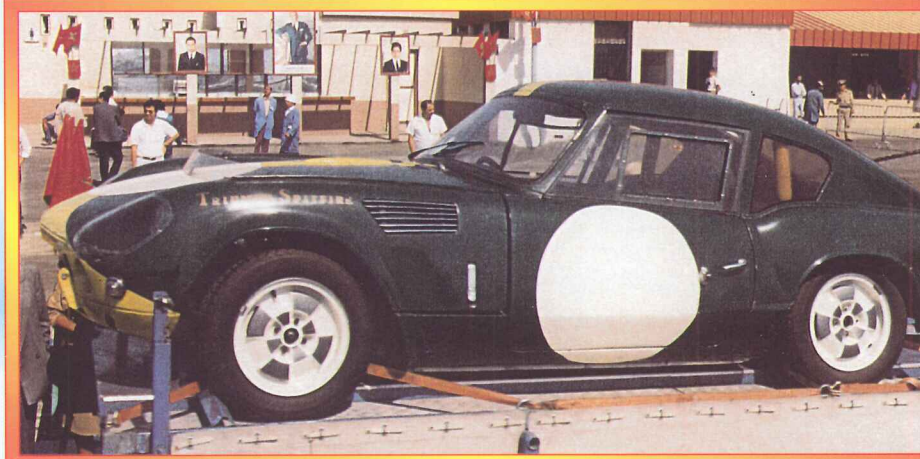
HISTORY OF THE CAR.

After taking part in the 1965 Le Mans, the car was sold to Blanc and Pedre the national importer for Switzerland by Standard Triumph with a contract to race the car during six events between 1966 and 1967.

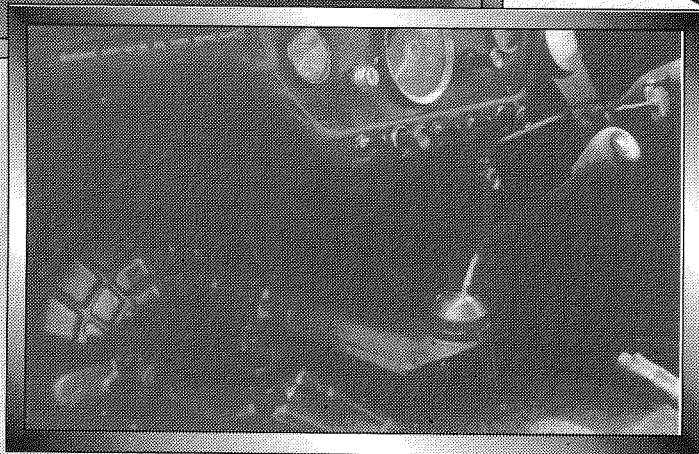
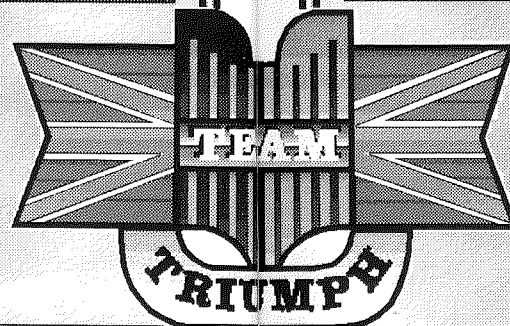
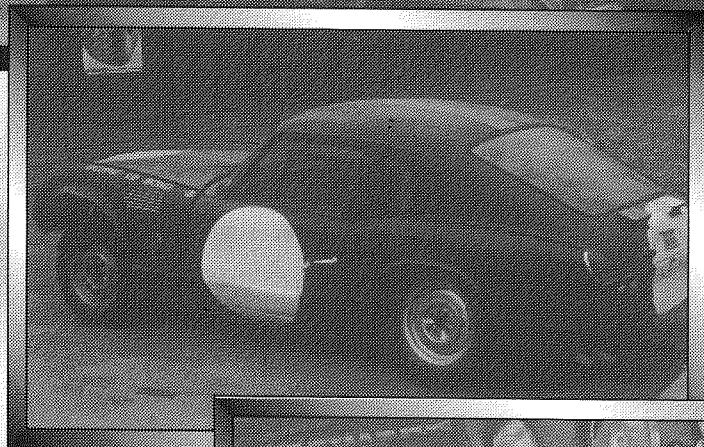
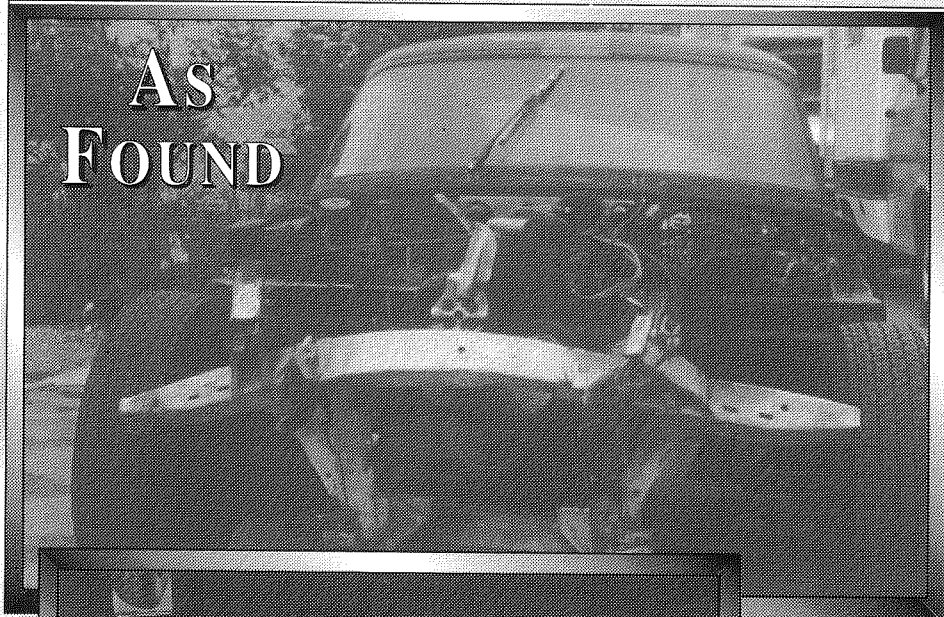
Blanc and Pedre sold the car at a loss to Jean Jaque Thuner's own garage, who were Triumph dealers in Geneva along with three engines: one 1296cc & two 1147cc.



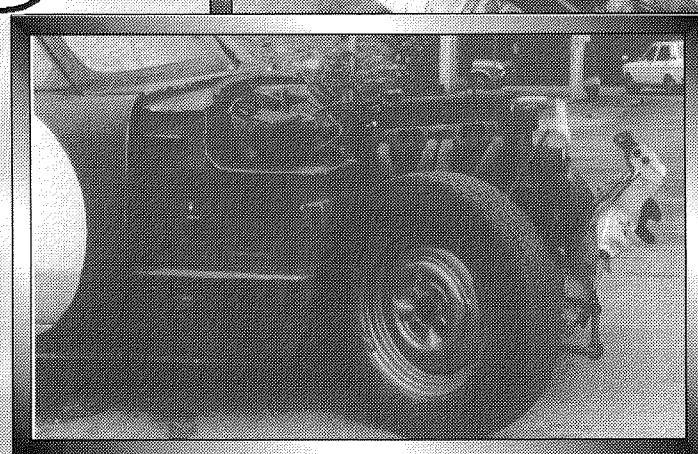
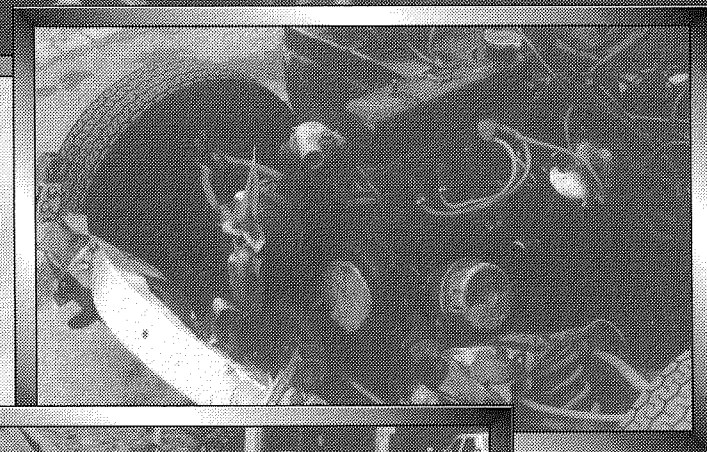
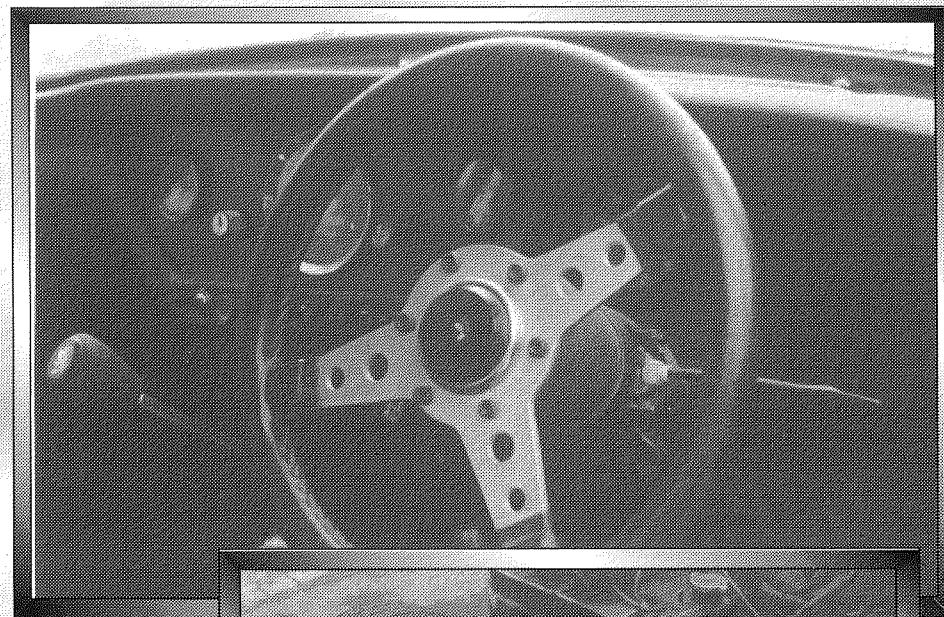
1988 EXHIBITION EVENT MORROCO



AS FOUND

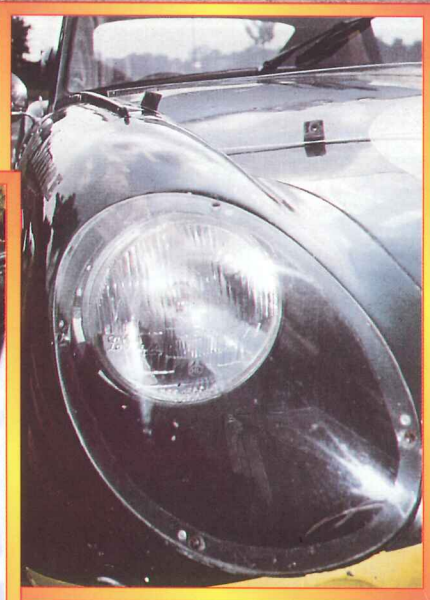


J.J. Thuner re-registered the car in 1969 and sold it to the Ecurie Le Bond Racing team.



In 1971 the car had a minor frontal accident during a rally when it left the road.

ADU 4B IN 1995



ADU 4B Today



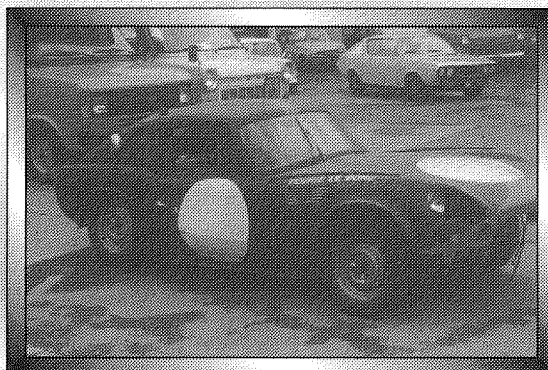
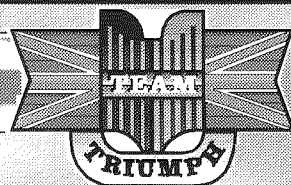
The present owners bought the car complete with alloy mag wheel set & some small mods were made for the purpose of Swiss registration, ie; door mirror (RHD), rear reflector lens, and registration illumination.



This Pictorial History was researched, compiled and Photographed by TSSC France Area Organiser IVAN SOUVERAIN to whom we extend our grateful thanks.

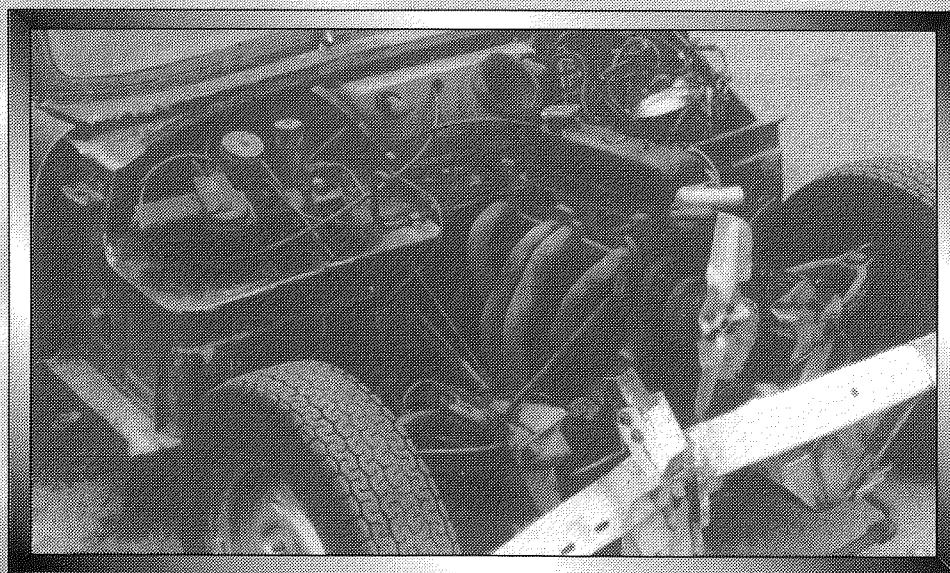
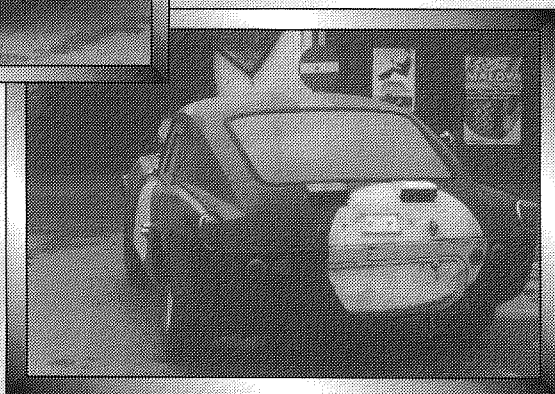


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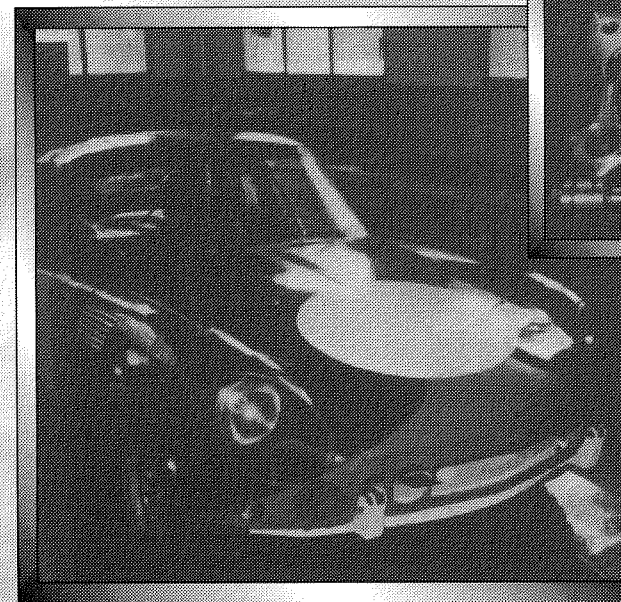
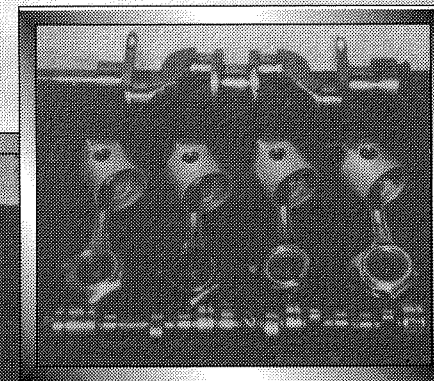
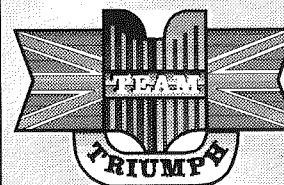


The car was then stored in a damaged condition until 1978 with just 9142 miles on the odometer!

A sympathetic restoration was then carried out retaining as much of the originality as possible.

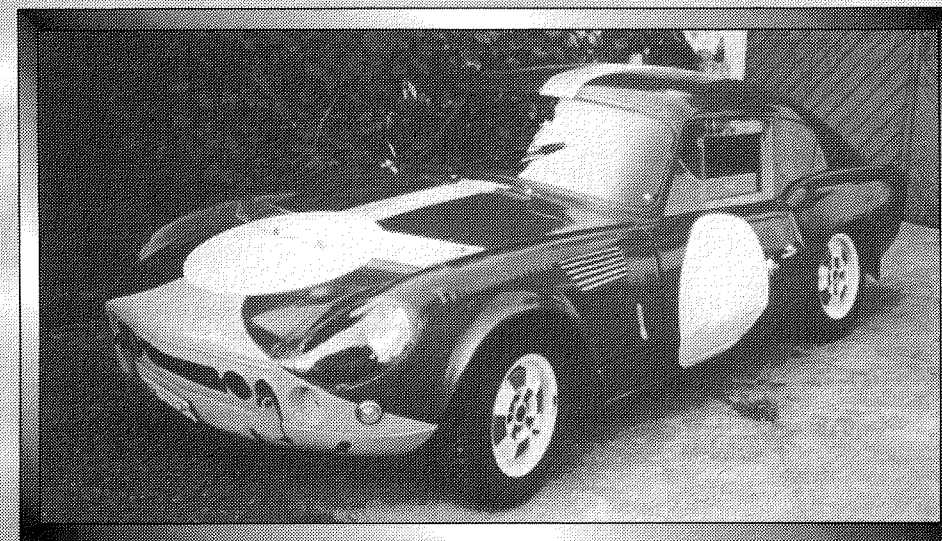


RESTORED



At present the car is fitted with engine no. FC54808HE and a 4.11:1 differential instead of engine no. FC54804HE from Le Mans with a 3.63:1 Diff'.

The pistons presently fitted are not Le Mans (1965) type, but those as supplied and fitted by J.J. Thuner when rebuilding the engine for rallying.



**Merritts
Classic Parts**

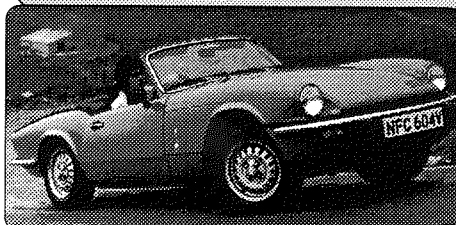
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Herald Narrow	£58.95 + VAT
Spitfire Full Width	£68.95 + VAT
Herald Full Width	£68.95 + VAT
Vitesse	£89.50 + VAT
GT6	£85.50 + VAT
TR4	£85.00 + VAT
TR5/6	£85.00 + VAT
TR7	£75.00 + VAT

RECONDITIONED BRAKE CALIPERS EXCHANGE

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Early Herald	
Spitfire I, II	£45.00 each + VAT
Vitesse 6	
TYPE 14 CALIPER	
Herald	£45.00 each + VAT
Spitfire III, IV, 1500	
TYPE 16P CALIPER	
MKI Vitesse	£45.00 each + VAT
MKI GT6 MKII early	
TYPE 16PB IMPERIAL	
Late GT6 MkII Early	£45.00 each + VAT
MkIII GT6	
TYPE 16PB METRIC	
Late GT6 MKII	£45.00 each + VAT

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SOLAR, UP-OVER



In response to Karl Grove, "trickle through the winter", The Courier No.208, p50, yes, you can keep your battery fully charged by using a small solar panel.

Solar panels are used extensively in Australia, particularly by boat owners to maintain the charge in boat batteries. Last weekend I used my boat after a 6 weeks break: the battery was fully charged. For vehicles, solar panels can be plugged into the cigarette lighter. If Karl can't find one in the UK I'd be happy to look for one for him. Of course, tongue in cheek, he will need sunshine for a solar panel to work! Sorry about that!!

In response to Bob Westgarth: Herald Register. In Australia the Standard Motor Company produced a GY saloon. My own car is a 948cc GY saloon. This is a saloon equipped with the 948cc coupe engine and differential (and dash board). It retains drum brakes all round.

The 948cc Coupé engine was supposed to produce 45 bhp @ 5,800 rpm. In city traffic I find I need to be totally alert in order to foresee braking requirements.

I have often driven in the UK. Given that experience I would not like to drive a 60 bhp car with drum brakes. I believe drum brakes would be an unnecessary safety hazard.

**Graham Brookes
Australia**

CHARGED FOR BATTERY



In response to Karl Grave's question on charging, I suggest he goes to his local motorcycle accessory shop. Here he will find the very thing he is looking for. This is a charger that is designed to be connected to motorcycle batteries during the winter, when they are layed up for some months. The charger monitors the condition of the battery and will only begin recharging if there is a drop in the E.M.F. As the motorcycles that it is designed for are all 12 V, I can't see any reason why this can't be connected to a car.

Happy motoring

**Paul
Edinburgh**

...Pen to Paper...



INVESTIGATE EXEMPTION



After reading Richard Bridge's letter in Octobers Courier, and other letters in proceeding editions, I thought I'd add my two-penneth worth on the subject of VED exemption.

I rang up DVLA when my tax ran out on 31st Dec. 1995 to enquire whether my Triumph Herald Estate qualified for an exemption as it was registered on 1st Jan 1971. At the time I was told 'no' and that 'I had missed out by one day and would have to pay tax until the end of 1996', another 12 months tax even though it was 25 years old. So I reluctantly did so.

Following the recent comments about '25 years after the date of MANUFACTURE' I thought I'd give DVLA another ring as my car was obviously manufactured in 1970 but not registered until 1971. After putting these facts to a rather flustered lady on the phone she immediately said I did not qualify. I repeated the facts again and she finally conceded that I could be eligible if I could prove the date of manufacture. Good I thought. Better was yet to come, as she suddenly remembered a clarification made by the Government (post-Budget) which stated that all cars registered in the first seven days of 1971 automatically qualified for the exemption.

I sent off the facts in writing and received a rebate within 4 weeks. I'm not sure how many cars were registered (let alone Triumphs) in the first 7 days of 1971 but its worth writing a letter to DVLA if you fall into this category.

Mark Grantham

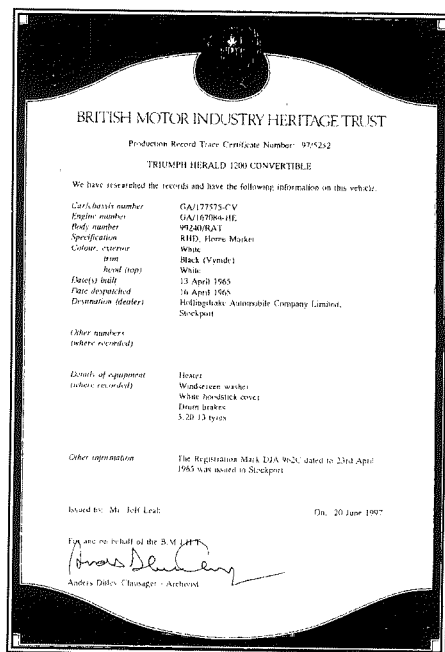
THE OLDEST RINGER IN TOWN

Well into restoring my 1965 Herald 1200 Convertible and it starting to look like a car again I decided to invest in a Heritage certificate. I duly sent my cheque for £25 only to receive a response that all was not right with the chassis number I had quoted. Shock, horror was this "original" condition vehicle I have laboured on for the last seven year not what it seems. Had I bought the oldest ringer in Town?

The Chassis number on my registration document is stated as GA 177375 CV the same number that appears on microfiche copy I have of the cars logbook. I rushed to the garage to check the identification plate which surprisingly read GA 177575 CV. I quickly passed the details to BMIHT who were then able to confirm my car's pedigree. Fortunately it has all turned out to be no more than a 32 year old clerical error!

The car with chassis number GA 177375 - DL was a green saloon with engine number GA 175406 HE and was sold in London in May, 1965.1 wonder if it's still out there somewhere. Must remember to tell DVLA to correct the error.

Jeff Leah



...Pen
to
Paper...

OVERDUE COMMENTS

As a latecomer TSSC (1992) I decided to 'catch up' by ordering the missing 40 Couriers back to 100. Now 'flush with information I feel able to comment:

1) It's rather bad taste that contributors sometimes find it necessary, when referring to MGs and by inference, their owners, to add 'wash my mouth out (or similar expletives) MGs are excellent little cars and their owners love them as much as we love Ours; it is hardly their fault that ours usually have the edge over theirs'. Also perhaps the reason why they tend to drive with their hoods up, even in clement weather, is because they don't wish to be seen to have made a mistake.

2) Most horror stories of Triumphs, revealing terminal physical Atrophy can be diagnosed as lack of scrupulous scrutiny before purchase or inattention to servicing and running repairs there-after (ie; OWNERS OWN INDISCRETIONS)

3) The dozen or so Courier references to vanished Club Cars would have been substantially reduced had the owners removed their Rotor Arms after parking them a 30 second job. Only one article, happily dealt with a recovery. The Club Subscription is excellent value and the Courier Mag equally so. I'm always saddened at the minority (I hope) who on dispensing with their Club Car say 'goodbye' to both - THUS TURNING A MISHAP IN TO A TRAGEDY.

The first Heralds appeared in the late 1950s, and their equally innovative derivatives during the 1960s They were designed and built to a competitive price' not with longevity as a priority. It is thus a further tribute to all who had a hand in the various launches and subsequent development, that so many have survived. Having said that my experience as a 'buyer' and 'seller' of 3 Spitfires, 1 Herald estate, 1 Herald convertible and 3 GT6s; that membership of our Club requires fair and honest trading. Which I suggest the majority subscribe to.

It is somewhat presumptuous of the others, who have thrashed the heart out of their 'pride and joys' to expect their cars to fetch a sale price sometimes double that which their first owners paid as new! The purchasing side of my 'trading' has led me to locations where models described as 'runners' or 'in need of some restoration' have been difficult to distinguish as road vehicles at all. What the mechanicals must be like I dread to think! It is doubly reprehensible to mislead other Club Members.

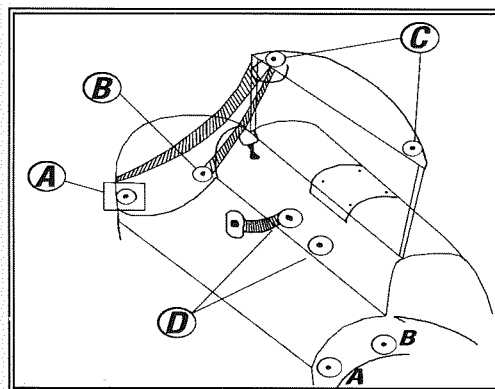
David Etheridge

RECOMMISSION

I am seeking some previous history on a Herald 1200 Saloon, Wedgewood Blue, LEG 575F, Chassis No. GA 231997DL, registered August 1967.

I recently bought her from Alan Coan, one of our long-standing members. She was previously owned by Bernard McCaffrey from Portadown but no history before this is available. I am in the process of recommissioning her (restoring would be too strong a term).

To-date I have done a multitude of patches to the boot floor and underseat floor areas and replaced two outriggers and a side rail, all with the car on its side courtesy of a 'Mr Grumpy' car roller on loan from Ricky Ruthedge, Northern Ireland Area parts 'Baron'. This is a wonderful device and makes an unpleasant and dirty job much easier.



I nearly didn't bother after seeing Alan's wonderful 13/60 Saloon (nearing completion) - a future Northern Ireland Concours winner if ever I saw one.

What better way to teach yourself to weld than on a rusty but amazingly original Herald? My welding comes from the 'it ain't pretty but it's strong' school. Maybe I'll get the hang of it by the time I've finished.

I hope to have her ready for next Spring and plan to come to Stafford, wife and wee-ones in tow.

On the seat belt discussion, I have fitted mounting points for inertia reels to the rear of the Herald from a VW Polo.

...Pen
to
Paper...

- A. Seat belt mechanism - base of inner arch next to rear seat (beside rear panel).
- B. Second static mount - inner arch beside kidney bowls.
- C. Triangle shaped C-post bracket (belt goes through) and rear deck.

D. Buckle and seat side of rear suspension with access to nut through diff inspection cover.

Reinforcing is needed in all areas preferably with dirty great washers welded in place, and tack welded behind recent holes.

**Jonty
Carryduff**

AN ECONOMICAL TRIUMPH

In a fairly recent issue, I feel sure I remember a figure given for a Herald 13/60 of somewhere around 27 mpg.

You may be interested in my recent experience during a short holiday to Cornwall (Polperro).

The journey there was a mixture of 'A' roads, 'B' roads and Motorway, 262 miles. From Birmingham, route taken was via Alcester, Honeybourne, Stow, Cirencester, Chippenham, Frome, joining the M5 at Tauton, then via M5/A38 throughout. All of the time keeping to a maximum legal speeds as much as traffic would allow (motorway and A38 at 75 on the clock). For the journey, an accurate check was taken, surprisingly, this showed a figure of 47.65 mpg.

Many of my local neighbours have frequently asked the question of fuel consumption, now I can boast that my figures are better than most of their Euroboxes! Plus our own Mini.

In my opinion, this also proves the value of the fitted overdrive. I tend to use it as 5th gear and am amazed at the power still available at 75! Let them all try to tell me I'm wasting fuel.

Keep up the good work of our Club.

**Arthur F Hopkins
Birmingham**



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Full white rubber bumper set	£75.00
Caliper repair kit inc. pistons type 12	£19.50 per caliper
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Front wing 'D' plate 703627/8	£6.50 each
Boot 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
948 Herald/Vitesse rear centre valance	£32.50 each
1200/13/60 rear centre valance	£35.00 each
Skis 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 70611/2	£16.50 pair
Bonnet catch (chrome) 607663	£20.50 each
Tread plates	£6.50 each
Rear overriders (703708/9)	£30.50 each
Set of 8 front suspension bushes (119451)	£10.00 set
Inlet manifold banjo bolt (145155)	£8.00 each
Fuel gauge Vitesse 2 litre Mk I 145700	£55.00
Petrol tank sender 13/60 est. 127814	£14.50
R/H engine bay valance 1200 13/60 903155	£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 out window	£95.00 each
Door hinges 607824	£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 Spark Plugs 1200 and 12/50	£2.50 set
Universal joint with grease nipple	£5.00
Windscreen washer/wipers pump-switch	£45.00
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 (210985/219952)	£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 706548/9	£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 210986/210987	£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 81 1679/81 1680	£17.50 each
Spitfire MkIII complete bonnet assembly	£58.12
Spitfire MkIII bootlid steel 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
Cu pump TKC 197	£29.50 each exchange
Universal joint with grease nipple	£5.00
Hard top rear screen 819959/KKC3641	£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
Rear 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	£35.00 each
Windscreen rubber chrome insert (917248/9)	£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 1 19451 (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	£6.00 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 216939 handstitch material complete car set OE	£98.00
Knee pad L/H and R/H 719391/719401	£5.00 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 UKC897	£14.50
Steering lock 216449/UKC2719	£32.50
Front wheelarch inner L/H and R/H 900797/8	£29.50 each
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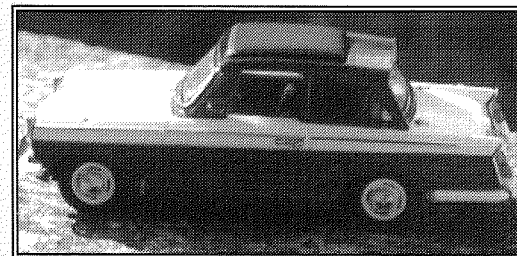
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Part 4: Kenna

by Chris Longhurst

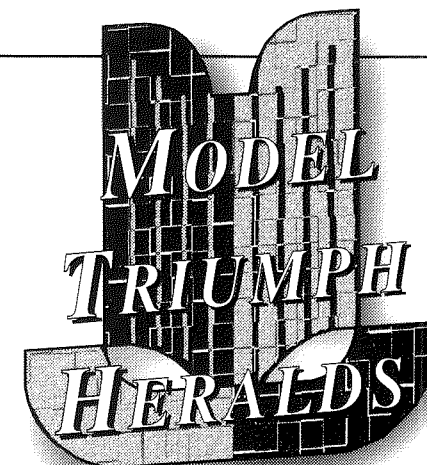
The 1/43rd models covered in Parts 1-3 were diecast mass production models which where either produced as toys (Dinky, Corgi) or as large volume models (Lledo).

Diecast models/toys are produced in a zinc - lead alloy (Mazak) which needs industrial scale machinery for production. For small runs of specialist models 'white metal' (a lead rich alloy which is softer than Mazak and can be cast at lower temperatures) is used; as the dies wear quickly, production runs are usually in the 500-1000 range.



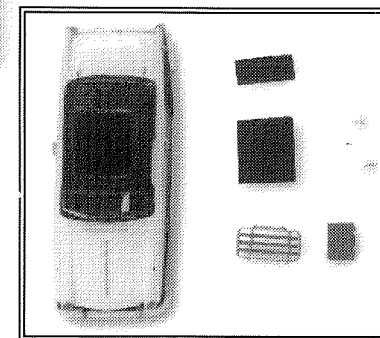
The white metal models are hand-built and superbly detailed. The master of white metal modelling in Britain is Peter Kenna, who is a Triumph and Standard enthusiast and has modelled many of these two marques.

Kenna models have produced both the 13/60 Saloon (in Pale Blue, Damson, Dark Blue and Saffron) but also a 12/50 in either Green/White or Maroon/White. The 12/50 comes with either open



or closed sunroof options. The detail inside includes chromed window winders and door handles as well as a fairly accurate dash and seat patterns. The only criticism I have of the models is that the wheels and tyres are slightly too large - this can be overcome by fitting smaller Corgi tyres.

Kenna models also produce the Vitesse MkII convertible in Cream, Red, White or Green.



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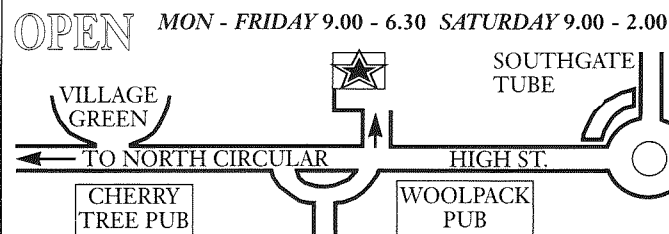
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Birkett Update

by Andy Haw



**As you can see
from the results,
the Croft
Crusaders / Sports Car
Supplies team covered
206 laps after 6 hours.**

Unfortunately, our finish position after handicap was higher than we would have hoped, as our fastest man, John Pinkney (GT6), suffered the loss of rotoflex hub flange/road wheel very early in the race.

My own car (GT6 MkIII),

running with a standard engine, held it's own against the Midgets and Healeys, but unfortunately seized up in the penultimate hour. The Colin Elstrop prepared GT6 and Spitfire saved the day and performed consistently to the finish line.

Commiserations to Team TSSC who appeared to have made a serious team effort, well organised by John Davies.

We are already planning next years Birkett - it would be nice to have a full team of GT6s!

Final Position Results

No.	Team	Scratch		Handicap	
		Laps	PSN	Laps	PSN
18	The Croft Crusaders	206	36	242	35

SPECIAL REPORT

Knock Knock? Unleaded GT6

by Simon Adamson —

Recently, I was sorting through a pile of old classic car magazines from around seven years ago. It was the time when a lot of concerns were being voiced about the future phasing out of leaded petrol. There were conflicting reports on the likely implications of running older cars on unleaded petrol, and the practicalities of unleaded cylinder head conversions.

With the days of leaded petrol now numbered, I feel there is a surprising lack of feedback in the classic car press on the success, or otherwise, of such conversions. I therefore thought it would be worthwhile providing an insight into my experiences to date.

In May of this year, I reached the point at which my GT6 Mk2 was able to take to the road, following a six and a half year restoration (you'll notice that I didn't say it was finished!). It was quite a novelty stopping at the garage on the way to the MoT, and filling the fuel tank from the green pump, rather than the 'bad' old red one. Now nobody is ever going to convince me that burning fossil fuel is anything other than environmentally unfriendly. It could also be argued that using unleaded petrol without a catalytic converter is at best defeating the object, and at worst even more harmful than using leaded. Quite simply, the reason for choosing to go unleaded during the engine rebuild was a practical one, given that I intend to keep the car long term.

For those who don't know what all the fuss is about, tetra ethyl lead has been added to petrol in various quantities since the 1920s to prevent the undesir-

able phenomenon known as "knock". This descriptive term refers to the sound produced by a particularly violent form of combustion. Under the influence of compression and heat within the combustion chamber, certain entities within the end gas react. They can become modified into molecules which auto ignite prior to the arrival of the flame front initiated by the spark plug. This causes a particularly sharp pressure increase during combustion, and has the effect of shifting the point of peak cylinder pressure in advance of its correct relationship to the stroke of the piston. The result is inefficiency and high mechanical stress, sometimes leading to serious damage.

Lead increases the octane rating (resistance to knock) of petrol. All spark ignition engines have a particular fuel octane requirement, which is directly related to the compression ratio; although it is also influenced by other design characteristics. Once it was discovered that the efficiency of an engine could be increased by using higher compression ratios than were originally the norm, there came the requirement for petrol of a higher octane, and so fuels with a higher lead content were produced.

A useful side effect of the lead was its ability to lubricate the valve seats. Many manufacturers took advantage of this, and cut costs by specifying lower grade valve materials, and dispensing with costly valve seat inserts.

Using unleaded petrol in an engine not designed for it is likely to cause the now widely publicised problem of valve seat recession. This phenomenon tends to afflict the exhaust valve seats, which have to endure particularly high temperatures, and is particularly prevalent under sustained high speed operating conditions.

To bring all this back into the context of Triumphs; those owners intending to run their cars into the next century have to consider life without lead. The good old 1950s Standard engines soldiered on long enough to find their way into the Triumph badged cars we are still enjoying today. The engines were developed throughout the 1960s, when increases in compression ratio and high octane petrol contributed to the required gains in power. With the exception of some later units destined for the American market, valve seats were machined directly in the cast iron cylinder heads, which means that the engines are unsuitable for unleaded petrol.

Considering the afore mentioned technicalities, I had several concerns about converting my GT6 engine for unleaded petrol:

The reliability of the of the hardened valve seat inserts which would need to be fitted. Detonation problems caused by the lower octane of unleaded petrol. The possibility that the ignition advance characteristics of the distributor would be unsuitable.

In theory, it is only necessary to fit hardened exhaust valves and seats to prevent recession problems; the inlets being left as standard. One complication with the "Mk2" engine is the large diameter of the valves. There is very little material between the inlet and exhaust valve seats, and I have heard it said that this precludes its conversion for unleaded use, unless smaller diameter valves are substituted. While this may be the case if it is intended to fit both inlet and exhaust inserts, my conversion comprised the fitting of the latter only, which allowed the original valve



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sizes to be retained. I would point out that this results in the inserts directly adjoining the inlet valve seats, which makes it essential that this conversion isn't attempted on a head which has cracked in these susceptible regions.

The hardened valve seats used for unleaded conversions are often an interference fit in the cylinder head. I've heard horror stories about these falling out in service. The conversion on my engine employed a threaded fixing arrangement, which I am assured, is most unlikely to give trouble.

Having hopefully taken care of the valve issue, I considered the problem of octane. It will be found in the owner's manual that Triumph recommended a minimum octane rating of 100 RON (Research Octane Number), with the ignition timing set to 10 degrees BTDC. Running on lower octane fuel demanded that the timing should be retarded to prevent 'pinking'. The standard engine had a compression ratio of 9.25:1. During the rebuild, my engine required a rebore to +0.030', and 0.009' was removed from the cylinder head to true up the joint face. This resulted in a compression ratio increase to around 9.5:1; so in theory, I might have expected its octane requirement to have increased slightly. Prior to the rebuild, I had run the engine on four star, which has a minimum octane of 97 RON. Surprisingly, no problems were encountered with the ignition timing set to the standard 10 BTDC, other than occasional pinking and running on when very hot.

To conclude the engine rebuild details, the unit was rebuilt very comprehensively to fine tolerances by Surrey Area's

honourary member, Pat Curran of Curran Auto Repairs, and fully balanced. There were few departures from standard specification generally, other than a Duplex timing chain conversion, and a slight advancement of the camshaft timing, said to improve mid range torque. On the subject of camshafts, it soon became apparent that original specification replacements are unavailable (they're all regrinds). Another couple of scarce components are the distributor / oil pump drive spindle and skew gear. The gear is pinned to the spindle, but it will often be found to be a sloppy fit. This will cause timing scatter.

Difficulty was experienced with rebuilding the Delco distributor, owing to the unavailability of new spares. The engine had been fitted at some stage in the past with the wrong unit, which further hindered the situation. It would have been easier to have changed to the Lucas distributor fitted to the Vitesse engine. (Does anyone know why these engines weren't fitted with the same distributors?). After much perseverance, Pat managed to assemble a good Delco unit, which gave the correct original advance characteristics for the engine. A Lucas sports coil with NGK BP5ES spark plugs were fitted.

"That is the story so far. It is obviously too early to say whether the unleaded conversion will be entirely successful, or to provide meaningful fuel consumption figures."

Back on the road, my initial experimentation was with premium unleaded (minimum octane of 95 RON). I played safe by setting the ignition timing well retarded at 4 degrees BTDC. The engine would run without any detectable signs of trouble, but was well down on power. During the first thousand miles or so, I advanced the timing. The

more advanced I set it, the better the engine ran, right up to the standard 10 degrees BTDC. In fact, it will happily run with the timing at 12 degrees BTDC, although it will pink quite fiercely if heavily loaded at low speeds. Having tried a tank-full, there would appear to be no advantage in using super unleaded (minimum of 98 RON), particularly on the wallet!

At around 1,500 miles, I settled at an ideal ignition timing of 10 degrees BTDC, and the carburettor mixtures were best set to give a CO of 2.5%. To date, the car has covered nearly 2,500 miles. The engine is still down on power, and I'm not sure to what extent this is due to the need for it to fully bed in, which is likely to take at least 6,000 miles. What is particularly noticeable is its reluctance to pull over 3,000 RPM, at which point there is little throttle response, even under relatively light loads. Fuel consumption seems high and the engine has recently begun to run on occasionally.

That is the story so far. It is obviously too early to say whether the unleaded conversion will be entirely successful, or to provide meaningful fuel consumption figures. However, I hope to be able to provide more information in a future report. In the mean time, is there anyone else out there with useful information on going unleaded?



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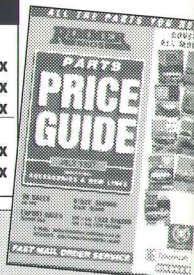
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Least ways, up here in the Northern hemisphere! I believe down in southern climes, thanks to el ninio, things are rather different, with a whole other set of problems, such as overheating, softening, fading paint, cracked rubber seals and splitting vinyl/pvc . . . Ah well, things are always 'greener' or 'browner' on the other side!

This month, I've to try and make my way through this report without using any 'ampersands'! Anything to keep a smile on our Bernie's face!

Despite my post-boxes (real and virtual) being a touch on the quiet side just lately, I've got some reserve material lurking around, so, with apologies to those that sent it in a while back, here it is:

A fax arrived at the TSSC HQ, as long ago as 20th May 1997, I got it a little later, but think it must have got buried somewhere in the panic to complete my Vitesse for the summer season.

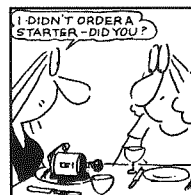
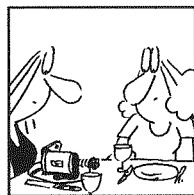
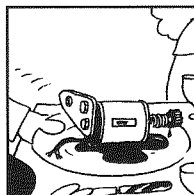
It was kindly sent by TSSC member Martin Cameron from Carnago, VA in Italy.

I reproduce it here for your combined delectation and edification:

Report in exile (Italy) from Southern Dorset Area TSSC member. As the most southern member of the Dorset group of the TSSC, I thought I would drop you all a line. Not many Triumphs in



by Léon Guyot



Italy, I have so far, in the two years that I have been here, seen around four Mk IV Spitfires, three Mk IIIs, and one Spitfire 4. Spitfires seem to be the only popular TSSC Triumph here in Italy. In addition, also spotted one Dolomite Sprint, this makes two, as we also run a Dolomite Sprint down here. I must say, it gets quite a lot of looks of admiration from the Italians. The majority of Triumphs are TR's, that is: TR6, TR5 and TR3.

The Spitfires were all in excellent condition, except for one of the Mk.III's, which I had sold to my Italian stepbrother here in Milan, some six years ago. I have not seen a single Herald or Vitesse, we did debate before coming down here about bringing our Vitesse, but we had very little time for the move, and on investigation, I found, after five years sitting in the garage, it was much worse than I thought.

Old car ownership here is difficult, as for many years there has been continuous licensing, which means that the car must always be taxed. Also, to change ownership documents, takes two solicitors, and several government officials, and costs around #350. These two costs mean that once a car reaches an age where it's value is less than around #1000, it is unlikely to change hands, and is then just scrapped, this by the way, costs you another #100!

This is why in Italy, there are very few inexpensive classic cars, all that is left are a few Ferrari's, and other expensive cars that are too valuable to scrap. So we are very lucky in the UK. On the other hand, MoT's are after the 10th year, then the 20th year, then every year thereafter, so don't buy a 19 year old car. Most cars are scrapped at the 20th year. If a car is a recognised classic car, it is free of Road Tax, after 25 years.

I have, to date, attended at least five Area meetings in Dorset, since moving to Italy, which can't be bad, as I have to travel over 1,000 miles each time. For me, the meeting in Bradford Abbas is a bit too far north, but I do still attend, as I find the discussion interesting and useful. No need to have the Triumph on the road to attend, because if this were the case, then most of the members would not come. The meeting is for the benefit of all owners, so do try and come along, you don't even have to talk about Triumphs. Expert knowledge is not needed, just a general interest in old cars.

We are returning to the UK in August ('97), as my contract here has ended, (welcome back Martin!), now we are looking forward to attending the local meetings again, and seeing all the Triumph shows.

I met my wife, Clare, at the TSSC Dorset area meeting. It all started, when I noticed a very ratty, [really it was awful], looking Spitfire in the pub car park. I got into the pub and shouted out "who owns that ratty white Spitfire?", Clare, a bit annoyed, shouted back that it was hers, but at least it was being used, [at this point, my Spitfire was in bits in the garage]. She said she had come to the meeting for the first time, and was trying to find out how to get help to repair her car.

You may be interested to know that 12 years later, that Spitfire is even more ratty, and still waiting to be fixed.

On the other hand, we did repair my Spitfire; Clare changed the gearbox, I did the welding, and then we went off on a three week, 4,000 mile tour of Europe, as far as Southern Greece.

In Yugoslavia, a crowd would develop each time we stopped, just to admire our Spitfire, a man in Greece tried hard to get us to sell it to him. Every night was spent camping, except one, we even spent two nights sleeping in the car, with the tonneau cover clipped to the windscreen

with pegs, and held up in the middle with the crook-lock!

Above story by Martin Cameron, ex-Dorset Area Organiser, in Milan, (until August '97), 83/05197. Martin and Clare, thank you very much indeed for sharing that fascinating story of your Triumph experiences with us. Once again, I apologise for the delay in relating them!

Now, a cartoon, which just tickled my fancy, as they say. (see opposite page)



Next, a photo' (fig.1) sent from France, depicting the really very nice, but sadly now increasing rare, Triumph 1300 (front wheel drive) saloon, registered in Val De Marne, and belonging to Monsieur Marchal of Saint-Mande, France, '94, seen here sitting on the left-hand front wing of his car,

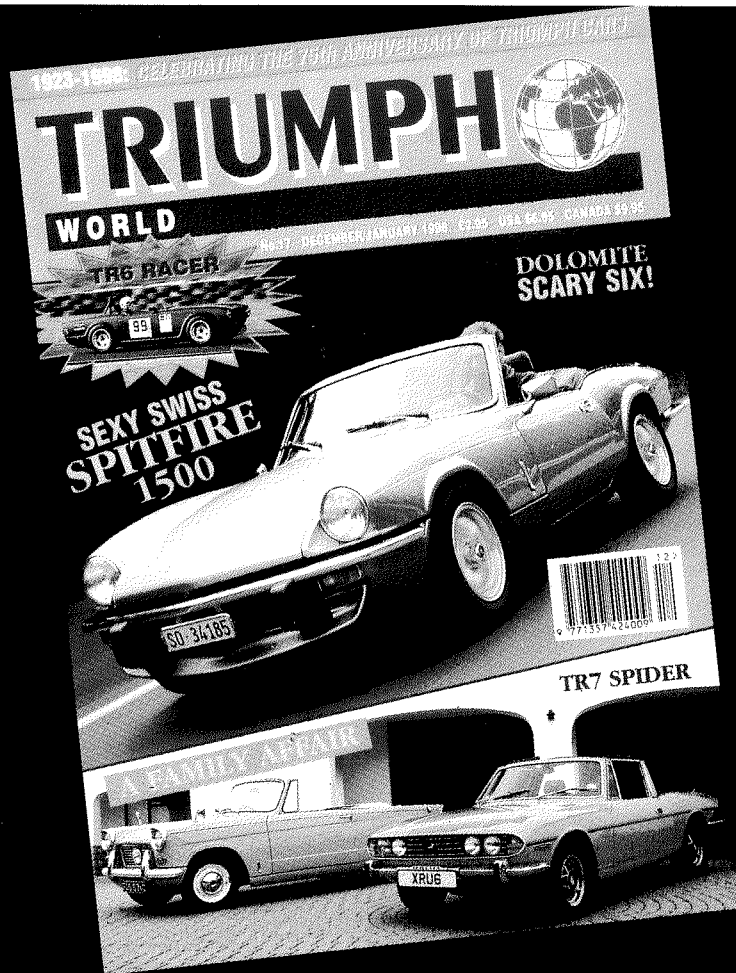
resplendent in Valencia Blue. He is exceedingly happy to have just won the first place trophy at the Inaugural Standard Triumph European Rally, over in Holland last May. Very well deserved it was too! (That is one of his daughters on the other wing).

Mr. Marchal expressed his grateful thanks for the splendid organisation that went into the first ever STER and looks forward to the next one! I can only say, thank you very much for your appreciation, as STER was a very difficult rally to organise, and a lot of work went into making it all run as smoothly as it did. (Not bad for a first attempt!)

These cars, were intended to replace the Triumph Herald from 1967, but sadly were rather under-developed by Standard-Triumph, and subsequently caused their service department no end of problems. That was a real shame, as when properly sorted, they make very fine small family cars indeed, with an extremely high standard of finish.

The fine white example on the right was originally registered in Glamorgan, Wales and took second





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- A Family Affair – Mother and daughter, Stag and Herald
- TR6 racer – Going round and round and . . .
- Dolomite 2.5 PI? – Nothing's impossible!
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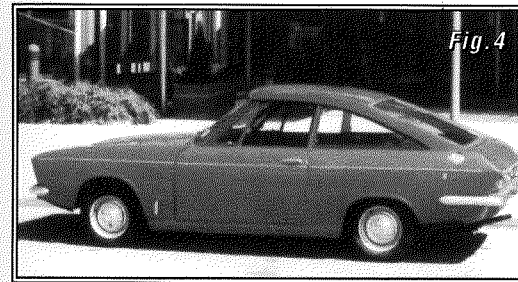


Fig. 4

prize at the rally, the young couple beside it look equally pleased with themselves, as well they might.

Next along are a couple of photos graciously sent in member by Glenn Ivett of Preston in Lancs, at the end of last July. Glenn takes up the story: I thought I'd drop you a line to let you know of my recent experience on holiday. There we were, my family and I, sat in our apartment in Albufeira, Portugal, looking through the 'what's on' in the Algarve' booklet. Wine tasting, Drama, Bullfight, Folk Dancing, Classic Car Show! Just down the road in Vilamoura 11th-13th July, and we had a hire car on the 11th.

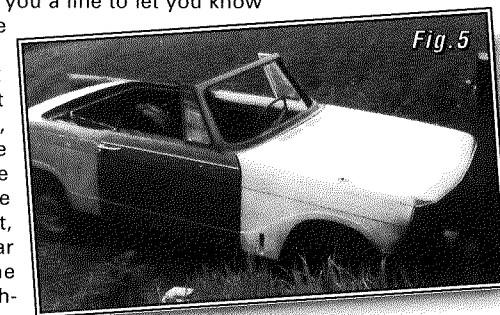


Fig. 5

After some discussion, the family agreed to stop off at Vilamoura, on our way back from an outing to a fishing village, and nature reserve. Not knowing where I was going was made easier, when I spotted an Austin A35 on a transporter. Following this led me to the forecourt of the Vilamoura Marriotel, (8125 Vilamoura, Algarve. Tel: 00-351-89-389988, and the '1st Algarve Classic Car Show'. There were 100 cars, ranging from a 1916 Lincoln, to a 1988 Ferrari Dino, the majority of cars were of British origin, Rolls Royce, Jaguar, TR4/5, and one of 'our' cars, (fig. 2&3) a very tidy Herald 1200 Convertible in white. I talked with the owner, but language difficulties only allowed me to ascertain that the car was built in 1963.

The show was well organised, with arrivals on the Friday, judging and a convoy run to a nearby mountain village, Silvas, on the Saturday, followed by presentations and drives through town on the Sunday. The event was well sponsored, and yes, I bought the sweat-shirt! Talking to the organisers, they said they wouldn't know if the show would be

repeated until after the event. However, the amount of media interest, and the high standard of the entrants led them to believe it would be. They suggested contacting the Hotel for further information if required.

Thank you Glenn, one day I too hope to get to Portugal, if my cars, my work and my hectic schedule ever allow me another 'holiday'!

At around about the middle of July, I received a phone call from the irrepressible Jouni Harju of Kouvola, Finland. He was on his mobile phone, and he was lucky to catch me at home, as I was at home with a very bad stomach, immediately before the Stafford International show, (I think). There was, in the background a rather angry noise, like a thousand bees buzzing, but what it was, in fact, was Jouni calling me on his mobile whilst driving his newest acquisition home, from Liverpool to Hull, so as to catch the ferry home to Scandinavia! I believe he was somewhere over the Pennines, but you can never be completely sure of anything with Jouni, (the enthusiast's enthusiast!). It was a little hard to understand him, but I asked him to send me a photo when he got it back home.

On 30th July, he duly posted me this shot (fig. 4) of his very smart looking red Bond Equipe 2Litre Mk.I Coupe. In a brief note, he tells me that he drove his new car some 800 miles to get it home to Finland, everything went well, and the Bond worked fine and it has just 62,000 miles on the clock, and in

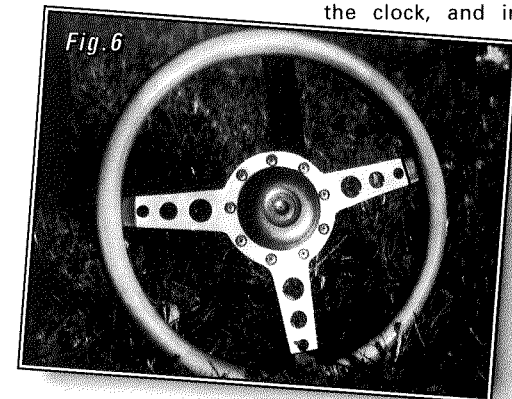


Fig. 6

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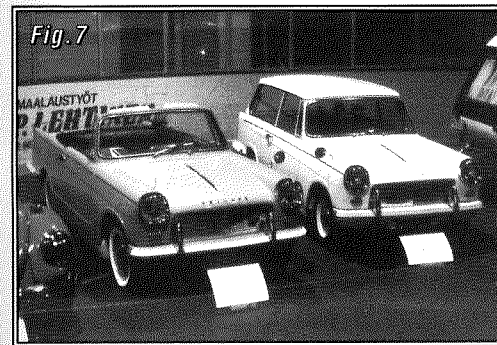
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response to my asking him on the mobile how he found driving in England for the first/only time? And did he find it busier than in Finland? He replies, Yes you were right, the roads in Scandinavia are much less crowded! I'm sure we all wish you the best of luck with your Bond, Jouni.



Talking of Finland, as one does, I recently got around to shipping a Herald Convertible hood-frame over to Rainer Sundqvist of Kallby in Northern Finland. It only took me six years, as I seem to have been rather busy, but then again, so has Rainer, who has occupying himself restoring a Herald 13/60 Convertible, as well as converting it from a Saloon, as they didn't get factory built Convertibles in Finland, so have to make their own! (fig.5) This photo shows Rainers' car at an early stage of the work. The main problem in Finland being that there are only a few months in which they can carry out the work, due to the very long, dark winters, and short, rather frantic summers!

In the long days spent indoors, Finns amuse themselves restoring all the small bits and pieces, like disassembled hood frames! And making this rather magnificent wooden steering wheel from scratch, which appears to be very useful stuff indeed! (fig.6).

Rainer gets his inspiration, of which he has copious quantities, from studying and driving his girlfriend Kati Strang's Herald 1200 Convertible, as restored by her talented Father. That fine car has graced these pages on several occasions already but it is such a nice example,

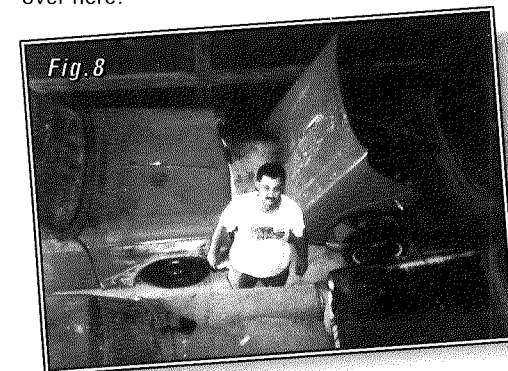
I'm sure you'll not mind one more picture of it, seen here (fig.7), in the company of a very smart looking white 1965 1200 Estate, at an indoor car show.

Rainer wrote me an excellent letter which cheered me up no end, when I was rather depressed, it is

rather too long to repeat here, but I will include a paragraph here just so you get the general flavour of it: "Now some words about the weather at the moment. This morning, I woke up to minus 20 degrees celsius outside, and I can tell you that I do not like to sit down in an ice cold car, that will not start, and to drive to work at 5am every morning. These days, I feel like I'm living in the wrong place in the wrong time, and I hope it will be a warm and hot summer soon.

I am in a great need for new parts for my project to get it started again . . . Last summer, I made a wood-rimmed steering wheel for my project when it will be ready in the year 2045, I will be about 76 years old by then. By that time, all gasoline driven cars will probably be long since forbidden to drive, so I suppose that I have to get it ready before then? "

Why did it cheer me up? Well, at least we don't have only four months of days with daylight, winters of minus twenty celsius, and we can even get most of the parts we need for our cars over here!



However, in the summer-time, Finland is just as hot as anyone could want it to be, I know as I've driven my Herald there and back twice, and it is a great place to drive and to holiday, the people are great fun, and there is no language problem.

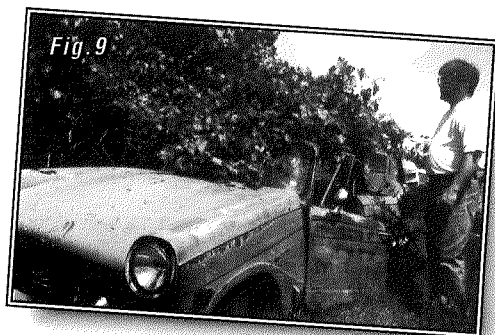
So why not visit next year, and attend the Triumph Cars Club of Finland's thirteenth traditional summer meet, from 3-5 July 1998. In Punkalaidun, the heart of the beautiful Satakunta region in the south-west of Finland. Enjoy the friendly atmosphere and see the most dedicated Triumph enthusiasts in the world! Don't be afraid of the weather conditions, as for example, last summer, there were more than 40 days when the mercury climbed higher than 26 degrees celsius!

Getting to know other Triumph 'nuts,' Treasure Hunt, Visiting the local peasant museum (they put them in a museum?), Lotteries, Competitions etc. Accommodation in cabins or trailers. For further information and booking, contact:

Pasi J. Lehtinen, TCCF International Liaison Secretary, Krootilantie 20, FIN-27510, Eura, Finland. Tel: 00-358-2-86-50-299 (home) or 00-358-2-823-6097 (work) or Fax: 00-358-38-823-6308.

It's not all that far to drive, honestly, and well worth it!

Lastly, to round up, I've just received some photos from American member Tom Beaver of Indianapolis, who is remarkably keen on the Herald/Vitesse range of cars.



Unfortunately, I don't have room for them all this month, so I must split them up over two issues.

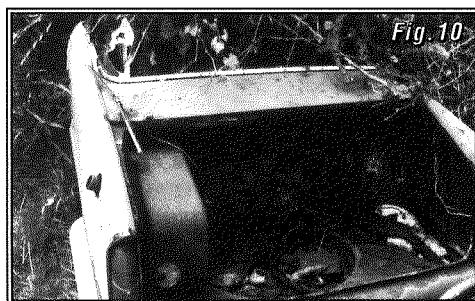
Anyhow, here in the first shot, (fig.8), you can see a prior owner, up to his neck in Herald's! These have all, I think been recently acquired by Tom Beaver. (The car at the top right with its bonnet up is a 948 Convertible, and those are as rare as a very rare Herald!). All four cars in this photo are Signal Red, although the one at the bottom right is wearing a black Sports-6/Vitesse bonnet.



Conversely these photos, (fig.9&10), depict a Sports-6 recently found near Indianapolis with a Herald bonnet! It looks like it was once Conifer

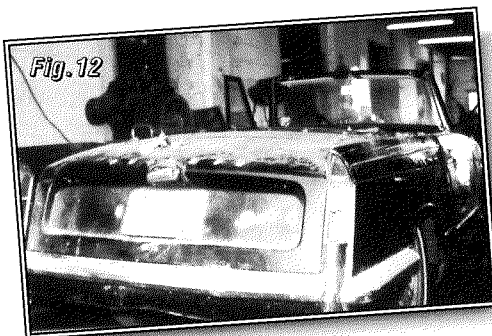
Green but is trying to become a real 'Conifer' ... That's Tom himself studying the shrubbery ...

Note the crossply tyre and the fact that although it is in a 'breakers' it is largely unmolested. Just think of the sense of achievement in saving a car like that from the jaws of the crusher! Note also the all red rear light cluster.



And finally, here is a Sports-6 in the (apparently popular) black. (fig.11&12) This is Tom's second Sports-6 (is he the only American with two of these ultra rare beasts?), seen here, where he discovered it, in a local junk yard! It needs a lot of help, but is still in its original black paint, with phantom red interior.

Thanks to Tom for supplying these photos, they are a real treat to share with all our members.



P.S. If anyone out there can possibly help Tom, he is desperate for: a LHD 948 Herald dashboard for the twin-carb' model, so if anyone reading this out there can help, please contact me (Léon), and I'll pass your contact details on to Tom by e-mail.

Until next month, top up your anti-freeze, and keep warm! Regards, Léon.



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