

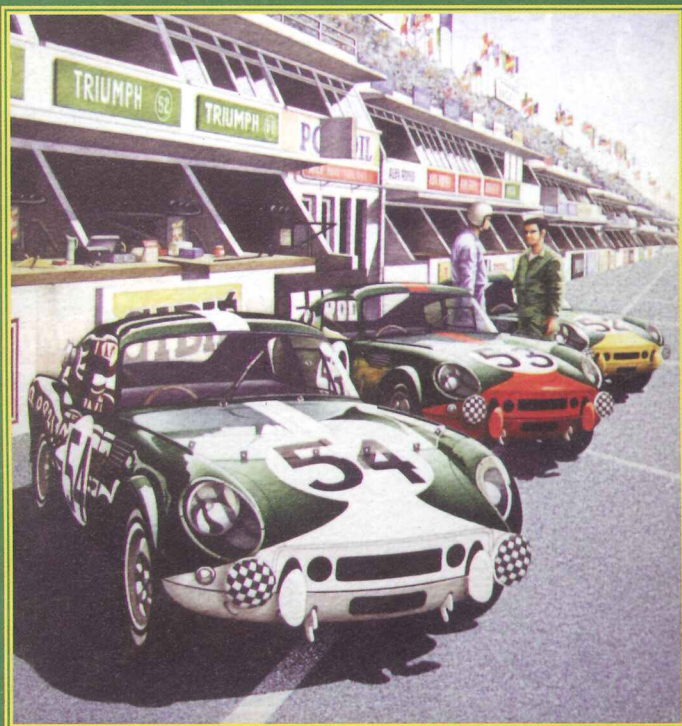


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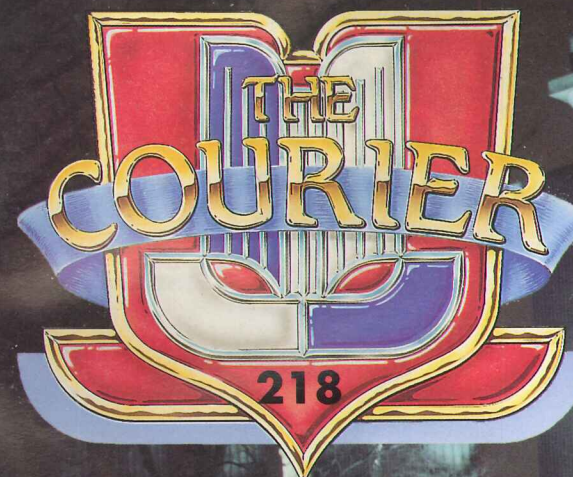


THE 1964 LE MANS SPITFIRE

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AUGUST 1998





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No. 218

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 THE TRIUMPH SPORTS SIX CLUB

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CLUB HEADQUARTERS

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

Tel: 01858 434424 H.Q. Fax: 01858 431936
 H.Q. e-mail: tssc@tssc-hq.demon.co.uk
<http://www.tssc-hq.demon.co.uk/TSSC.html>

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

CLUB MANAGER

Bill Sunderland

OFFICE MANAGER

Trudi Squibbs

MEMBERSHIP ADMINISTRATOR

Angie Hill

TSSC ADMINISTRATOR

Diane Spence

TSSC OFFERS MANAGER

John Muggleton

TSSC OFFERS CO-ORDINATOR

Simon Lewis

COURIER MAGAZINE EDITOR

Bernard Robinson

COURIER PRODUCTION

Bernard Robinson,

Matt Squibbs

& Jo Sunderland.

Triumph Sports Six Club,

Main Street, Lubenham,

Leics. LE16 7TF.

Tel: (01858) 434424

Articles/Area News

Fax: (01858) 468228

Courier / Area News e-mail:

courier@the-studio.demon.co.uk
 We will only accept TXT files **NO** Attachments

GENERAL SECRETARY

Peter Williams

5, Frosty Hollow, East Hunsbury,

Northampton. NN4 0SY.

TEL: 01604 705319.

COUNCIL MEMBERS 1998

David Aspinall, Mike Costigan, Annis Green,

Leon Guyot, Tom Longley, Chris Mills,

Stuart Newbould, Simon Roberts,

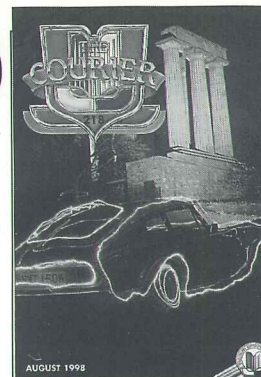
Bill Sunderland, Trudi Squibbs,

Brian Waters, Peter Williams.

For a full list of TSSC officials see page 82.

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



Cover Photo:
 'An "Electricifying" GT6
 from Edinburgh.
 Definitely NOT a
 'Scots Shame'!
 Photo
 Laurie Doughty

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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

AUGUST

SUN 2nd
SOUTHERN AREA CLUB STAND AT STANSTEAD '98
Stanstead House, Rowlands Castle. Contact Colin 01489 579631

SUN 9th
SUNSHINE RALLY
Stanford Hall, Nr Lutterworth, Leics. Contact Chris 01530 810672 or Heather 0116 2717664

FRI 14th - SUN 16th
BEAMISH CLASSIC WEEKEND
Contact: Andy 0191 5485188.

SEPTEMBER

FRI 4th/SUN 6th
NORTH YORKS 17TH ANNUAL CONCOURS & CONVOY
Rosedale Abbey
Contact: Judy 01904 656095

SUN 6th
WAC (WORCESTER AREA CONCOURS)
Avoncroft Museum of buildings Bromsgrove, Worcs.
Contact: Ian 01452 619622

SUN 20th
GATWICK AREA CLUB STAND
London Classic Car Show & Grand London Autojumble 01737 221427

FRI 25th/SUN 27th
A MILE OF TRIUMPHS
Norfolk area, Broad Farm Campsite, Nr Gt Yarmouth.
Contact: Robin 01603 434544

OCTOBER

SUN 4th
DUXFORD ALL TRIUMPH DAY
Imperial War Museum, Duxford, Cambridge.
Contact Chris 01245 442788 or Andy 01277 214184

SUN 18th
AUTUMN INTERNATIONAL TRIUMPH SHOW AND SPARES DAY
Sandown Park, Surrey
NOVEMBER

SAT 7th/SUN 8th
INTERNATIONAL CLASSIC MOTOR SHOW
NEC Birmingham.

JANUARY

FRI 9th/SUN 11th
TSSC WINTER WEEKEND
Fosse Manor Hotel, Stowe on the Wold, Glos.
Contact Dave Bird 01245 441819

NATIONAL & LOCAL TSSC INVITED '98

AUGUST

SAT 8th & FRI 7th SUN 9th
MERLIN CASTLE COOMBE SPORTSCAR CLASSIC (8 AUG) CLASSIC SPORTSCAR WEEKEND
01823 333730

SAT 9th
SOHAM TOWN CLASSIC CAR & BIKE SHOW
66 Julius Martin Lane, Soham, Cambs. 01353 721589

SAT 15th/SUN 16th
BIGGAR MUSEUM TRUST RALLY
North Back Road, Biggar.
Contact: Ian 0131 539 1402

FRI 28th/SUN 30th
DOUNE CLASSIC WEEKEND
Doune Motor Museum, Nr Stirling.
Contact: Ian 0131 539 1402

SUN 30th/MON 31st
GREENWOODS BREMORE CLASSIC CAR SHOW
Contact: Dave for details of Club Stand 01202 484421

SUN 30th/MON 31st
KNEBWORTH '98 T THE CLASSIC CAR SHOW
Knebworth Park, Stevenage, Herts.

SEPTEMBER

SUN 6th
SPONSORED VINTAGE, VETERAN & CLASSIC TOUR
To raise funds for The Starlight Foundation to treat seriously or terminally ill children. 48 mile tour from York across the Humber to Barton. 0113 259 1801

SAT 12th/TUES 15th
CHRYSLER RACSA EUROCLASSIC
20 year old cars and over 800 mile run from Palace of Versailles, Paris finish at Paul Ricard Circuit, Nr Marseille, France.

SAT 19th/SUN 20th
THE NATIONAL KIT AND PERFORMANCE CAR SHOW
Donnington Park Race Track, Castle Donnington, Derbys.
Advance Tickets on 01737 222030

SUN 20th
LONDON CLASSICAR SHOW & GRAND LONDON AUTOJUMBLE
Ascot Racecourse.

OCTOBER

SUN 4th
SOUTH EASTERN VINTAGE & CLASSIC VEHICLE CLUB
present The Autumn Air Day, Shuttleworth Collection. Old Warden Aerodrome, Biggleswade, Beds.

FRI 9th/SUN 11th
1998 CIRCUIT OF IRELAND RETROSPECTIVE RALLY
Regulations from Ulster Automobile Club 01232 426262 entries close 26th June

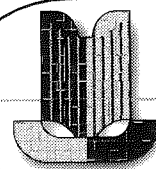
THURS 8th/SUN 18th
4th RALLYE DES 4 COLEURS
Nr Vezelay, North of Burgundy France. Contact: Barry Hawley 01325 718216

THURS 22nd/SUN 25th
TRIUMPHEST 98
San Luis Obispo, California .USA.
Contact Jan (909) 735 1626

NOVEMBER

SUN 29th
THE FOOTMAN JAMES 17TH NORTHERN CLASSIC CAR SHOW
GMEX Centre, Manchester

COULD ALL EVENT ORGANISERS CONTACT TRUDI AT H.Q. OF DATES FOR THE 1999 EVENTS CALENDAR AS SOON AS THEY BECOME AVAILABLE 01858 434424



"Comment"

by Bill Sunderland

21ST ANNIVERSARY CELEBRATION

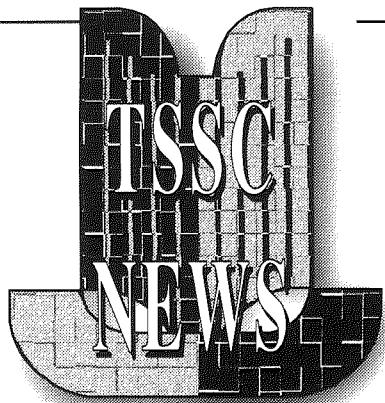
Our birthday passing at Stafford, where we had a superb line-up of cars on both Saturday and Sunday.

Our only problem was the weather and that certainly dampened attendance. Over 3,000 members did venture out - a huge thank you to them and an even bigger one to all who helped stage the event and worked so tirelessly throughout the weekend. This was Mike and Tracy Crewes' final year as overall Event Organisers; our special thanks to them as our 21st International had the best ever indoor display of Club cars. The 'team' evolving, and so must the event.

Sad news received at the end of June with the death of Jim Kinghan. Only days before Jim and his wife Marian had visited



the TSSC H.Q. with their 1923 Triumph 10/20, the earliest Triumph in existence. Their visit came after they had been displaying the car at the Gaydon 75th Anniversary. Jim and Marian are honorary members of the Triumph Sports Six Club and extremely likeable people, well integrated with TSSC Belfast and Jim thoroughly enjoyed his visit to the TSSC H.Q., where he could actually see some Triumphs. Next month his car will adorn our cover and we also will be dedicating a colour spread to the car that started Triumph cars. Having only briefly encountered Jim and his genuine enthusiasm for the marque, we have a great loss in such a momentous year for Triumph. The TSSC sends its condolences to Marian and family.



JIM KINGHAN

In the short time I have Known Jim and Marian Kinghan, both have become to me very close personal friends. It was with much sorrow that I learned of Jims passing.

I accompanied Jim and Marian on the trip to Gaydon for the 75 years of Triumph event, where Jim and his 1923 Triumph 10/20 were undisputed stars of the show. The following day visiting Triumph Sports Six Club Headquarters before heading off for Stranraer and home. I know I can speak for Jim on this because he felt exactly the same way about the weekend as I "We had an absolute Ball"! Jim was still on a high from Gaydon up to the point of his sudden departure two weeks later. This ensures that the marvellous memories of Jimmy at Gaydon (in his element) are cast forever in my mind. I feel highly honoured to have known such a charismatic, kind, humorous and highly intelligent gentleman.

I send the deepest heart felt condolences to Marian from myself and all Belfast Area Triumph Sports Six Club.

Laurence Cochrane
TSSC Belfast

SAD NEWS



Very Sadly, Today, (Wednesday 17th June 1998), JAMES KINGHAN, (owner of the world's oldest Triumph, the 1923 Triumph 10/20), which many of you will have enjoyed seeing at the Triumph 75th anniversary show at Gaydon, on 30th-31st May 1998, after he and his wife Marian had trailed it all the way from near Belfast in Northern Ireland...Passed away today.

Those of you who were lucky enough to have spoken to Jim, will have been impressed by his generous nature, kind spirit and good humour to all he met. Seldom have I encountered another person so willing to participate in Triumph club events at the drop of a hat, and give freely of his time in the spirit of pure Triumph enthusiasm.

He will be sadly missed by very many people, both within and without the Triumph movement. Our hearts go out to his widow, Marian Kinghan at this time.

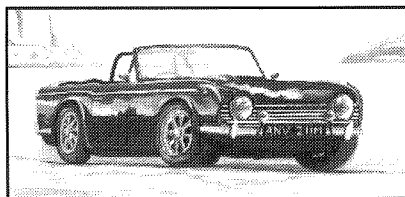
May he rest in peace, and for what it's worth, he recently told me, how much it meant to him, to have been able to have brought his 1923 Triumph 10/20 along to Gaydon and the 75th Anniversary show, how much he enjoyed the entire event, and how much pleasure it gave him to see all the interest in his old car, and to get to speak to so many people that weekend.

Leon F Guyot

(Very proud to have been a friend of Jim Kinghan).

TRIUMPH WATER COLOURS

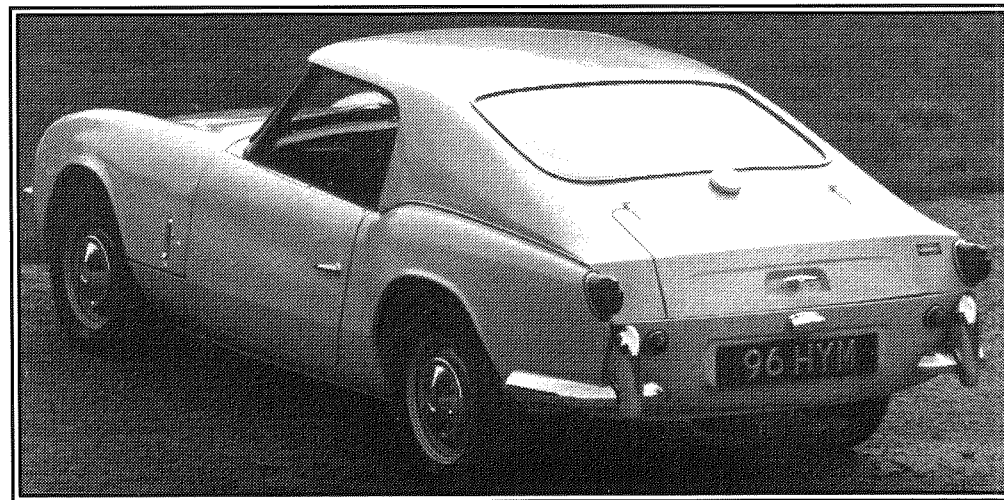
Limited Edition Watercolour prints of GT6 / Spitfire, TR3 / 5 / 6 and Stag at £9.99 or why not Commission your own car in water-colour for just £35. All that is required is Good photograph . Contact the Artist **Andy Stephenson** for more details on : **01629 57531**



JOHN MACARTNEY REMEMBERS

If you are enjoying the current serialisation of John Macartney's memoirs in The Courier at the moment, John has decided to publish them in a One Off Special edition book . The book will be over 200 pages in size and rounds out memories of not just his own Triumph experiences but also includes those of his Fathers time at Standard Triumph and includes Exclusive behind the scenes photographs many not published before. The cost will be **£12.95 inc P&P** from Triumph Bookshop **01858 434424** an ideal Christmas gift but order now as the book will not be reprinted and demand will be high.

DESPERATELY SEEKING



THE LENHAM G.T.
Spitfire

Can You Help?

The club is in the process of restoring the Lenham Brochure car and is looking to purchase a Good condition complete roof. The existing one has been butchered by customising. The roof required is shown in the Picture and as this is the brochure car please make sure it is a 'Lenham' roof you are offering and not some other make. If you can help please ring Bernard Robinson or Bill Sunderland at TSSC HQ on **01858 434424**



by Brett Dennis

Catch That Spitfire

I have received two very interesting letters this month. The first is from Mr. M. Roughton, from Arundel, West Sussex.

Dear Brett,

I read with interest your last article about the availability of parts for the early Spitfires and thought I ought to write and let you know about the availability of new door catches and strikers for the Mk1. In restoring my car I discovered that the catches are the same as used on MG T-types, the AC Ace, and AC Cobra etc., and as such are still being manufactured for the replica boys. In order to fit these to the Spitfire two minor modifications need to be made, the first is to replace the handle with the remote linkage lever from the Spitfire, and the next is to transfer the pillar from the old catches for the passengers locking mechanism. I obtained a set from EUROPA spares, and though not cheap at £68 they are the only real solution to worn catches.

I hope this information proves useful. Now I just need to find someone who can supply a front grille to complete the restoration of my own car.

Yours sincerely
M. Roughton

A big thank you for taking the time to write, if anyone out there has some Mk.1 bonnet grilles for sale please contact me.

The second letter is from P.P.A Van Der Meer, Stadskanaal, in the Netherlands.

Dear Brett,

I have planned to write you a letter many years ago, so now it will probably become a long one, also because I want to be complete. I'll relate to other cars as well, so you can get the right picture of how I look at cars. My first name is Pieter-Paul, but everyone calls me PP (pronounced as 'paypay', which has nothing to do with my wallet).

In my youth I've never really been 'car-mad'. When I walked home from school one day however, I came across an ochre-coloured Mk.3. I thought this was the most beautiful little

car I'd ever seen, and decided I wanted one when I grew up. I didn't know then that cars can be restored, so I was very afraid that when I did grow up, there wouldn't be any left. I tried even to persuade my mother to buy a brand new Spitfire. That was in 1976. A Spitfire 1500 then cost exactly as much as a new DAF 66, DFL 15,999. My mother had a second-hand DAF 55 that had a few rustspots. Therefore my father decided it had to go. He thought it was unsafe. He didn't know anything about car mechanics and bought a new car himself every two years (DAF's as well, he believed in buying Dutch to support our economy). As my mother had her own job, she was going to buy a new or very, young second-hand car. She really considered seriously buying the Spitfire, but thought it a bit too daring in the end. So she bought a yellow DAF 66 coupé and liked that very much. It's still in the family.

My friends at school mocked me for my favourite car. They told me it was a rustbox that constantly broke down. They liked the Opel GT etc, but I stayed faithful to my dreamcar, even when I studied aeroplane-technology at the Delft Technical university (for a year before deciding that being a profession-

al and purely theoretical engineer was nothing for me). My fellow students liked Ferrari's and Lotus's etc. They thought nothing of my humble favourite. Although I thought my dream was realisable and their's weren't. Still I never thought I would own one of them someday (a few actually). This became possible when sadly my favourite (single) uncle died, while I was studying law at university. He left me and his other godchildren each a sum of about DFL 8,000. I decided that it was too little to save, and if I would consider it as extra pocket money, it would only last one or two years. So I wanted to buy something bigger, that hopefully would last a long time (this really did come true!).

So I started to look for a Spitfire. As I didn't know anyone who had a Spitfire, I started not only looking for

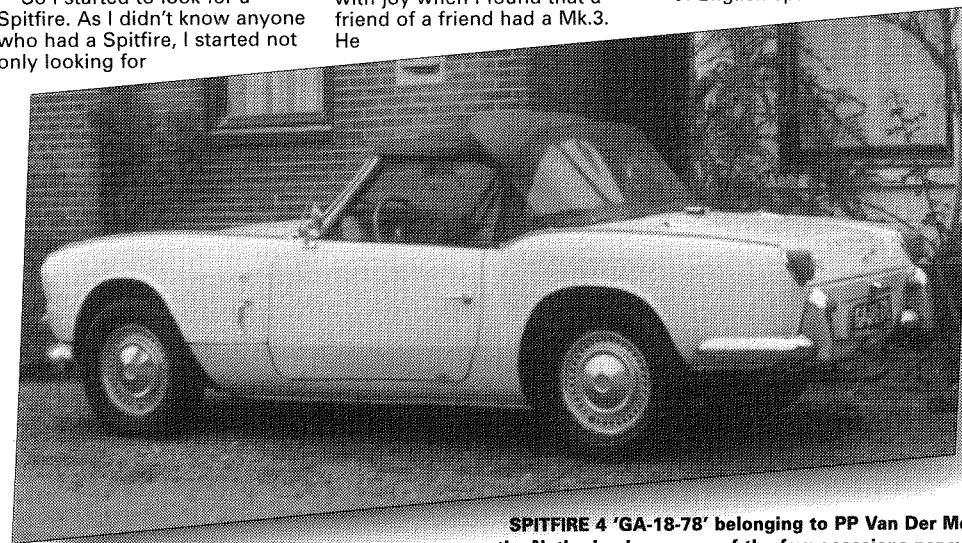
"The electricity failed, and I could have sworn it had an electric oil-pressure gauge, so I wasn't alarmed at first when it read zero..."

I quickly decided that I wanted an old Spitfire, i.e. a Mk.3, as I had never heard of, let alone seen a Mk.1 or 2. I was overwhelmed with joy when I found that a friend of a friend had a Mk.3. He

(in my opinion) classic front end with the bumper below the grille. Though I liked the light blue colour, I had to get used to that. I now love it. It had been Wedgewood, but became a bit lighter when some previous owner had it resprayed. It never changed that colour again!

I bought the car July 1988), and still have it. I'll never sell it, and it has been very reliable, and has almost no signs of rust, although I never had to weld or spray. I took the car with me on camping holidays on several occasions, always a little disappointed that the car didn't quite generate the amount of interest I thought it would draw.

I became a member of the Dutch "Club Triumph Holland", bought a I Haynes manual, a set of English spanners



SPITFIRE 4 'GA-18-78' belonging to PP Van Der Meer, the Netherlands, on one of the few occasions per year, I need to raise the soft top. I quite like the profile, with the soft top raised.

ads in the papers, but for articles in magazines as well. Spitfires were not very well covered by the glossy magazines like Classic & Sportscar and Thoroughbred & Classic car. Luckily that was the time magazines like Your Classic and Popular Classic began to appear (now sadly gone). Reading those magazines really generated an interest in British Classics of all kinds, Popular Classics was too technical for me back then, but now is my favourite magazine.

let me drive it, I really enjoyed it and that made me even more determined I wanted to have one! Also I was relieved that the cars didn't rust or break down any more than other cars of that period or age, maybe even less, especially when they were properly cared for!

After 4 months looking I still hadn't found the right car (a British Racing Green Mk.3), when I saw an ad for a Spitfire 4, it was the first Mk.1 I saw, and immediately fell in love with the

and a grease-gun, and learned how to maintain the car myself I did this for about four years. This was quite difficult, as I had no mechanical experience. There were not many other Triumph owners in my neighbourhood that I knew of, but one day (in 1991) I met a guy (then mere a boy) of 16 who asked me if the Mini I had for spares (to maintain the Mini I run as a daily car then) was for sale. He told me he and his father had already restored 3 Mini's and that he

knew them by heart. As it became, he started to maintain my Mini, and as I started getting confidence in him, I let him work on the Spitfire as well, as I had got a job that took a lot of time. Over the years I supplied the ideas, the funds, the working space, the right tools and documentation, and he supplied his technical knowledge and time. Together we have had and still have a lot of car-fun. A group of Triumph lovers grows around us, so now it's spanner-day every Saturday!

Together we searched for the MGB GT I wanted to replace my run down Mini. The MG gives me a lot of enjoyment. Although I'm a real Triumph fan, I don't find them very suitable for everyday service, at least not when you don't want to spend all your time on them. I'm not the type that refers to MGB's as "Marina's" (as a lot of fellow members of my club do).

I like everything Triumph however, and always will. I like the atmosphere in the CTH (my Dutch club) as well as in the TSSC (which I joined in 1990) more than any other club I've been in. I also like the down-to-earth mechanicals and the availability prices of parts. The Triumph marque seems not as 'posh' as other brands. The well-off people who don't like their hands to get dirty luckily go more for MG, Austin Healey and Jaguar (and Triumph TR's). They overlook the Herald family, so they stay quite cheap.

The archetypal CTH-member has been faithful to the marque since Heralds could be found in breaker's yards and were used to keep Spitfires, GT6's, Vitesses and Heralds running. They're also people who have been going to the UK for years. They're still used to very low prices for parts. These people will not buy everything new from mega parts dealers that sell picnic baskets as well. I have only come across this kind of good people in Triumph clubs.

Arjan, my 'spanner-buddy', in the meantime acquired a RHD Mk.3, which he restored, and now wants to sell to buy a GT6 Mk.3 which he intends to fit with a Spitfire body. He still has his Mini (in the meantime highly

modified), and just got a good job. He bought a Toyota N4R2 for driving to work. Even though that is fun, I personally prefer to stick with British.

My own next search is for a Herald 13/60 estate to 'potter around in' as a spare car (The MG needs some surgery after 6 years of daily driving). I'd like the 1300 engine, but intend to fit it with a GRP 1200 bonnet: it looks a lot nicer, is lighter and does not rust. I don't really belong to the 'originals' and 'concours-brigade'.

I also bought a le Mans replica racer, actually a BRG GT6 Mk.2 with a deseamed roof, a highly tuned Spitfire Mk.3 4-cylinder engine, a GRP standard

cooler hose had split. The damage had already been done. So now I need a new crankshaft and camshaft (do you know any real Mk.3 camshafts for sale, as I am told only these have enough 'meat' to be reprofiled to a race-profile).

Next in my fleet was a sky blue Mk.3 which, though being a LHD car, I bought in the same week as my trip to Stafford in '96. The pound was still low in comparison to the guilder! It appeared to be a Dutch car (!) the was imported in the UK some years earlier. Our registration department still lists it's original license number, which can be re-obtained. This car had some goodies I want to use for

Catch That Spitfire



Spitfire bonnet and all the race goodies I can think of except a limited slip differential. It has been raced a few years and I bought it from 'mad' Eddy Wilkins. Maybe you even know the car. It's a lot of fun, it goes And stops like nothing else, Sadly I ruined the engine last time I had a course in drifting at the Zandvoort circuit. The electricity failed, and I could have sworn it had an electric oil pressure gauge, so I wasn't alarmed at first when it read zero... In the pits I saw that an oil

"My most prized possession stays the Mk.1, however, it still is my dreamcar! I rate it in the top 5 of best looking cars ever built..."

my own Spit (mostly the overdrive), though sadly the wire-wheels don't seem useable any more. The car is very tired. I intend to get it driving again (the engine has to be reconditioned), enjoy it for one summer and then sell it, but it could be that I only succeed in getting so far in a few years from now.

Last is a Mk.2 chassis an body with original license papers. The chassis and body are although certainly not concours, useable without need for any welding. The previous owner stripped the car for restoration, then got stuck with it. If I learned anything over these years, it is: don't fix it if it's not broke. When he became father his wife told him the car should go. Sadly he decided he could get more for the car if he sold it in pieces than as a whole. I bought the chassis and body because nobody else seemed interested (strange?), and otherwise it would have gone to some parts dealer, where it might have gone to somebody who would have sawn pieces off for the restoration of his 1500. To prevent this nightmare coming back every night I bought it.

I want to build something from this I have been longing for since many years... a fun-racer that can be used on the road or in Club events: going (and looking) as fast as possible without costing much. A bit like the original Quasi. This is firstly done by weight saving.

It will get a GRP bonnet and bootlid I already have. There will be almost no interior and no weather gear, except maybe a tonneau cover. I will store the screen surround because one of my long lasting dreams is to fit a low screen like Quasi has. Do you have suggestions? That there are no bumpers is just lucky: now I don't have to strip them. The items I still have to

"The icing on the cake will be one of the two (!) Shorrock superchargers I bought at Stafford last year."

correct fitting of the tonneau in the middle of the dashboard, push-buttons or pins? By the way, I found that it is a fairytale that you stay dry in the rain as long as you keep driving,

find will have to be Triumph, but don't have to be Mk.2. I have a (now non-running) Herald 13/60 engine, but Arjan, my mechanic suggest fitting the Dolomite 18/50 engine from a breaker's car a friend of ours has. There is no substitute for cubic inches! Any comment or suggestions?

In the future I'd like to own a Jaguar Mk.2 someday as a daily driver (costly!), maybe I'll take a Triumph 2500 Estate or Rover P6 3500 S in between), an pre-war Austin Seven Ulster replica (although an acquaintance told me I'd better buy a Singer Nine le Mans) and a rally prepared Mini Cooper S (replica).

My most prized possession stays the Mk.1, however, it still is my dreamcar! I rate it in the top 5 of best looking cars ever built. It has give me more 'fun-per-guilder' than anything else in my life (maybe that's why I still haven't found the right girlfriend). I really relax driving the twisty B-roads. The car only gets wet when on vacation or when I go to a club meeting (a few times a year). I only use the soft top a few times a year. I mostly use the tonneau cover. By the way, do you know what is the

because the rain curves over the screen top, it gets to the inside of the screen, so after a while you can't see anything! After fitting a new screen seal, the lip of the soft top won't stay in at speeds above 50mph. Maybe the reproduced seal is too thick. Do you know a solution?

When I first bought the Mk.1, I drove very carefully. Back then I was thinking it was more a beautiful old car than a real sportscar. I gradually found out what you could do without mistreating it, and I now know it really is a sportscar! I started to get more and more interested in modification, and then in the boy racer-way: It has to look sporty, but not tasteless, so no spoilers, fancy spray jobs, day-glow, mint or pink steering wheels, no furry dashboard tops or chrome everything, not even modern alloy wheels. I like the cheap way, fitting parts from other Triumph models that make it a better car, or fitting the right period goodies.

So we fitted my car with a Spitfire 1500 swing spring and anti-roll-bar. It now really corners with a lot more confidence (I mean I have more confi-

dence). In the June Courier I in read the article 'Weekend Herald Mods' about the 'world famous' camber compensator. It might have been famous than, but nowadays almost no-one knows anything about it. I used to read about it in reprints of old (mainly American) articles. The Club members with the most knowledge say it's a kind of inverted one-leaf spring that fits to the bottoms of the rear wheel assembly's. From the article I learned that they were marketed by Speedwell. Do they still exist? Are there second-hand items around, what do they cost, can they be remade, do blueprints exist? The camber compensator was (as I believe) THE answer to the supposedly dangerous independent rear suspension, so very important to the early Spitfire. Maybe something to write an article about, or did you already? In that case I would love to receive a copy.

What do you think of the compensator? Does it improve the early suspension? Is it still needed if you converted to the swing-spring? About that swing-spring: I read about the John Kippings conversion set (David Lillywhite, the much lamented (by me) former contributor to Practical Classics had one for his Herald), but this cost quite a bit. What is in it besides a new spring? I fitted a usable second-hand 1500 spring I acquired for a few pounds. Is it right that there is no difference 'In the early MkIV/1500 spring for the short axles and the later one for the longer axles? And furthermore: can you improve roadholding by fitting those longer axles, thus getting more negative camber?

I have also fitted a Mk.2 4-in-I exhaust manifold (bought at Stafford of course). It probably gives a few more horsepower (or actually saves it from becoming wasted), but gone is the nice 'bark' the original manifold produced at 3200 RPM. In my opinion out of original Spitfires, a Mk.1 not only looks, but also sounds best. Do you agree that this is caused by the Herald-type manifold? By the way: is it exactly the same? If it is, I will have to buy some for the future! My car sounded great anyway. In combination

with the big bore straight pipe I replaced the last silencer with when this fell away, this gave a marvellous sound. The new setup still sounds nice, but more like an Alfa Romeo, a bit more 'steely', I'm a real 'sucker for sound'. Of course this is very personal, but what makes the nicest sound to your opinion (another subject for an article?). Doesn't mild steel sound nicer (i.e. sportier) than stainless steel, and what sounds better, the single or dual sports system?

I will fit polyurethane bushes as soon as they have to be replaced. The same goes for some sports front coil springs I have in store. I also have acquired type 14 brake callipers that first have to be overhauled. I already fitted braided steel brake hoses. I have the overdrive out of the Mk.3, but I am told that the Dolomite gearbox works as a 'short ratio box'. I don't think this will fit the D-type overdrive from the Mk.3. Could you please send me the template for the holes of the overdrive-badger? I also found a light alloy bellhouse. The outward appearance of the car will have to be strictly standard.

The icing on the cake will be one of the two (!) Shorrock superchargers I bought at Stafford last year. I will be the only one in Holland who has one. How I came about buying two? I first got told about the first and got really excited. After a lot of thinking (it was not cheap) I bought it. The next day I came across a set that was more complete (brackets etc.) and cheaper. I thought: 'what if the first one is not working? I can always sell one of them' and bought the second as well. Of one the threads are gone, so it needs helicoils. The other one has already been on the car with the brackets where it was supposedly fitted to a Spitfire. I think not, because then the carburettor would sit too high and the bonnet would not close. As I am not going to modify that beautiful bonnet and I don't want to fit another bonnet, we will make a new set of brackets, or a new carburettor-manifold. I'll inform you when it's done. Do you have any information on Shorrocks or do you know

anyone who has?

I'd really like an 8-port head. I've seen a few advertised the last few months, but I didn't dare to phone because I suspect they're terribly expensive (didn't you say you knew of 10 in existence?) don't have the money right now as I just started my own business (a one-man law firm). What asking prices do I have to expect. How do I recognise a real one? Should I buy a damaged one?

I realise I will probably never be able to use the Shorrock And an 8-port head, as the Shorrock needs an engine with low compression. My current engine is a perfect testbed, as it has become a bit tired over the years and has some loss of compression by

Catch That Spitfire

itself It is, by the way, a genuine factory reconditioned engine, with a Stanpart plate rivetted to the lobe where the engine number has been. The Stanpart engine-number is FC 230 FR. Does that mean anything to you? When the Shorrock is working I will recondition the engine (I have done some 40,000 km since I acquired it, including some mountain driving in France on my first holiday, when I didn't know you have to inspect the oil-level frequently in the mountains, so it had driven with quite high RPM without to much oil). I want to fit a late Herald 12/50 head (I heard they are best) that has low compression. I will have it made suitable for lead free petrol and maybe have a go at flowing the ports. As you see, I will stay faithful to the 1147 cc engine, which I think is quintessential for the Mk.1 and 2. So there is a lot of Spitfire fun to be had the next decade(s)! The problem is

always time and space.

Last I can inform you that I have been collecting (non-Club-related) license and chassis numbers of Dutch Spitfires since 1988. I've been a board member of the CTH for a few years in the early ninety's, and I think because of me the CTH has now registers for every model, just as the TSSC (for even more models). In my personal file I have some 35 Mk.1's and some 125 Mk.2's registered, including cars in restoration, (a few) cars imported from the UK and the USA, a few cars from magazine-articles from the past of which I don't know if they still exist, some Belgian cars and quite a few cars from photographs made in the early eighties by other Club members. My estimate is that there are not a lot more Mk.1's and 2's (I don't register Mk.3's) that are really used than some 100, I write an article every two months in our magazine (the Triumph Tribune).

I hope this long letter will make some nice reading. Your know a lot now about me and my cars. I hope you will find the time to answer the rather high amount of questions. Maybe we'll meet at Stafford. I'll probably not attend in the Spitfire, but in the (dark-red) MGB GT, which is better for driving large distances quick (especially when it rains) And can store more parts that are bought there. Mostly we place our tent in the neighbourhood of the little wash building in the quiet campsite along with other CTH members.

I will include some stamps I bought in the UK last year for you to use and a picture of my car. If you have e-mail, my address is < pp.meer@wxs.nl >. I will write again when I have more to tell, but it could be in a few years...

Yours sincerely,
P.P.A Van Der Meer

Please keep the letters, photos, questions, whatever coming in as I do like to hear from fellow Spitfire owners.



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Trim Trims

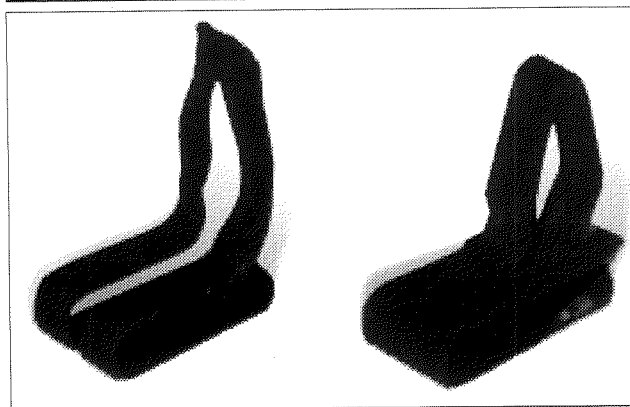
by Mac Reynolds

I begin this post Stafford Register with a somewhat 'oh dear' 'I've been had!' feeling... Not yet received my July Courier... But have had my photos returned from Bernard... With an 'extra' one obviously enclosed by mistake, I think I may owe Lewis (aka... Dr. Trunnion, spark plug special agent, Mr. Crimp... and now other names containing unspeakable expletives!!) Barton... Thanks Lewis! But beware!!! He who laughs last laughs longest ... and Vitesse owners are renowned for their tittering!...

"...the fixing clips from the Vitesse and the Herald were different beasts..."



Okay, as promised a couple more of your Vitesses the first selected (randomly) from the Vitesse Register (yes!... Do please keep sending in your completed IVR's...) UJA 345K has been owned by Norman Ferguson since September 1976 finished in Saffron a very late convertible indeed... Chassis number being HC58107CVO so she is actually only third from the end of production!! Superb!



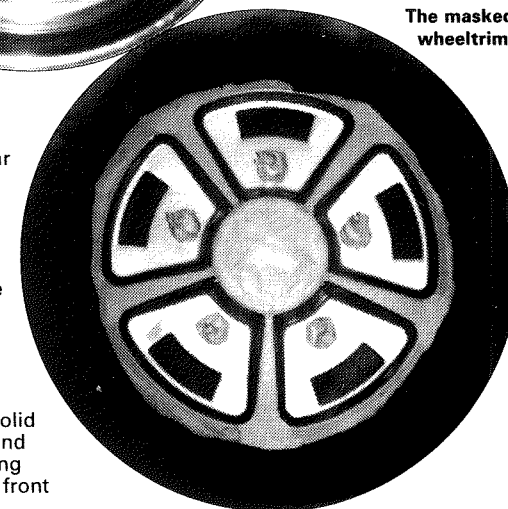
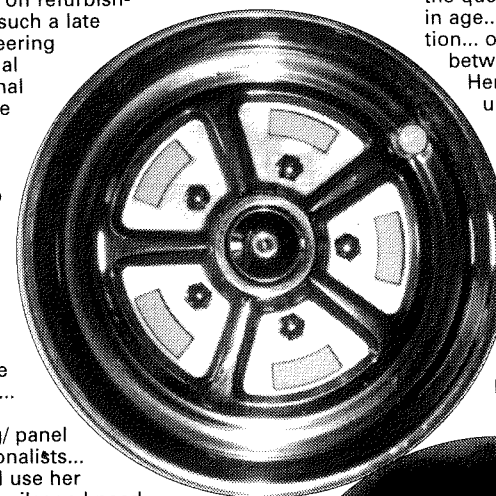
Herald and Vitesse fixing clips.
How different can they be? (above)

She was treated to a body off refurbishment in 1989... and being such a late example she sports the steering lock fitment (and an original radio... sadly not operational any more) (sorry but I have limited information on the IVR Vitesses...) but mentioning the radio... I have actually just got around to permanently fixing my speakers in the rear side panels... by modifying a pair of Herald 13/60 ones... removing the arm rest/ storage area and fitting a suitably covered piece of plywood to house the speakers it works fine... Quite a good soundbox provided by the rear wing/ panel section but not for traditionalists... (don't look Dick!!) But as I use her daily and do quite a high mileage I need my music, and as they say, "If music be the food of love... then play on"! But the point that I was coming to (I do ramble)... is that in removing and

"...modifications including 5 1/2J Spitfire wheels, stainless exhaust, Spitfire seats, and birds eye maple wood trim..."

refitting the rear trim panels, another discovery, the fixing clips from the Vitesse and the Herald were different beasts... see photo (thanks again Lewis)... One being of solid construction, and apparently being 'sprung' from front

Old paint removed with paint stripper.



The masked wheeltrim.

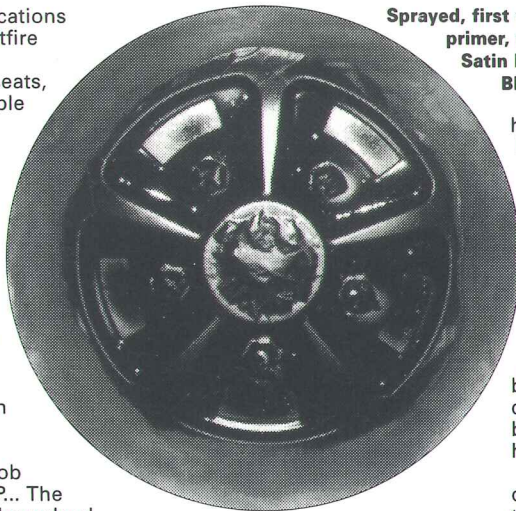
"...I find that very often the black paint begins to depart company from the stainless steel..."

to back... as it were... whilst the other having the central section missing and therefore being 'sprung' within it's width... Hope you can follow that? This poses the question - is it a difference in age... early or late in production... or a different clip used between a Vitesse and a Herald...?? Or a supplier update/ problem?? Will we ever know??...

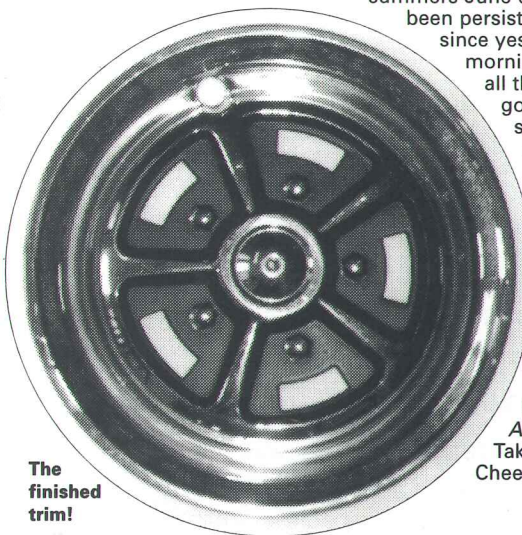
The second featured Vitesse belongs to C.Muress (Grimsby) who purchased RHT 7850 from John Kipping in November 1994... Chassis number HC500880L finished in Damson with black trim... Since her purchase in 1994 she has undergone a restora-

tion... with modifications including 5/8J Spitfire wheels, stainless exhaust, Spitfire seats, and birds eye maple wood trim, one area pointed out during her restoration was that the handbrake cable bracket where it is welded to the underside of the body, was beginning to split and brake away... An area that is worth checking on all our Vitesse... thanks for that...

Onto a recent job performed on VPP... The refurbishment of her wheel trims... After the ravages of time salt on the roads... and a Cornish winter... I find that very often the black paint begins to depart company from the stainless steel... flaking off, which makes her look tatty and unloved. So quite a simple operation, remove the offending wheel trims, cover the painted area copiously in paint stripper, (remembering to read the label for safety/ usage instructions) please treat them in a suitable area... and beware of getting paint stripper near your beloved Vitesse!.. Allow the stripper to do its work... then wash off as instructed... at this stage don't cut corners as even the slightest speck left remaining will affect the respray after you have allowed them to dry completely! (A hot air gun can be used to aid this process but a hot summers day is more relaxing!) Now the tricky bit, using masking tape cover/mask all the stainless that should not be painted... Don't forget the nuts! (as I did when trying to rush the final trim... More haste, less speed!!)... The tape can be stuck with edges overlapping etc. Then cut to shape using a Stanley knife blade or similar sharp modelling knife... When you come to do the fourth trim you get to become quite adept at it... it is actually not as difficult as it may appear... I did two sets in a



"...don't forget to put something underneath before spraying... we don't want you spraying your best axminster through the vent holes!"



The finished trim!

Sprayed, first with primer, then Satin Matt Black.

couple of days... takes about an hour per trim allowing for the primer... and then the top coat of Satin Matt Black to dry I have seen them finished in the body colour instead of black but they seem too bland... I have seen them finished in the body not too sure about that... also with no paint at all... too much stainless... personal choice again... Oh I used an old T-shirt with a hole cut in it to mask the outer rim... and don't forget to put something underneath before spraying... we certainly don't want you spraying your best axminster through the vent holes!

And that's just about it... a quick comment about my visit to the 75th Anniversary at the British Motor Heritage Centre (Gaydon)... an excellent venue, many historic vehicles to see and wonder at... loads of Triumphs... disappointed by the short supply of an autojumble (still looking for an original gearbox tunnel)... and I think I lost my flip-flops somewhere... So forever in the corner of an English field...

I have pushed my body to the limits to produce this Register ahead of the deadline!!! Not quite burning the midnight oil... but I was definitely up at the crack of dawn on this hot summers June day (actually it's been persisting it down since yesterday

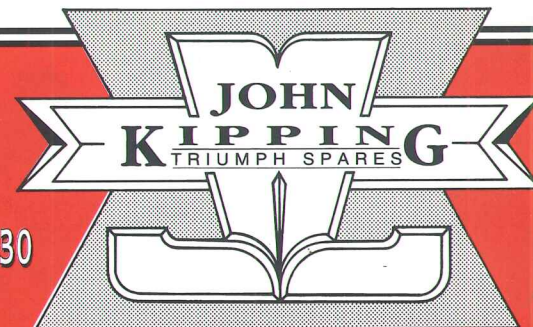
morning... where HAS all the sunshine gone??). Several strong coffee's and a bowl of 'Just Right' later... and here I am... Another Register completed... another month nearer Christmas! Hope you are impressed Bernard! As ever Mac! Ed. Take care... Cheers...

Mac...



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Gearbox Fumblings

by John Thomason

My last report on the exploits of OSW saw her successfully competing in her first race in the TSSC Race Championship at Silverstone, but with a question mark on how she would cope with being a high mileage, everyday car at the same time.

Well that was back in March, and with another 7,500 miles on the clock, touch wood she's still going strong, although she has suffered from a spate of transmission problems resulting in me being able to remove the radio, centre console and gearbox cover etc. almost with my eyes closed!

The first incident came when the clutch gave up. An empty master cylinder and no trace of fluid on the front bulkhead or footwell carpet indicated a



Fig 1. A novel way of gaining access to the radio cassette - move the gearstick out of the way!

leaking slave cylinder, a badly worn piston seal was found to be the problem. A new seal and the problem solved fairly cheaply.

A week hadn't gone by before a new method of improving access to the radio cassette player was discovered - simply push the gear lever to one side as shown in Fig. 1! The car could still be driven but you had to be very precise with your gear selection and so once again, the centre console and gearbox cover etc. were removed to reveal that one of the gear lever locating pins had worked loose. Fig. 2. This was easily pushed back into place and a drop of

glue used to prevent it happening again. All well again until the overdrive started to

"the car could still be driven but you had to be precise with your gear change"



This month's photo is sent in by Tony Marston of London and features his 1977 British Racing Green Spitfire 1500cc touring the Islands and Highlands of Scotland last October. In the space of eight days Tony clocked up 2,044 miles thoroughly enjoying the marvellous traffic-free roads Scotland has to offer. Apart from a wind-

consumption of 51.3 mpg. These cars were certainly intended to be driven and give such rewards when are allowed to!

screen wiper falling off (which was recovered and refitted with a new clip from the next town for 25p!) the tour was entirely trouble-free. The overdrive gave stress-free cruising and contributed to the car returning an amazing average fuel

play up, intermittently jumping in and out after about 20 mins driving. I ignored the problem for a few days in the hope that it would sort itself out and indeed, this has been the case before. However, when it started jumping out at motorway speeds and over revving the engine, I had to laugh or I would have cried, knowing that once again the centre console and gearbox cover would have to be removed to resolve the problem. The overdrive unit, especially the J-type, is generally very reliable but is let down by the switching electrics or more often the 'Achilles heel' of the unit, the O/D solenoid. This then is where investigations started, having first removed the centre console etc. once again. By putting your hand on the solenoid whilst switching it in and out you should feel a dull sounding click, confirming its operation and that the electrics are OK. However this doesn't always help with the intermittent fault. The solenoid can be replaced with the gearbox in place but the 1" spanner required must be thinned down with a grinder to fit between the gearbox and solenoid casings Fig. 3. A new solenoid cured the problem.

I've commented before on how much the bonnet rattles due to the poor wearing of 'pattern' bonnet cones but even this couldn't mask the clanging and graunching noise which suddenly started to emanate from under the



Fig 2. One of the gearstick locating pins had worked out allowing the gearstick to rotate

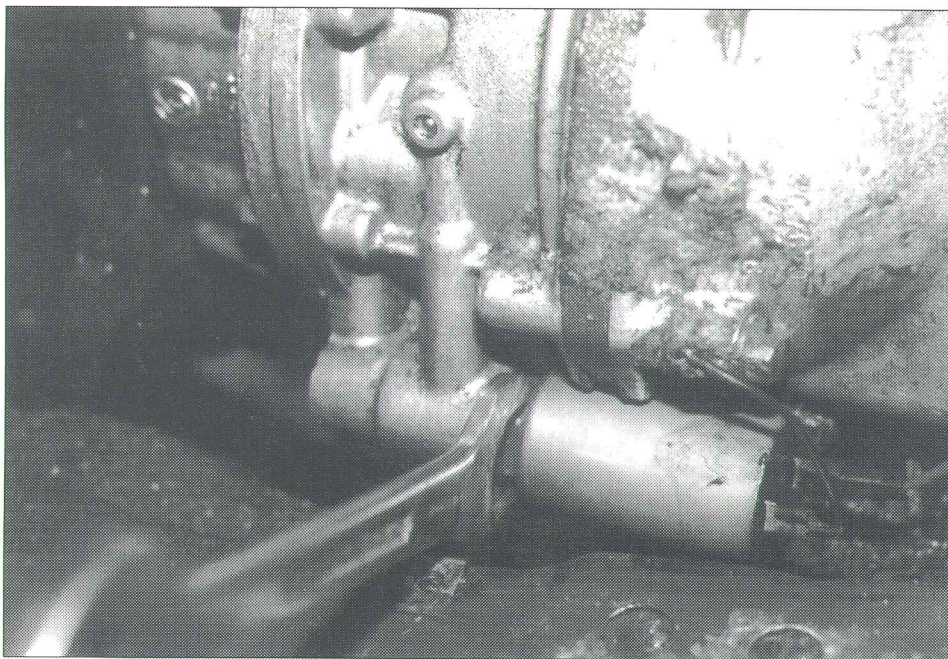


Fig 3. Removing th O/D solenoid is possible with the gearbox in the car. The 1" spanner must be slimmed down to gain access though.

*"surely an
someone can
come up with a
seize proof
trunnion bush"*

bonnet and eventually stalled the car. Checking under the bonnet revealed that the engine fan hadn't gone through the radiator etc., but attempting to restart the engine proved impossible; the engine refusing to turn over appearing to have seized. Initial thoughts were a problem with the starter motor and/or the bendix and so this was removed only to show no

problems. The flywheel could also be seen to rotate OK as I rocked the car backward and forward in gear and so I refitted the starter motor. The engine started first time with no more noise and so I went on my way mystified by what had been the problem. I knew I hadn't sorted out whatever the problem was, and so carried a spare starter motor in the boot for a couple of weeks just in case.

The gearbox in OSW has never been wonderful. I had been putting up with having to double de-clutch to overcome the poor synchro for the last 18 months and a recent drive with J Kipping confirmed that just about everything in the gearbox sounded as if it was well and truly worn out. It thus came as no great surprise when, not long after on the way to work, it refused to go into second or

third gear. I just about finished the journey back home in first and fourth before coming to an abrupt halt as the gearbox locked up and refused to come out of fourth gear. I had a secondhand overdrive gearbox 'in stock' and this was duly fitted (obviously first removing the centre console and the gearbox

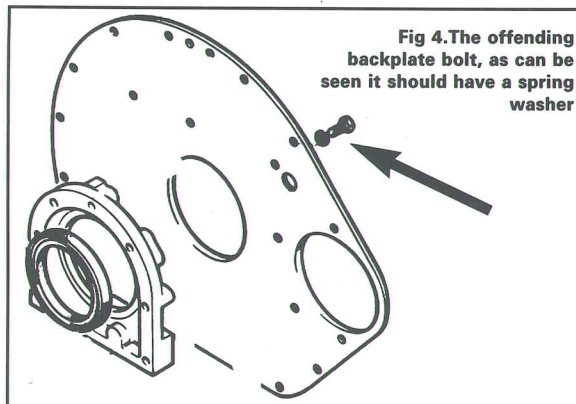


Fig 4. The offending backplate bolt, as can be seen it should have a spring washer

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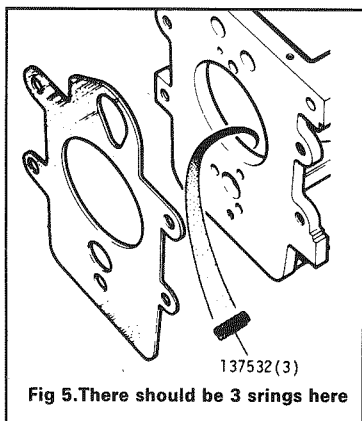


Fig 5. There should be 3 springs here

cover again!). However, whilst doing this, the mystery of the early graunching noise was solved. One of the bolts securing the engine back plate had worked loose until it came in contact with the back of the flywheel where it started to grind itself away. **Fig. 4.** For some reason none of the bolts holding on the engine backplate had been fitted with spring washers and was the reason for the loose bolt and some of the others starting to work loose.

With the other gearbox fitted and everything tightened up I was back on the road, even having synchromesh on all gears. However, it wasn't all roses. Whereas the old box didn't like going into gear due to the lack of synchro, this one was a little reluctant to come out of gear on second and third. There was also a noticeable fore/aft movement of the gearstick in third gear between drive and overrun - a tell tale sign that there was a good chance that the circlip locating the gears on the main shaft had broken. Not wishing to cause further damage to the gearbox and knowing OSW's next venture out onto the race track was only a week away, out came the centre console, gearbox cover and gearbox again! With the gearbox stripped, the diagnosed broken circlip was confirmed and so all that was needed was a new circlip, although I did take the opportunity to fit new synchro rings on second and third. I also fitted the three small springs that should be fitted between

the bellhousing and gearbox, **Fig 5.** but are often lost or forgotten as had been the case on mine. Does anyone know their function? There are couple of theories, i.e. slowing down the laygear between gear changes to make the change smoother, or exerting pressure on the laygear thrust washers to take up any play.

Well, with everything back together once again, I had the pleasure of enjoying synchro on all gears and a lovely slick gear change. I was on a roll now and thought I'd better do something about the noises

and peculiar handling characteristics I had been experiencing from the rear of the car. The noise sounded like and indeed was, the UJ on the offside drive-shaft, having run dry as evidenced by a ring of red rust around one of the circlips. However whilst levering on the yokes with a large

screwdriver to confirm the wear in the UJ, I noticed that the offside output flange of the differential was moving in and out of the diff by as much as a quarter of an inch, indicating that the bearing had failed and probably being one of the reasons for the peculiar sideways handling I had been experiencing. With the driveshafts removed the UJ was easily replaced as was the diff output shaft with one from another diff. However, I also discovered that the rear trunnion had seized, something else not helping handling. Removing a bolt that had rusted into the trunnion bushes is probably one of the most difficult and cursed jobs to do on the car and often leads to much cursing and wrapped knuckles. As at the front, the only way of removing the bolt is to hacksaw through each end of the bolt (more difficult at the rear) or by progressively drilling away each end of the bolt. However it's a job you make sure you only do

once (unless you're correcting someone else's ineptness) by entirely covering the bolt and steel bush with grease to prevent future seizing. I am sure though that there must be an enterprising trader out there that can come up with a 'seize proof' trunnion bush kit by the correct selection of material for the bolt and bush.

An important thing to check if you have had a seized trunnion at the front or rear is to check that the seized trunnion bolt has not rotated (which it usually does) and worn an oval hole in the wishbone (front) or vertical link (rear). **Fig 6.** Fitting a new trunnion bolt and bush kit to a front wishbone or rear vertical link in this condition is a waste of time as problems are going to occur again, not to mention the presence of unwanted play in the suspension that will result. The front wishbone or rear vertical link must either be replaced or the offending oval hole repaired with weld. Ensure

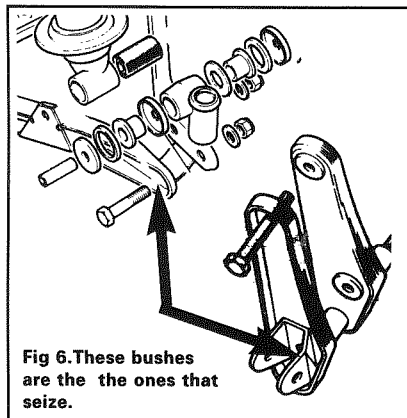


Fig 6. These bushes are the the ones that seize.

that the trunnion bolt is fully tightened up as a loose bolt also causes the holes to wear oval.

Probably the prime reason for the poor rear handling though was the worn-out rear Spax shock absorbers, the state of the absorbers not being too difficult to diagnose given that they were both covered in hydraulic oil that had leaked out of them! A pair of standard Woodhead shock absorbers reasonably priced from John Kipping were fitted. Again it is well worth thor-

oughly greasing the large top fixing bolt to ease future removal, given its awkward access to gain any purchase should it be allowed to become stubborn to remove.

The cooling on OSW has always been excellent, never going above normal even with its standard width radiator, engine fan and thermostat. However, summer was supposed to be with us by now (?) and thrashing around a race track could potentially change this situation. A thin piece of aluminium sheet was therefore simply screwed to the

chassis to blank off the gap between the chassis rails in front of the radiator to guide the air through the radiator rather than allowing it to escape under the car. This also had the advantage of being a step in the right direction towards reducing air flow under the car, which is responsible for causing front end lift. Out on the road this mod. has made a most noticeable difference in lowering the position of the needle on the temp. gauge.

With a change back to standard twin carbs from the single carb set-up I discussed last month, I was ready for a weekend of racing, the first race being at Donnington in the TR Championship. The journey up to Donnington was not as eventful as last time (but still involved at 4 o'clock start) and so I was in a much better frame of mind to enjoy the race. Although once again bringing up the rear, OSW was reliable and a finisher, not suffering any excursions into gravel traps or mechanical failures as was the case with a number of other

cars. Despite some awful weather I was also much happier and comfortable with the car, all the recent work being worthwhile, although I did suffer some brake fade. Consequently, after the race and in preparation for the race at Cadwell Park, the next day I removed the dust-shields from the back of the front calipers to improve cooling. To maintain the clearance between the disc and the caliper, the three fixing tags

backplates removed, brake fade was eliminated and OSW performed admirably, actually qualifying in front of a couple of cars.

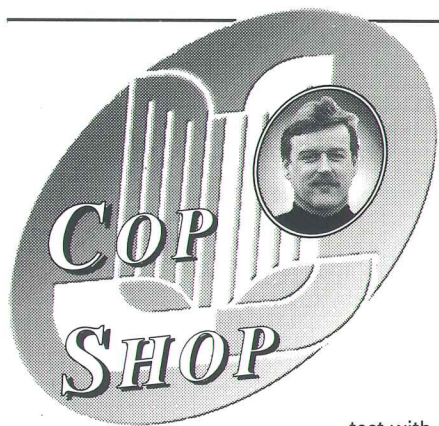
Before the race, and out of curiosity, I took the opportunity to weigh OSW on the scrutineering weighbridge. OSW weighed in at a staggering 856 Kg. which when you consider that the other Spitfire racers were stripped down to between 630-700 Kg. meant that I was racing around with the equivalent of two large passengers!

Again I'll leave the report on the race to the Race Section, except to say that the race was

marred by a nasty accident on the first corner which badly damaged and wrote-

off some of our cars and stopped the race. Fortunately, no one was seriously injured but when the race was re-started 45 minutes later with a much reduced field, it had been cut to only five laps. Nonetheless, a good race was had with Dave Thompson in his GT6, before the power of the GT6 got the better of OSW just before the finish. Still, once again, OSW was a finisher, suffering no mechanical failures or damage. All that was left to do was peel off the mandatory sponsors' stickers and race numbers, taking with them a little more of OSW's paint and she was ready for the trip to work again next morning. That would have been the end of a very successful weekend, except for the clutch on my Triumph 2500S Estate tow car gave up the ghost, resulting in me, OSW, the 2500S and the trailer all being towed 150 miles home by a 'very nice man', getting back about 2.00 am!





by Mike Crewes

So You Think You Can Drive?

After recent law changes and the extended issue of Fixed Penalty Notices, some motorists may feel the need to improve their driving. This has a number of advantages.

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Simple! You become a member of a motoring organisation such as the Institute of Advanced Motorists. Many of you who have met me at the shows will know that I push leaflets on just about everyone, but I think you will agree, it is a worthwhile cause. Joining is not quite as simple, since you will have to take part in a 1 1/2 hour

test with a 1/2 hour debriefing afterwards. The test itself revolves around the Police System of car control which was developed in the 1930's by various experienced drivers including racing drivers. The system has changed little in the last 50 years, which is a testament to the way it was derived.

HOW DO I PREPARE FOR THE TEST?

This is the most important part of the exercise. If you receive the correct training and raise your standard to the required level, then the test is a piece of cake. Firstly, you contact the Institute of Advanced Motorists and obtain a list of the Associated Groups. This is a list of the addresses nationwide. Each address is of an organiser for the local associated group. Most of the groups give talks, film shows and visits to local places of interest. Many of these are unrelated to driving but of interest to their members. What use is this? I hear you say. What these groups can do, which is of most use, is arrange for you to go out at weekends or evenings in your own car with an Observer sitting next to you. The Observer is a member who is of such a high standard as to be able to give instruction; he is unpaid and does it as a hobby. The Observer will give you all the instruction you will need to become a better driver and capable of passing the Advanced Test. He will be able to tell you when you have reached the required standard. You can also

buy one of two books available from good book shops or the I.A.M 'Roadcraft' and 'Advanced Driving'.

HOW MUCH DOES IT COST?

The test itself costs £42 and this includes the first years subscription, refundable if you should fail the test. Instruction by an Observer costs between £10 and £15 per year for membership and you also have to pay for your own petrol. As you can see, for around £50 you can save yourself 20% insurance discount for the rest of your life. Not only that you will become a better driver with less cost on car damage, fines etc.

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- A motorcycle test - on a motorcycle over 200 cc**
- A commercial vehicle test - in any commercial vehicle**
- A towing test - in any vehicle with a trailer**

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If you have a topic or query on Road Traffic Legislation why not contact: Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN.

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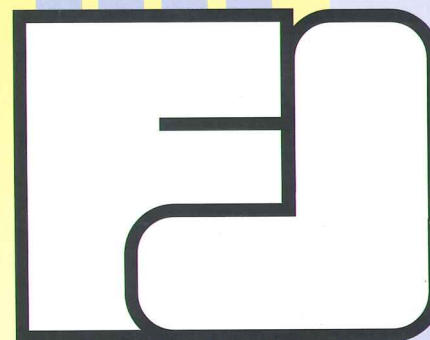
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Got to be there

by Trevor Collett

There is hardly a weekend between April and October without at least one car show, is there? If, like me, you have a house to look after and a family to see you have to ration yourself, don't you? And those of us with just 4 cylinders are perhaps not so inclined to slog for hours up the motorway for an event.

Despite all this I felt the Triumph 75th anniversary bash at Gaydon demanded the presence of me and one of my Triumphs. I was sure it was going to be a mega meet. I had a choice of two cars to

take, the Herald convertible or the Moss. The Herald would have been a more comfortable drive up the M40 but I had a strong urge that the Moss should go to represent Triumph based specials.

When I joined the end of a queue of Triumph cars on the approach to the Heritage site I was pleased, not that I'm a fan of traffic queues! I reckoned this was a sign of a good turn out. The entry was pretty well marshalled and it wasn't long before I was in and parked. The museum has been open for five years but I had not yet made the pilgrimage and I was looking forward to checking out the permanent collection as much as checking out the Triumphs. The site is in a lovely location in the heart of the English countryside and the museum building itself is very impressive - it was going to be a good day.

It was a good day. How to write a Triumph car show report in 5 words! I was a bit disappointed with the number of cars, there were a lot, and according to local radio we caused a traffic jam in Leamington Spa, but not the thousands I was hoping for. What about the specials? I hear you ask. Well, amongst the several hundred Triumphs there was my Moss and just one other. At one point I was on the hill scanning the Triumph parking areas when a car that looked just like a Morgan drove in - a very nice Burlington SS, I thought. When I got down to give it a close look it only turned out to be a bloomin' Morgan -



A Gentry at Gaydon 1998.



Mystery car?

what a swizz, an interloper.

The other genuine Triumph kit car was the one pictured here. It is a Gentry, moreover one of the best put together Gentrys I've seen. No shaky old kit car this, solid as a rock from bumper to bumper. Built from an early Herald 1200 base the car makes good use of bits of old fridges and warehouse trolleys. Finding a supply of steel bar and plate for the bracketry and panelling needed when building a kit car is surprisingly difficult for many home builders - but it's all about you if you look hard enough. The wheels on this car are 15 inch steel rims from an MG Magnette and set it off beautifully. It makes use of the original 1147cc motor complete with the down draught Solex so no prizes on the drag strip but in my opinion a perfect set up for this style of vehicle. Also, you don't have the problem of not having enough room for an air filter on the side like you do with the side draught carbs.

The observant amongst you will be wondering how a car built with such care and attention could end up with its radiator badge on upside down. Well, it may look like an upside down MG badge, okay it is an upside down MG badge, but it now reads JW, which are the initials of the car's builder, Johnny Williams, from Swindon. Continuing on the initials theme, this Gentry is affectionately known throughout the Wiltshire Williams clan as "Dad's Special Vehicle". I love it.

This Gentry's owner thought that the TSSC was just for six cylinder cars but I gave a brief resume of the club's history and he seemed very interested, so, if you did join John, welcome aboard.

PARALLEL EVOLUTION?

John Molyneux, an Equipe GT4S owner from Derbyshire, sent me some interesting photos taken at the Essen classic car show in Germany earlier this year. The stand was run by a German company and thanks to the language barrier John did not learn much about the "very good looking car" (his words) in the foreground. Just a few days later this very same car appeared in one of the national kit car magazines. The car is Spitfire based and the impression given is that it has been developed by this German company.

Those of you familiar with the Triumph kit scene will no doubt be thinking that they've seen a car just like this before - I certainly

thought so. In actual point of fact (groan!) a car looking remarkably similar to this appeared in these very pages as recently as March this year. Surely it's too close to being a Type 48 not to be a Type 48. I had to investigate. A phone call to Rob Askew, the current vendor of the Type 48, confirmed my suspicions - it is one of his bodies. Apparently an unfinished car fell into the hands of this particular company, who are into specialist wooden car frames and are agents for the British designed Lomax kit car, and they have completed it - to a very good standard. Rob has introduced himself to them and there is no chance now that they will market copies as their own, if indeed that was ever on their mind.

That's sorted that out then. Can you see the part built car in the background? This is also Spitfire based and is being developed by these German guys. It looks like being a single seater, period racing style. That does sound like potential fun - if it reaches fruition I will try and let you know. If you want to know more about building your own Type 48 call Rob on;

0171 277 7238.



Cover Portraits

by Phil Willson

One good aspect of the IVR scheme is that I occasionally receive photos of your cars and most of them are good enough to print in the 'Courier'. However, all photography is a bit of an art particularly if you want to get your Herald on to the front cover. In the 5 years plus that I've been doing this job I can only remember submitting two pictures for the prime slot, one of my own on the November 1996 cover and one by Lewis Barton for the May 1997 issue. If you are interested in the editor giving your car pride of place then have a look at a few past covers to see what he looks for.



If I could make some suggestions that may help: The car should be looking good and there should be an interesting background, but make sure that it is not too overpowering such that it detracts from the central interest. The photo needs to be shot in vertical (portrait) mode i.e. the same way as the magazine is printed, and with your car occupying the bottom two-thirds of the picture so that there is room for the title in its usual place.

Obviously, the focus and exposure need to be correct and the subject should normally be illuminated from the front or the sides. This means that, if you have a particular location and/or position in mind, then you may have to think about the time of day that you

take the picture. Some people like to add atmosphere to the scene by shooting very early in the morning when the light is softer and there is a little mist around. Sunsets are generally not so good because, in order to see the stunning effects in the sky to their best advantage, you have to stop down i.e. close the iris a little. The consequence of this is that the car will appear rather dark. There are two ways round this that I can think of; one is to use the lack of light to its best advantage by silhouetting the car against the setting sun, and the other is to get the sunset reflecting in the paintwork (now there's a challenge!). Special effects and unusual angles can be tried by all means providing that the car in the shot is still recognisable as a Herald (or some other Club car). Whatever you do, you would probably find it best to use a tripod which will give you the opportunity to frame the shot correctly and reduce camera shake especially when exposures of less than 1/30th second are required.

Finally, be fussy about the prints when you get them back from the lab. It is very common for them to be badly exposed (I tend to find that they seem to err on the dark side) or framed incorrectly so that part of your car is missing. The latter effect usually happens because the print format is often not in the

3:2 ratio of the negative (for 35mm cameras) and the operator has not been bothered to adjust the machine correctly. 6" by 4" should be okay but 7"



Thompson's yellow convertible. Rosie has promised more pictures in the near future but the 3 prints she sent me illustrate my point about printing exposure. I hope she won't mind me using her pictures to illustrate this point because I can't see anything technically wrong with her efforts. The pictures were obviously taken

during a fairly bright day judging from the shadows and their angles, and the trees tell me that it was probably last autumn. The focussing is very good and the framing is alright but the prints are quite dark making them look like evening shots. There seems to be plenty of information in the picture (a glance at the negative would confirm) so I get the impression that the printing lab could have done better.

On a different tack now, David Pulford kindly sent me a photocopies of various documents relating to when his convertible was new. It was a very late 13/60 finally delivered in October 1971. The actual invoice is included which shows the cost of the car:

One new Triumph 13/60 convertible,	
White/Red trim.....	£699.00
Purchase tax	£176.63
Delivery charges.....	£29.50
Underseal	£16.00
Tax- 12 months	£25.00
Seat belts.....	£8.40

Total£954.53



How times have changed. Note that, although the car was built in pre-decimalisation days, it was delivered after the change in April 1971.

Next month I'll try to publish the first IVR analysis - we've now had over 100 forms so things are looking up!

Happy holidays!

by 5" can cause a problem. A quick look at the negative will tell you if the whole car had been photographed in which case you'd be entitled to complain and get the job done again. If you have a really good shot then it may be worth finding a professional lab and having it hand printed in a size suitable for framing so that it can be displayed.

I would very much like to see more front-cover-quality shots of 13/60's which I would be only too pleased to submit for consideration - or, of course, you can send them to Bernard yourself. If you want to aspire to this then I would be happy to make suggestions if you send me a sample or two for comment (and an SAE, please). Obviously, I cannot guarantee that the editor will agree with my choices, but I'm sure I can ask him to approve of some of them. Please note that, in the event that one of your pictures is chosen, you may have to wait for a few months for it to appear because I understand that the covers are printed four months in advance.

I have picked 3 cars to display this month. One is Mark Parkinson's blue convertible, VKF645H. The second is Ed Brown's brown (that's appropriate!) saloon which is looking resplendent following a recent restoration. Then comes Rosie



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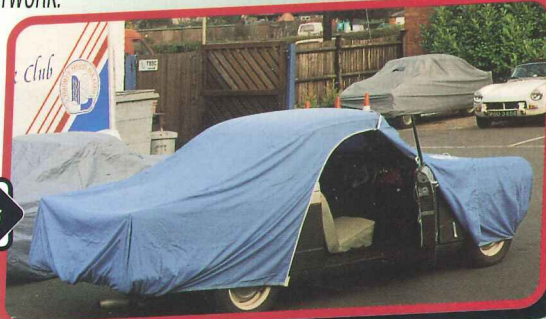
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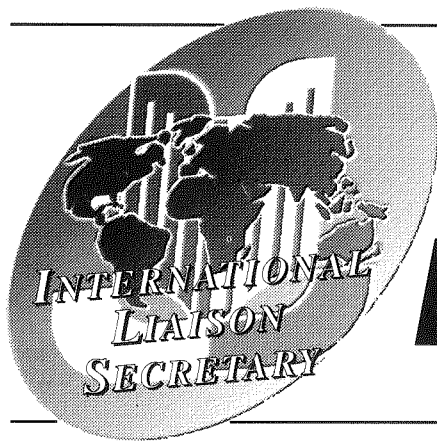
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Summer Discoveries

by Léon Guyot

Hi there, Triumph people. Not too much to report on this month, so just a short one: June slipped by, lubricated by copious quantities of rain, at least here in soggy old England.



Fig. 1
A supercharged XK8 - the XKR Coupé.

I went along to the Goodwood Festival of Speed, on the Sunday, which this year was by advance booking only, it was the most expensive day, and my theory was that might keep away the crowds to some extent, well, perhaps it did, as I was able to get right up to the most amazing and priceless racing cars in the paddocks, which continue to improve year on year in both quality and quantity, this time showing examples of racing cars covering the entire history of Motorsport, from the dawn of automotive history, right up to the present day. The main themes of the Festival this year were American racers and Porsche, luckily, the

"The main themes of the Festival this year were American racers and Porsche..."

rain held off for most of the day, and a couple of cars that caught my eye were this rather desirable Jaguar XKR Coupé, (Supercharged XK8) in a rather fetching shade of red, not entirely dissimilar to Signal Red... (fig.1) with its 4-litre supercharged engine, and a mere 370 bhp, 155 mph and 0-60 mph in 5.2 seconds, and automatic traction control, (awesome).

Another no less interesting, albeit rather more sedate motor carriage was this (fig.2), almost totally original and unmolested

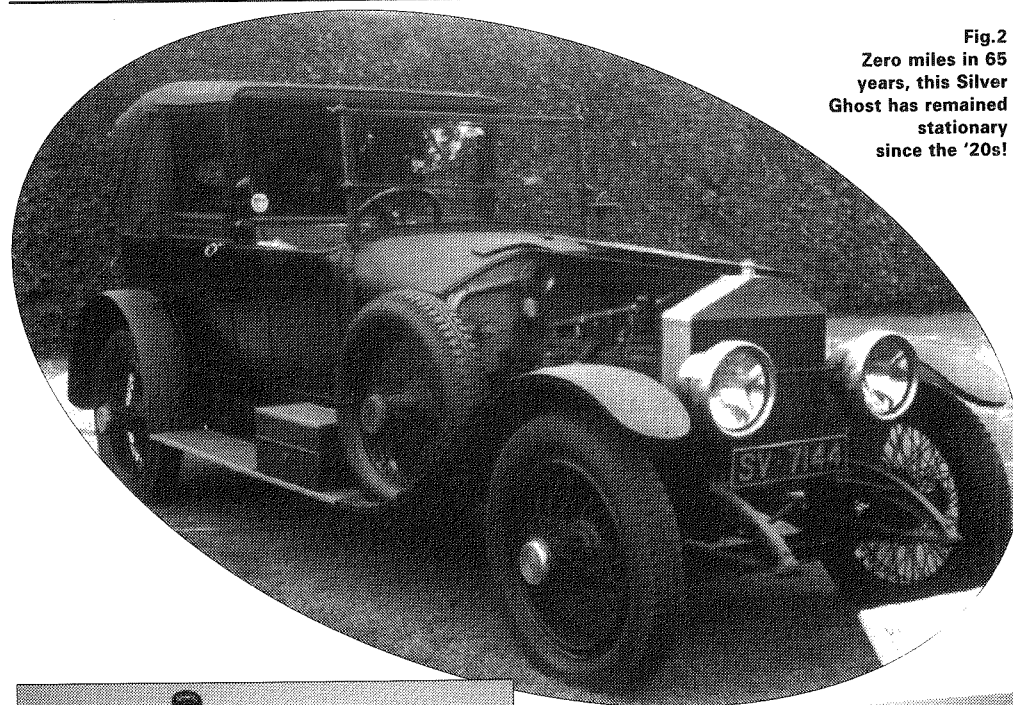


Fig.2
Zero miles in 65 years, this Silver Ghost has remained stationary since the '20s!



Figs.2 & 3
Herman Mahlert, and Ulrike, Rolf and Beate from Hagen in Germany.

"The Autojumble is not what it once was, as most Triumph parts have strangely vanished en-masse..."

1920 Rolls Royce Silver Ghost in the Cartier Style et Luxe Concours... This incredible Brewster bodied car had started life in New York in the early 1920's and with only 7000 miles on it was put on blocks as long ago as 1932, and until 1997, it remained exactly where it stood, that's zero miles in 65 years. What an amazing time-warp, even the smell was original!!! The lucky owner,



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Full lock set as above with paired bonnet locks	£25.85
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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
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Peter Harper, said it "ran like a swiss watch". (Oh that it had been a Triumph of similar Vintage)... dream on...

Whilst poking around in the rather overpriced 'motobilia' area, I came across this previously unpublished picture, (fig.5), taken in the Standard-Triumph Competition Department during 1963, showing preparation in progress on some of the works rally Vitesse, probably for the 1963 Monte Carlo Rally.

The car on the left, facing away from camera is 6002 VC, in Powder Blue with White flash and nose, and whereas the car at the back appears to be Powder Blue with Black flash and nose, at first I thought this might be 6001 VC, but as it, and it alone, appears to be heavily travel-stained, I believe it to be 407 VC, which had run in the 1962 RAC Rally.

The Vitesse in a state of disassemble to the right is entirely Powder Blue, possibly 6003VC, I assume that the cars were painted this way for reasons of identification during the rally. Most interesting is the extra wiring and apparently no less than three Lucas oblong regulator boxes being fitted beside the battery, also the extra bracket welded onto the right-hand front outrigger of the car nearest camera, possibly as an extra jacking point.

What is curious is that a photo in Graham Robson's book 'Triumph Herald and Vitesse, the complete story' 1997 edition pg.161, clearly shows four

"...but there is no sign of a car with a Black flash..."

Works in progress...

Fig.5

Vitesse Saloons, including 6004 VC, which apparently was only used for practice, being prepared in December 1962 for the 63 Monte Carlo Rally, and two of them appear to be Powder Blue with White flash whereas the other two are wholly Powder Blue, but there is no sign of a car with a Black flash (I'm open to ideas/ suggestions Graham?), perhaps it simply had yet to be applied.

A couple of weekends later found me at the Bromley

Pageant of Motoring, lots of different models of Triumphs for sale in the automart section, Heralds, Vitesse, GT6's, Spitfires, Stags and TR's of all types, and strangely, mostly white in colour?

The Autojumble is not what it once was, as most Triumph parts have strangely vanished en-masse, and it occurs to me that we must now attend those specialist Triumph-only autojumbles at Stoneleigh, and Sandown Park, as well as the

"...we must now attend those specialist Triumph-only autojumbles at Stoneleigh, and Sandown Park..."

TSSC South of England Meet, and of course our International Rally at Stafford if we really want to TRack down those special TRIumph bits and pieces for our favourite cars.

Finally, as previously mentioned on these pages, (Courier 215, pg.26), I enjoyed the company of member Herman Mahlert, and Ulrike, Rolf and Beate from Hagen in Germany, and he has kindly sent some photos of their beautiful Signal Red Herald

1200 Convertible for our delectation... (figs. 3&4 - previous page) Herman regrets that they must miss out on Stafford this year, as they will be on holiday in Sardina (it's tough, Herman but someone has to do it - mind the 'forks', sorry everyone else, that's an 'in-joke' far to difficult to explain here, as it doesn't TRanslate).

Thanks again Herman and we look forward to seeing you all and your Herald at STER on 29th and 30th May 1999, (not far away now!). Okay, that's my lot, and by the time you have read this, a glorious Stafford International Weekend will be but a wonderful Triumph-filled memory, and photos in your albums.

All the Best and enjoy your Triumphs in safety.

Leon



Works Preparation



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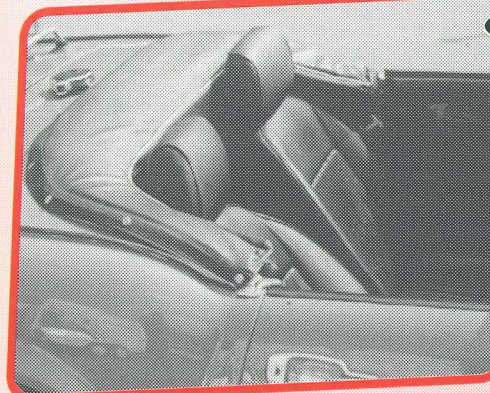
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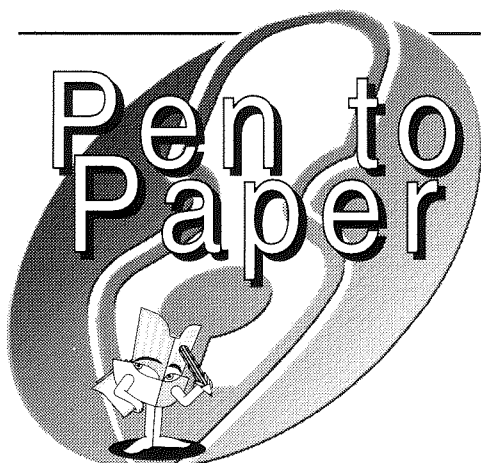
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TRUNNION GUNS!

Further to my letter about trunnion oiling in February's Pen to Paper, members may like to know that Tom Hedges of Lumatic (G.A.) Ltd. (Ponswood, Hastings, TN34 1YS, Tel: 01424 436343) has kindly offered a discount of 20% on their own and Wanner grease and oil guns (which they import) to Club members quoting their TSSC membership number.

Lewis Barton

IT TAKES ALL SORTS

Re: 'TAX CONCESSION' by Bob Westgarth, Courier issue; 216.

One wonders just what world Bob does live in! A world in which an admitted multiplicity of Club cars are owned and driven just for fun is quite definitely not the same as one where a Retirement Pensioner, with a total income only slightly above Income Support level, owns and uses a Club car as his only means of transport, or he wouldn't dismiss £150 'Road Fund' tax quite so lightly!

It takes all sorts to make a world and a Club! That being said, one has to agree that a tax levied on petrol would be much the fairest, as does practically every driver I have ever spoken to on the subject. Then those that caused the most wear and tear would pay the most for upkeep (and there would be no tax dodgers) and the fact that the MoT subscribe to this view is evidenced by the differential tax levied on commercial vehicles.

One further point: why is it the custom to register the vehicle? Why not register the owner with everyone having their own personal number plate and 'keepers certificate' as delivery drivers do (or used to: I haven't seen many lately)? I can see many advantages in this - perhaps someone could enlighten me on the disadvantages.

A.P. Bloomfield, Norfolk

GT OR NOT GT?

In the July's GT6 Register Mike Scott finally voiced an opinion that I've long suspected exists within the TSSC. Namely, that convertible GT6 owners are second class citizens. I think this is rather unfair to those of us who have chosen a car that Triumph really should have built and who, in the process, have perhaps saved one or more terminally ill wrecks from the scrap yard.

I owned two Spitfires before acquiring my present car which is derived entirely from a Mk.III Rotoflex GT6 with the addition of a 1978 Spitfire body tub. The two are worlds apart in terms of performance and handling and it is unfair to dismiss the 2 litre machine as simply a 'six-pot Spitfire'. We'll never know what Triumph would

have called this model if it had gone into production - Spitfire 2000 or GTC6 perhaps? But since it was never built surely the question of which group it belongs to is answered by what's on the V5? If the GT6 registration is retained then shouldn't it still be considered a GT6?

Although I like the original GT6 shape I would never consider owning something that, to me, has all the disadvantages of a small sports car (cramped, noisy and hot) with none of the advantages (wind-in-the-hair on a warm summer evening). Not to mention ditching about 200 lbs of excess roof weight which should improve straight-line performance over the standard car.

This could turn into the most exciting debate since the one concerning the point in the bore at which a piston achieves maximum velocity!

Regards,

Andy Clark

RIGHT DOWN THE MIDDLE

Bill Sunderland, writing in the May Courier was, unfortunately for members, completely correct in his assessment that the Club has been split in two. As Mike Keenoy of Chiswick Car Craft is my witness, I made the point to him, when Ken Clarke first introduced the novel idea of Tax-free motoring for owners of cars older than 25 years, that as a single measure it made no sense in relation to motoring and the environment. In fact, I detect the dead hand of 'Europe'. Whether or not there is a tidal wave of MPs to nod legislation through matters little. This is not an issue that is party political - look at farming, fishing, public health and the environment, very few are these days. No, the Civil Service elites of Great Britain and her 'partners' have mapped out the course of events and the relevant files are no doubt on a shelf in a Brussels office.

What do I think these files contain? Broadly the plan to remove older vehicles from the roads of Europe permanently. This is to be achieved by the age-old principle 'divide and rule'. Pre '73 cars are now deemed classic. Their profile will be gradually enhanced with much talk of history and heritage and automotive technology, even in some cases as studies in art! They will become the stick with which to beat vehicles post '72.

Post '72 vehicles will come in for ever more criticism; dirty, polluting, uninsured, a danger for all, the sooner gone the better. This will be done in the name of health and the environment. It will be achieved by financial penalties once the withdrawal of lead-free and its effects have run their course. Looked at logically from the majority's point of view, why should old, polluting cars be allowed to be on the road in everyday use when the new car buyer is paying for his emission free vehicle?

However, owners of designated classics don't sit there with that self-satisfied expression on your faces. You haven't heard what is in store for you. Forget the school run and the daily drive to work, at least in your classic. For you it's weekend

only motoring and not to Tesco's superstore. You will need a special licence to attend museums and car rallies and you won't want to waste your 500 mile yearly allowance and, by the way, stay out of the cities and off the motorway, you won't have been issued with an electronic tag.

If you feel aggrieved enough to write to your MP, my advice is forget it. I've tried it in the past and all you can hope for is a polite letter which you can pin to the wall. As Ken Livingstone so aptly remarked, if democracy ever changed anything it would have been abolished. In any case we are not a majority and the paving stones haven't been lifted in Britain for quite some time now.

My prediction for life in 2010? My daughter may be getting ready to take a driving test then but my feeling is it won't be in my 1978 Spitfire which she has already made a tentative claim to. I hope I'm wrong, but remember, you read it here first.

Richard Swan, West London

DISPUTE THE COMMENT

I disagree with several of the points made in the 'Comment' in May 1998 about Tax exemption and I don't think the possible long-term implications have been considered.

My views are:

1. Exemption should not have been granted in the first place as it creates a special category of vehicle for no good reason.
2. 1950 would be a more suitable date as fewer vehicles are involved and most designs would be pre-War and outdated.
3. The incidence or not of Road Fund Tax should not be a factor in a car's value, there are many far more important ones.
4. "Pride of ownership" and being 25 years old are not good reasons for exemption from a tax regime if there is not an obvious benefit to the community as a whole.

We should all be concerned for the continued unrestricted use of our cars but this could be threatened by further demands for reduced pollution by motor vehicles. Older vehicles could become an easier target now that we have this separate classification of 'Tax exempt'. If restrictions to their use were to be introduced, what would their value be then? And what would it do for all the specialist suppliers? Not a lot!

We should not be using emotive arguments to be claiming dubious small concessions but doing what we can to show that we are responsive to the demands for less emissions and therefore deserve to keep our cars running. If that means converting the engine to unleaded, then just do it - it costs only a little more than one year's tax.

And what do I drive? A 1975 Spitfire 1500, owned since 1979 and in everyday use since then, summer and winter. Total mileage 180,000 with an unleaded head fitted at 140,000, six years ago.

Geoffrey Clarke

INTERMITTENTLY WASHED

Readers may remember my article in April 1996 Courier and the trouble it caused Maestro owners! Please drop your soldering irons and pick up those hacksaws. For 5 quid you get a Gucci Lucas magnetic Hall induction system Triumph wanted to fit, not some Daewoo 20 quid effort. (here comes the Daewoo controversy!).

Spitfire 1500 owners may want to fit the intermittent wash/wipe setup (little black box 2 "x 3" with Lucas on it) from early Maestro gloveboxes, as it will fit inline on the wiring loom in the steering column. (after reversing the connectors over i.e make the male female and female male...won't work otherwise). When you flick wipe now, the wiper will continue at 5 second intervals and stop when flicked again. All this for a pound at the scrappie... or you could pay two day wages and buy a kit from RS if you like.

Maestro 1.6s with the R series motor have an inlet manifold that, after a little persuasion from a hacksaw, spare manifold gasket as template and flap wheel, fits the four pot triumphs a treat. These manifolds are fitted with a 1 1/4" H/F 6 SU, capable of flowing enough air for over 100bhp and the manifold itself is a modern high flow design. Mr John Thomason wrote an economy Spitfire article regarding single SU Spitties... you would be pleased with results of this setup John!

Tom Wykes

WHEELIE?

I own a Mk.4 1300 Spitfire and have seen a Herald convertible fitted with Cromadora alloys which appeared to be identical to the ones on a Fiat 127 Palio.

I have a set of XX-19 alloys and have lined them up on the hub and they appear to fit. Has anyone any idea what wheel nuts I should use and where I can get a set from?

Steve Wilkinson, 96/53465

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Mallory Park

5th July 1998

by Jo Field

Sunday 5th July, racing with the
Aston Martin Owners Club in
one of our TR Register rounds.
After a very hectic week for drivers and
mechanics, Andy Vowell, putting cars
back together after a very large incident
at Cadwell Park the weekend previous.

Saw a good turnout of TSSC cars at Mallory for another early Sunday start scrutineering.

Myself and Jo turning up to the circuit around 11 o'clock due to not being able to race because of a careless fall and ending with a broken ankle, so park up over the bridge to the paddocks to find the lads. First sight, Dave Thompson's GT6 (standard) driven by Steve Adams, this week up on a jack. The driveshaft nut had come loose in practice, so Steve and Dave are trying to find a remedy.

Martin Adams, along with tiny race mechanic Robert (Jo and Martin's baby son), giving the car a post practice check-over after qualifying well up the grid and first for TSSC. Over to one of our older drivers, Steve Crane (only joking Steve). Practice went well for him - second TSSC. Then to find Jon Wolfe; not happy with his car not running overly perfect.

Well, time for a chat and look round the paddock. Andy Vowell comes to say there's a gent over there with the older Astons - looks and walks just like Mr. Bean. Comments come from Steve, you silly... person, it is Mr. Bean aka Rowan Atkinson. Yes, you can believe it, we're now out racing amongst TV stars."

**"...it is Mr.
Bean aka Rowan
Atkinson. Yes,
you can believe
it, we're now
out racing amongst
TV stars."**

being Jags, Mustangs etc. On to the grid with Martin, Steve and Jon in Spitfires. Steve Adams and Clive Gimson in standard GT6 Mk.IIs.

Red lights on and off and they're away. Martin makes a damn good start and keeps TSSC pole, Steve and Jon giving chase. Clive is giving Steve some pressure and a very good race is on. Three laps in and Martin's holding Steve at bay; they're both getting well into passing some TR4s and still giving each other hell. Jon Wolfe seems, from the sidelines, to be struggling more later.

Back to Steve and Clive and more good racing. Clive's passed Steve but not for long. Eyes to the straight: Steve's catching Martin. Is he after the extra points to stay ahead in the Championship or has he just got the 'green mist'? Into Gerrards a the bottom of the start/finish straight, a very long right hand bend and Steve's right on Martin's tail into the esses. Steve's passed and starting to pull away. What's happened? By this time the big TRs are starting to lap back markers Colin Pendle and his mega TRV8, TR5 of Joe Henerson and Alan Price in another TR8.

Clive and Steve still battling - some good, exciting racing with standard cars and quality driving. Steve Crane's pulled a distance on Martin and Jon Wolfe now and takes the chequered flag first for the TSSC. Steve Adams first standard, Clive second.

So what happened in the race? Martin holding his own until he lost third gear. Jon being chased by Bob Mosely had broken his gearbox: his limited-slip diff had slipped in and out of working and his head gasket had seen its last - a brave effort to the end and a big strip-down scheduled for Sunday night on the return home.

1999 Regulations.

Copies of the draft regulations for 1999 are still available should anyone like a copy, it is hoped that the Regulations Committee will be able to collate the

RACE RESULTS CHAMPIONSHIP TABLE

1st Steve Crane

2nd Martin Adams and fastest lap

3rd John Wolfe

4th Bob Moseley

Standard

1st Steve Adams GT6 Mk.II

2nd Clive Gimson GT6 Mk.II

MODIFIED CLASS

1st Steve Crane (69.5)

2nd Martyn Adams (48)

3rd Bob Mosley (42.5)

4th John Wolfe (32.5)

5th Russell Williams (27)

6th Andy Haw (23.5)

7th Mark Field (16.5)

8th Andy Vowell (15)

9th Dave Jones (8)

10th Alistair Pugh (6)

11th Pete Whiteman (6)

STANDARD CLASS

1st Steve Adams (31)

2nd Dave Thompson (22.5)

3rd Clive Gimson (18)

4th John Thomason (12)

differing ideas into a workable package for discussion with the TR Register.

If you are racing now or thinking of doing so in the future, please consider the proposals, as once they have been agreed and accepted by ourselves and the TR Register, into whose championship we will be integrated in 1999, it will be harder to get alterations to them accepted at a later date.

I enclose copy letters from John Thomason and David Thompson, where changes to the draft proposals have been suggested. No matter how small or trivial you feel a change to be, please let me know so that everything can be considered. As in the long run you will all be affected.

FORTHCOMING DATES:

Aug 29th Sat Oulton (Fosters) * and **
 Sept 6th Sun Thruxton * and **
 Sept 27th Sun Snetterton * and **
 Oct 11th Sun Donington Park *

Key: *Italics* - TR Register, **Bold** - 750MC
 Note: * 'Modified' class, 7 from 9 for results
 ** 'Standard' class, 5 from 7 for results

IMPORTANT INFORMATION FOR CURRENT RACERS

Zandvoort, British Race Festival 19-20th September 1998 Mike Hughes, TR Register Competition Sec, now has received further information regarding this event, although the ferry situation has yet to be confirmed.

The race will be held on the short circuit, and not the Grand Prix as previously notified, this unfortunately means the grid will be restricted to 36 cars, of which between the TR's and ourselves there will be an allocation of approximately 20 places. However, there is the possibility of two separate races.

A National A or International Historic Licence are an entry requirement, and those of you who are interested in attending and have not yet returned your completed reply slip to Mike Hughes, may well miss out on this unique opportunity.

Invitation - Historic Rally Car Register Saturday 19th September 1998 100 miles through the Cotswolds and Marlborough Downs.

Open to cars over 20 years old. Entry fee £65. Entry forms available, please ask.

A NEW FACE, AND A THIRD PLACE

We were pleased to welcome to the group, at Cadwell Park on Sunday 28th June, a new racing member, Andy Vowell from Frome, Somerset, in his modified Spitfire.

Fortunately, Andy managed to avoid the carnage at the start of the race, and was lucky enough to be able to compete in the restarted race, picking up a third place behind Steve Crane and Bob Moseley, our only other surviving modified class competitors. Dave Thompson & John Thomason also avoided the carnage, finishing first and second respectively.

We wish Andy all the very best, and hope that we will see him again sometime during the remainder of the season.

And finally, a big thanks to the mechanics, Andy and Martin and the wives of all our race teams for being so patient and keeping us out racing.

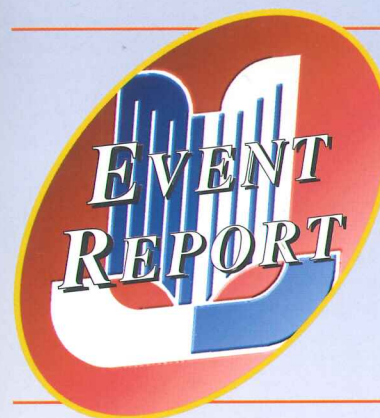
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Happy 21st Birthday

by Mike Crewes

Thigh length leather boots, tight shiney black trousers, three beer bellies, deft fingers and a little girl in long white socks. Sounds Slightly Over the Top, well it was Saturday night and it was South of England Meet and we were on a Stairway to Heaven!

With suntan lotion being plastered on in every car as they arrived, the fantastic weather helped the South of England Meet kick off the Club's 21st Birthday Show season with a bang. Everyone remembers the times when it has rained, and they're less than you think, but I have a feeling that the weather this year will be remembered too.

The Saturday saw our usual intrepid parts hunters turn up early and browse for most of the day. Our tuning vans were kept busy too, they just loved the queue. Surrey Area started their Treasure Hunt nice and early and before long things were getting busy. The good weather brought more campers, some turning up on Friday night. This ensured that our Saturday evening entertainment would be a real joy. In our own bar in the Leisure Centre we sat down with a pint or two and waited for the Band. At about nine o'clock out they came and did nearly two hours of '70s Rock. Slightly Over The



Top by name, but right on par by nature. The highlight of the evening was their new number, Stairway to Heaven when one of the Band's daughters (not yet in her teens) came on stage to play the flute. Not a dry eye in the house!

Sunday dawned and in the cars rolled again, such beauties too. It wasn't long before Surrey Area were Treasure Hunting again, Canterbury Area were Tomboling, Trunnions were being oiled, engines tuned and parts changing hands. Soon we had the Concours underway and this year with extra judges we were actually able to complete things early, never been known before at a SEM! It was about then that we invented a new game - one of the

"...one of the Band's daughters (not yet in her teens) came on stage to play the flute. Not a dry eye in the house!"

Autojumbler started giving his parts away free and after it was announced on the Public Address System, members were actually seen running across the field. The winners took handsome trophies, whilst the losers didn't look too unhappy. By now the Club Team had had a really good day, they had valued a continuous stream of cars all weekend and almost broke the record.

Footman James never had a break either giving their entire range of services over the weekend.

All photographs taken by
Pete Williams and
Lewis Barton.

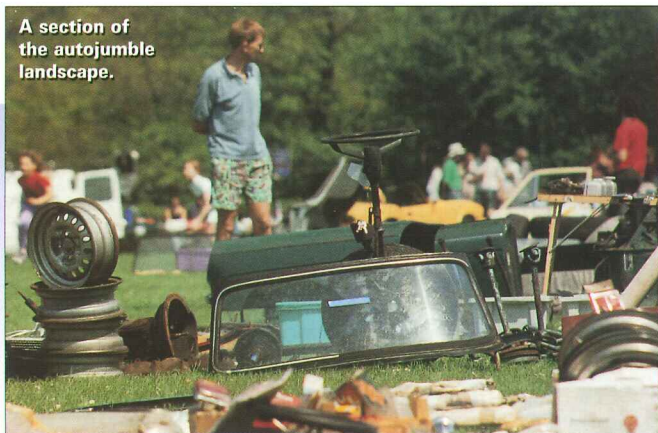


The Car Of
The Show,
Andy Martin's
GT6 Mk3.

Best Herald	4339MG	1200 Saloon	Peter Nelson
Runner Up	FPH661J	13/60 Conv	Mrs Collett
Best Vitesse	XLE551G	Mk1 Saloon	Bob Fagot
Runner Up	7456PJ	Mk1 Conv	Leon Guyot
Best Spitfire	HVD714N	1500	Mark Luckhurst
Runner Up	HYD40T	1500	Brian Hird
Best GT6	RPL217L	Mk3	Andy Martin
Runner Up	CYL882H	Mk2	Simon Adamson
Best Bond	YRF808H	Coupé	Neville Carr
Runner Up	XVL718H	Conv	Guy Singleton
Best Special	Q858CGY	Marlin	Ben Caswell
Runner Up	RPD586E	Marlin	Greg Caswell
Best Guest Car	LLX705D	White TR4A	Derek Barnes

Car of Show.....RPL217LRed GT6 Mk3Andy Martin.

A section of
the autojumble
landscape.



All too soon it was the Prize Giving, where Peter Williams, TSSC General Secretary, agreed to hand them to the winners.

It was great to see so many fabulous cars on show and after last years Bonds swamping the Specials, the Specials got their own back and swamped the Bonds. It was great to see. We also had some lovely Guest Triumphs with almost every model from Renowns to Dolomites present.

So we started the celebrations in earnest, and it was great fun.

Kevin Ginger's
race Spitfire
on display.



No, it's not
camera distortion,
this Spitfire 4
has been
stretched!

Built on a Herald
chassis, the rear
side panels have
been lengthened
to compensate,
and it now has a
Herald hood.

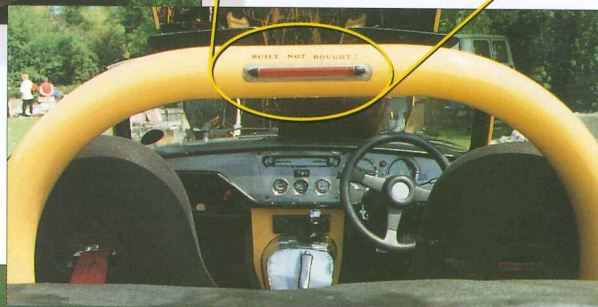
With its 2 litre,
six cylinder engine
and GT6 bonnet,
it has of course,
been more
appropriately titled;
'Spitfire 6'.

Notice the extra leg
room behind the
two front seats and
the comparative
length to that of
the Spitfire in the
background.





Paul Day's Spit with a GT6 bonnet. Re-moulded front and rear, with distinctive high brake light on the roll bar. Features in Triumph World Soon.



It just remains for me to thank my trusty team of helpers who put in a lot of hard work to make it all happen; Chris and Tessa Childs on the gate, Chris and Alison Mills organising the Concours Judges, Simon Roberts organising everyone else, Dick Collis organising the set up day and my wife Tracy for organising me. The biggest thank you must go to all of you who came for the enjoyment, without you we would all be a bit lonely, thank you for coming, we hope you enjoyed the weekend - Happy 21st Birthday to us all!

Mike Crewes
Event Manager



Photos by Pete Williams, Trudi Squibbs & Lewis Barton

75 Years: A Triumph!

Celebration Dinner, the Honoured Guests.

Back row, left to right;
Jean-Jacques Thuner,
Roy Fidler, Alan Pond,
Harry Webster,
Paddy Hopkirk, Howard
Grubb, Stuart Turner
and Brian Culcheth.

Front row; Jim
Parkinson, Mick
Bunker, and ladies.



TSSC Committee of '77



TSSC Best Bib
and Tucker!!

Léon
presents
Harry
Webster and
wife Peggy with a
glass of South African
75th Anniversary wine (and took
the opportunity to get the bottle autographed.!)



The 'melee' that was Gaydon 1998.



Cars as far as the eye could see



The Club stand -
swamped!

Herald and Vitesse display.
(The overflowing Triumph
car park approaches).



Roadsters
out in
force.



Every one a 'Triumph'. This was just one of the car parks!

Member
Isobel
Timms
takes 3rd
prize
in the
concours.



BLAST FROM THE PAST

This article first appeared in Cars And Car
Conversions Magazine, April 1970.

Courtiers Personally Propelled

In most of the European countries there are opportunities for that country's motoring press, as well as visiting scribes from overseas, to get their dear little hands and clodhoppers at the wares of those fair lands. Britain is no exception to the other Motor Show centres.

British Leyland jump at this annual chance to set up a road test shop for their next year's models, by allowing the press to drive a representative selection of their latest models at Silverstone. They then hang around for a week or so, because the rest of the UK manufacturers, apart from one or two cocksure types like Aston and Lotus, gather together for the British manufacturers' Motor Show test day, at the very same central venue. This happening is 'Ye Muttering Wrotters' Race meeting.

"The dreaded tuck-in tuck-under would appear to have been eliminated from the fun book."

A test driver enjoying Himself in the surprisingly nippy Mk.3 GT6.



Well naturally, there is always a bit of a scrum. For, whilst the grand old Gent's of the game totter in and out of the various tents, scoffing what they can get, the eager beavers, who are amazingly not too ancient to be members of the venerable Guild, try to drive as many cars as they can whilst the track is open. In between polite chin waggings with the inevitable PR posse, work is actually done.

But first the BL day. And we started Off with a Mk 4 Spitfire. Dunno whether the tyres had been pumped up like hell for the circuit work or what, but it was quite a bouncy old ride, and had apparently been sprung harder too. The scuttle shake was bad in our book, and showed up on any sort of rough at all.

However, in spite of the car being not all that quick on the comparatively open wastes of Silverstone, it thankfully had the very necessary, yet optional, overdrive fitted. The engine was as smooth as a turbine and thrived on revs, in a way that the 81/BMC W Type has never been able to do, or rather never felt as happy doing.

We also didn't reckon on the under thigh support being sufficient with the new seats. And, ough - the side of a driver's right knee gets gouged away by a wretched handle.

The benefit with the new Spitfire was without doubt (apart from the end of the razor edge wing tops at the front and the Michelotti new look back - very Elan like) the rear suspension. The dreaded tuck-in tuck-under would appear to have been eliminated from the fun book. In fact, around the handling circuit, a usual maze of straw bales with a gritty surface, the new Spit (surprisingly released after the Motor Show!) handled almost like a Sprite. If anything, the indy back end was capable of higher cornering speed without break-away. If one was to really push it, the back would splay out its rear wheels and move out into a very handleable oversteer, nicely squat onto the deck. But this could really only be made to occur on an exceedingly tight kink.

The motor was flexible enough for starts in second to

Reprieved. The Maxi has been given a new lease of life with the fitting of the 1750 cc engine.



be made, maximums in the gears being 30 in first 50 in second, and 80 in third. Whilst third overdrive could take the '71 Spitfire motorist up to 90 with 105 genuine there if you had the time, and the room. In fact great improvements - but seven years too late old GB story of late.

Now the Maxi has come into a more than fair share of unfavourable publicity from the launch until now. Many said rather unkindly that the car should be scrapped from the catalogue. But this has not been done. In fact it Surprised the cynics by actually selling rather well. So, to ensure that all criticism is finally put very definitely into the history book, the new Maxi. must now be considered by us to be an entirely new car.

Now called the 1750 Maxi, the new engine makes all the difference, with 35 mph in first, 55 mph in second and 80 mph in third - the fifth gear really still being an overdrive. In go, it felt like an 1800S.

We loved the new seating, which made the car feel vastly more comfortable, with a reduction in noise level too. The seat panels were ventilated, which pleased.

Although the gearchange had been modified, it was still woolly, with the same rather wide gate. Whilst, the car can't honestly be said to handle in anything like a sporting fashion, the understeer being frightful, the tail being impossible to tweak out at all, and the car, whenever being pushed, definitely living on its tyres. Admittedly, the hydrospastic suspenders meant that fore and aft pitching didn't occur, and yumps therefore could be enjoyed immensely. So one has to understand a compromise specification.

The Rovers for '71 merely have different bonnet pressings. You may well have seen these around

Reprieved. The Maxi has been given a new lease of life with the fitting of the 1750cc engine.

"...third overdrive could take the '71 Spitfire motorist up to 90 with 105 genuine there if you had the time, and the room."

already, as 2000s and 3500s destined for the US have sported many of the '71 bits and bobs for several months.

Easing our corporate solves into the sanctuary of a 2000 SC manual model, we happily buzzed things to achieve 30 in first, 55 in second, and, after a bit of a struggle, 85 in third. In summary, however smooth the car felt, the body, quite obviously,

could do with that American conjured 3500 lump to do the whole deal the justice it deserved. It was worth remembering all those sideways years of one R. Clerk and other members of the Rover works Rally team, memorable evolution that has paid off with such a fine basic product,

We loved being able to push the car (not literally!) along the Northants lanes, near the track, in perfect confident safety, through the seat of the editorial pants. And the seats themselves were very very good.

Perhaps, for fear of being branded, along with the establishment motoring press, as being eulogistically advertising orientated, it must be said that the car - even in TC form - felt heavy and ponderous compared to a BMW. But then, Solihull isn't in Munich.

The GT6 Mk 3 seemed to be just the same, apart from the same styling changes as the Spitfire. One was left to wonder how long it would be before the TR6 is lifted from the catalogue, as part of the dreaded catalogue rationalisation, shades of Healey

3000. Yes - we liked the Mk 3 GT6. A fast one at that.

Surprisingly fast really.

To finish the day, we were allowed onto a field and copse course to frolic with a pack of Range Rovers. What a remarkable machine this was, taking dirty great tree roots and logs in its stride. Whilst the occupants enjoyed armchair comfort throughout and a relatively detached experience. Great Safari weapon, we would think.

The MGB, Midgets and Sprites were all on hand for flips, with their '71 changes - or lack of them. Thankfully at least they have been left unspoilt for another year.

At the Guild thing, we tried the new Cortina again, after a preliminary canter with a prototype at Boreham many weeks ago, and the communal mass press sample abroad. We loved the cloth covered seating, leather covered steering wheel rim and those meaty pedals. Considering it isn't a competition car, and has no future planned in that direction, the 2000 cc GXL Packed test machine performed very respectably round the track.

The attention to detail with

"We loved being able to push the car (not literally!) along the Northants lanes, near the track, in perfect confident safety..."

With the car well tweaked on the handling circuit there was no sign of the notorious rear-wheel tuck-under from the Mk4 Spitfire.



A new bonnet pressing is all that's new on the '71 Rover.

the sub-info dials all cranked towards the driver appealed and was all Ford forget-nothing. Whilst on a wet track, shod on Cints, induced slides were not too lurid, at all times being controllable.

Next, a Hillman Avenger GT, which we found to be as quick as a Mk 2 Cortina GT, but cheaper and, of course, a size smaller.

On the crit list, we thought the rev counter too small, the steering wheel too slippery and undished the padded centre boss was a fine idea.

The 5 in wide wheels made the Avenger look much more stable - and indeed, in action, this proved to be the case too. It would under-steer initially (what standard contemporary sports saloon doesn't...). And, only when really caning it, the track being wet, did the oversteer happen. But it was virtually rollfree at least. Yes -

great little car, representing value at least.

Next, we jumped aboard luxury class, 6276 cc of Jensen FF Mk 2, being observed by new Jensen President, Kjelle Qvale, from the United States.

With the automatic, air conditioning, and gorgeous pale leather upholstery (the rear seats even were more comfortable than virtually any other front seat you'd care to think of), it was just as luxurious as you could possibly imagine any car in the twentieth century would be. And with luxury for four, there cannot be many cars that would be so happy being poled

round a race circuit at such speeds, and in such comfort, as the FF. In fact, with the four wheel drive seemingly being viceless to us, despite the body's obvious higher weight, it was as sporting as any Aston. The drive gave us all the traction in the world.

Drooling over Ford AVO's (£2000 Plus) special prototype show Escort, with electric windows,



special seating and fancy fabric covered roof, we were soon to be in our element again with one of the first AVO production RS 1600s.

This action one was perfect, perfect, perfect. At home on mud or track, on smooth or rough, it looked exceeding nice on its Minilites. In fact if we hadn't been borrowing a very delightful works Skoda for the RAC, we wouldn't have minded borrowing this little honey. But quite a difference in cost, this is likely to be their '71 home market problem.

Somehow the seating, the gearlever position, and the handling were all tuned. And so right it all felt too. On unofficial personal timing, this standard RS 1600 Escort was the fastest car round the track we drove at pre Motor Show functions.

Only fly in the ointment has been cost. The RS 1600 has been too pricey for the lads. So it was all very pleasing to hear from an unofficial Source that there have been moves afoot to market a cheaper (around £1154 including PTI) pushrod Escort, with the old faithful 1600 GT unit, a sort of poorman's Mexi-cort no less. This really new model came our way very recently. See the front of the Mag.

We had hoped to tell you all about a TJ petrol injection equipped Capri 1600 GT, but some exceedingly evil gnome went and hedged-and-ditched the rear bodywork - so that was that for the rest of us.

And so, with a splendidly irresponsible fling in an open TR6 to finish our day (even if it meant a straw bale and number plate!), the year's action appreciation of Show cars was all too soon over.

"To finish the day, we were allowed onto a field and copse course to frolic with a pack of Range Rovers."

T.D. FITCHETT

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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
Sills 803070/803071	£13.50
Herald 13/60 front panel 812140	£37.00 each
Pedal rubbers 122289	£2.50 each
Early Vitesse carburettor (Solex) front	£29.50
Bonnet corner moulding 706161/2	£16.50 pair
Bonnet catch (chrome) 607663	£20.50 each
Tread plates	£6.50 each
Rear overriders (703708/9)	£30.50 each
Set of 8 front suspension bushes (119451)	£10.00 set
Inlet manifold banjo bolt (145155)	£8.00 each
Fuel gauge Vitesse 2 litre Mk I 145700	£50.00
Petrol tank sender 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	£85.00 each
Door hinges 607624	£15.00 each
Door to glass weather strip	£5.75 each
Inner front wheel arch, left hand/right 903 075/6	£26.50 each
Wheel arch to bulkhead seal 704033	£2.50
Set of 4 SparkPlugs 1200 and 12/50	£2.50 set
Universal joint with grease nipple	£6.00
Windscreen washer/wipers pump-switch	£45.00
Herald recon exchange drive shaft assembly inc. shoes	£130 each
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Seat Belts (inertia type)	£40.00 pair
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New override propshaft (210985/218952)	£75.00 exchange
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 210988/210987	£45.00 exchange
Bonnet catch (chrome) 607663	£20.50 each
Speedo cable GSD165	£9.50
Speedo cable O/D GSD113	£7.00
Vinyl hood MkIII inc. zip window	£85.00
Hood MkIII original ICI flame retardant inc.zip window	£130.00
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Spitfire MkIII complete bonnet assembly	£558.12
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

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Universal joint with grease nipple	£6.00
Hard top rear screen 819959/XKC3641	£45.00
Stainless steel tread-plate finisher Triumph logo	£12.50 pair
Transverse rear suspension leaf spring 159640	£67.50
Wheel arch to bulkhead seal 613666	£2.50 each
Front suspension vertical link and trunnion assembly	£56.00
Caliper repair kit inc. piston	£15.00
Bonnet hinge pivot box (RKC362/3)	£26.00
Spitfire rear lamp panel (716182)	£80.00
Stainless steel overkill kit	£39.00 kit
Handbrake cable and fork (104749)	£2.00 each
Early/late rear drive shaft	£55.00 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 exchange

Handbrake front cable 121766	£3.00
Wishbone bushes 119451 (set of 8)	£10.00
GIRLING Brake master cylinder	£40.00 each
Dash top cover 819251	£23.00
Brake caliper offside/nearside 159130/1	£53.00 each exchange
Rear valance 908970	£19.50 each
Nearside/offside sill 903097/8 OE	£30.00 each
Nearside/offside sill 903097/8 Non OE	£20.00 each
Sill reinforcement panel L/H and R/H 806634/5	£5.00 each
Inner sill L/H and R/H 806638/9	£12.50 each
Headlamp support panel assembly L/H and R/H 818871/2	£17.50 each
Bonnet hinge tube R/H 911108	£20.00 each
Rear inner/inner wheelarch, L/H and R/H 725563/4	£37.50
Front quarter valances offside and nearside (815391/2)	£45.00 each
Seal covering set. Brown cloth houndstooth material, complete car set OE	£75.00
Knee pad L/H and R/H 719391/719401	£12.00 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
Brake disc 208715	£14.50
Stub axle UKC697	£14.50
Steering lock 216449/UKC2719	£32.50
Front wheelarch inner L/H and R/H 909797/8	£29.50 each
Front wheelarch outer L/H and R/H 909351/2	£27.50 each
Steel boot lid 911327	£150.00 each
Front wings 909663/4	£23.00 each
Rear skins	£25.00 each
Sill end plate (front) 706422/3	£4.50
Rear wing rear repair panel	£10.00 each
Rear wing front repair panel	£9.50 each
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Boot floor	£55.00
Door interior release Bezel L/H and R/H 819803/4	£4.00 each
Exterior door handle L/H and R/H black YKC2837/8	£41.00 each
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Hard top rear screen seal 911040	£25.00 each
Carpet set	£65.00
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GT6

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Main carpet early Mk III new tan 819813	£29.50
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Rear quarter light shield MkIII 819813	£8.00
R/H front suspension vertical link (209072)	£42.50
Nearside/offside front wing Mk II 908113/4	£72.50
New crankshaft 308034	£95.00 exchange
Front side/flasher lamp assembly 155416	£20.50
R/H front overrider GT6 Mk I 710717	£25.00 each
Rotoflex coupling 152273	£20.50 each
Steering lock 216449/ UKC2719	£32.50 each
Front shock absorbers	£20.50 each
Dash veneer set Mk III 820073	£76.50
Quarter light seal front L/H 874098	£7.50
Clutch pedal and box assembly 217431	£25.00
Courtesy light switch 627745	£1.75
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Model Heralds

by Chris Longhurst

Bijou Models (a great name!) have produced transkits for the 1200 Herald Estate (9) and 1200 Courier Van (10). A transkit allows an existing model to be converted to different body variants. In this case the base model is the Lledo 1/43 rd Vanguard diecast Herald and the conversion kit is a cast resin body shell, windows and some ancillaries.

The shape of the Estate transkit is excellent; because it is cast in thin resin, I found it bowed in at the sides and did not match up with the diecast base very well. To overcome this, I cut out two still cardboard shapes (see Fig.4) which fit between the internal seat section from the original Lledo and the body wall. This cardboard shape

"The Courier transkit is really an Estate with side windows to glue in..."

Fig.1

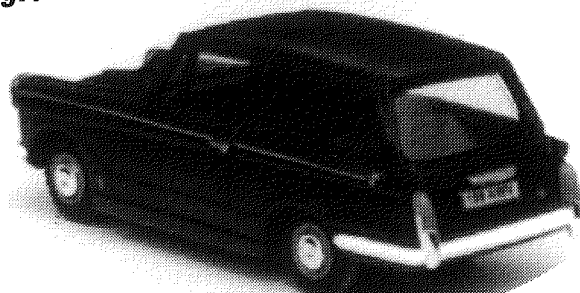


Fig.2

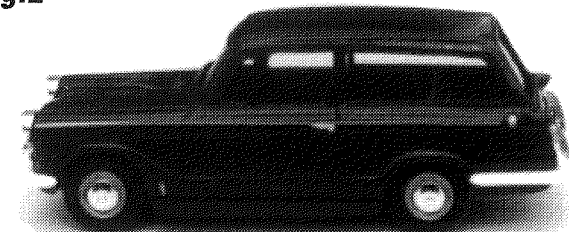
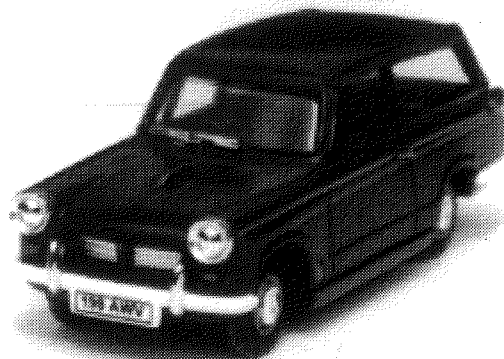
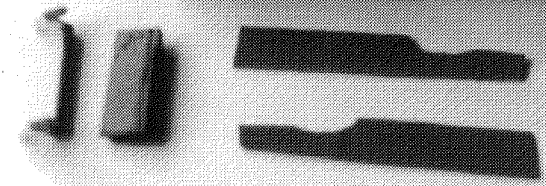


Fig.3



was sprayed the same colour as the seats and acted as internal trim. The body is held to the base by one screw at the front, on the original Saloon there is a screw pillar at the rear which is missing on the Estate. This means that the body does not fit tight on the base and is only held by one screw (Fig.3); I will need to fix this with a couple of spots of Araldite between the body and base.

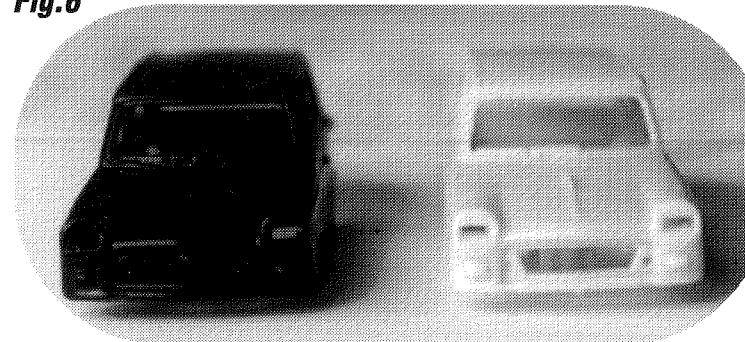
Fig.4



"The Lledo Vanguard Motor Press Model is a good one as it has silver wheels and a great interior which can be sprayed to the correct trim colours."

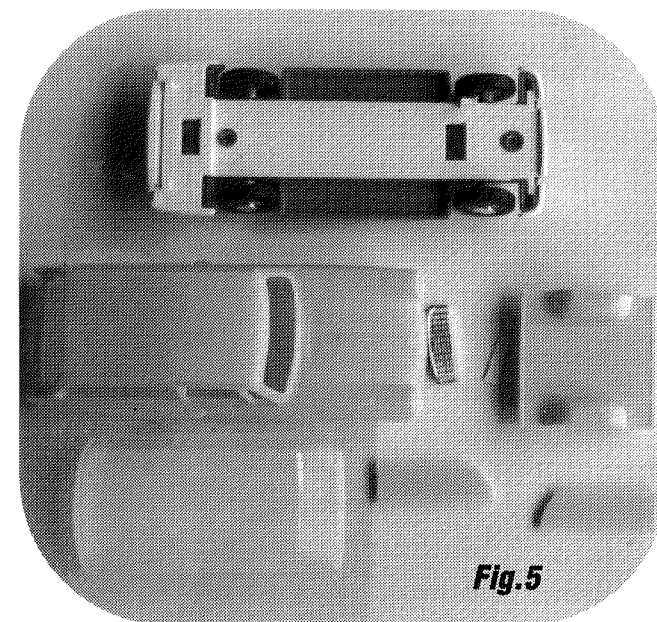
The Courier transkit is really an Estate with side windows to glue in (Fig.5). To get it closer to the true Courier, the central grille upright needs cutting out and the rear light cover needs grinding/filing down to shape (Fig.6). The grille that came with the Lledo Vanguard Saloon is not quite right for the van and I will use one from a

Fig.6



scrap Lledo Vanguard Police Mini! The van transkit also comes with 'STANPART' transfers for the side of van. Don't forget to spray the white bumper section body colour for the van. The Bijou transkit can be obtained from Model Auto in Leeds (0113 268 6685).

Fig.5



The base model is best obtained from a toy fair where even boxed models can be cheap and unboxed rejects (damaged paint) are £2 - £4. The Lledo Vanguard Motor Press Model is a good one as it has silver wheels and a great interior which can be sprayed to the correct trim colours.

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The Engine Lubrication System

This article was
first printed in
Standard Triumph
Review #9, 1960.

—by Peter Commis—

Due to the high loading on engine bearings and heavy side thrusts on the cylinder walls from the pistons, a positive pressure lubrication system is always essential to ensure reasonable engine life.

Basically, the system consists of a pump, filter and suitable oilways leading to the main parts of the engine requiring constant lubrication.

The pump draws oil from the reservoir, i.e. the sump, and forces it along the oilways and through the filter to the main bearings, camshaft bearings and, in the case of an overhead valve engine, to the rocker shaft on the cylinder head. Some of the oil arriving at the main bearings is ducted to the big ends and cylinder bores. Now, the clearance at the main, camshaft and rocker bearings are very small, very often a mere one and a half thousandth of an inch, so considerable resistance to flow is experienced by the oil. It is the action of the pump, working against this resistance, which causes the build up of pressure.

As we all know, the ease with which car engine oil flows depends on its temperature, the hotter it is, the more easily it flows. The word used to describe the "thickness" of oil is viscosity; when the oil is "thick" its viscosity is said to be high and vice-versa. When the oil is cold, then, its viscosity is high and it will not flow so easily.

OIL PRESSURE

When an engine is started up from cold, the oil is reluctant to flow and the pump has a harder job to force the cold oil through the small clearances. It is for this reason that the oil pressure is higher when starting from cold than when running at normal



temperature and it is important to realise that despite this increased pressure, the actual flow of oil is usually less than when warm.

This is mainly due to the fact that a pressure relief valve is usually fitted which limits the pressure to an acceptable value and although the pump tries to displace the same volume of oil when it is cold as when it is hot, the relief valve opens against the action of a spring at a safe maximum pressure and spills some of the oil back into the sump without it reaching the parts of the engine which require it. It should be realised that this reduction in oil flow when cold depends solely on the temperature of the oil itself and not on the temperature of the cooling water and as the oil usually warms up at a slower rate than the cooling water in a modern engine, care should be taken not to overload the engine after starting from cold for several miles, although the cooling water may well have reached its normal running temperature after a mile or so.

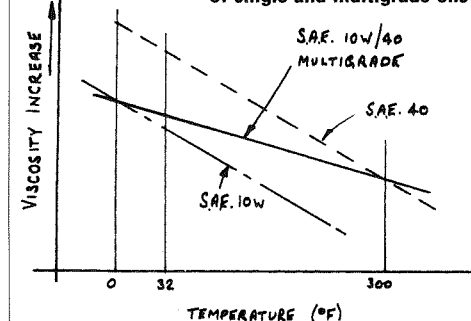
MULTIGRADE OILS

At the other end of the temperature scale, if the oil overheats it may lose a certain amount of its "body" and its lubrication properties will not be so effective, although the flow through the engine is very high due to its low viscosity. It is because of the effects of these two extremes of temperature that it has become practice to use a heavier grade

of oil in the summer than in the winter. Motorists are quite familiar with changing their engine oil from say, S.A.E. 30 grade to S.A.E. 20 grade in October or November. (The figures represent a generally accepted indication of the viscosity of the particular oil at a standard temperature.)

In quite recent times, the oil development engineers have offered motorists the

Fig.1. Effect of temperature on viscosity of single and multigrade oils

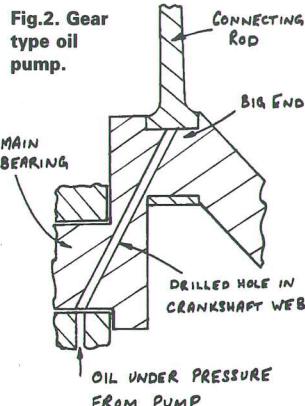


"Multigrade Oil", which combines the free flowing properties of the thin oil when cold, with the full bodied effect of the thicker grade when hot. This oil is naturally more expensive to produce and, therefore, costs the motorist more than the single grade oils, but it has the advantage that less care is needed when warming the engine from cold. Fig. 1 shows graphically the effect temperature has on oil viscosity and indicates why a multigrade oil can eliminate the changes from summer to winter grade oil and vice versa at the appropriate times of the year.

MECHANICAL DETAILS

The main piece of mechanism involved in providing engine lubrication is, of course, the pump. Fig.2 illustrates the principle of the gear type pump, one of the gears is driven from a shaft geared usually to the camshaft and in turn drives the idling gear. Both gears are totally enclosed in an oil-tight casing. As the gears turn the teeth which are on the inlet side of the pump collect oil from space A between them and carry it round the casing; when the teeth carrying the oil reach the delivery side of the pump at space B, they find that space B is already full of oil. Now, it will be seen that space B will not increase or decrease as it is constantly blanked off from space A by meshing teeth, so oil is constantly arriving at space B and the only outlet for it is through the oilways to the engine components. It is this action which causes the build up of oil pressure. Other types of pump are in current use, but most of them use this principle of carrying oil between moving spaces and depositing into a non-variable space so that it has no alternative but to build up pressure and go out to the oilways.

Big end lubrication is taken care of by holes drilled through the crankshaft webs from the main



bearings to the big end bearings (Fig.3). The end of the hole in the main bearing of the crankshaft will line up with the oilway supplying this bearing and momentarily will allow oil to be forced up to the big end. Such items as small ends, timing chains and tappets are usually lubricated by the oil which escapes out of the ends of the bearings and splashes about inside the engine before dropping back into the sump. Small ends, however, do sometimes have positive lubrication from holes drilled straight up the centre of the connecting rod and which connects once every revolution with the big end extremity of the hole drilled in the crankshaft web.

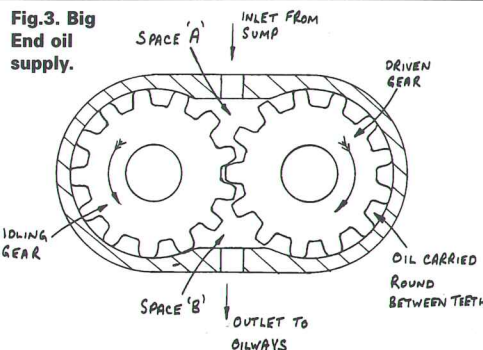
THE FILTER

Filters can be of the full flow or by-pass type. As its name suggests the full flow filter is one through which the whole of the pump delivery passes before going to the engine. Whilst this would appear to be the ultimate in filter efficiency a fairly coarse felt filter element has to be used to limit the restriction to flow. It is becoming more common these days to employ the by-pass type through which only a fraction of the pump delivery passes; the oil that passes through this type of filter spills straight back into the sump so there is no objection to having a high restriction on its flow. Thus a very fine filter can be used and much smaller particles are filtered out. The amount of oil passing through a bypass filter is usually limited by a small diameter bleed hole which allows the required proportion of the total flow to pass through the filter without hindering the main flow to the engine.

Whilst only a small percentage of the total flow is filtered at any one time, the output of a modern pump is such that all the oil is filtered in turn, long before a dangerous level of contamination by abrasive particles is reached.

OIL CONTAMINATION

Finally, a word on oil contamination. Even in a new engine in which the pistons and rings are a very close fit in the bores, some products of combustion will escape past the piston into the crankcase and will come into contact with the oil. The oil will absorb some of these and after 2,000 - 3,000 miles will start to lose some of its lubricating properties due to their accumulation. It is for this reason that regular oil changes at recommended mileages are most important. It should also be remembered that a filter element cannot collect particles indefinitely, and its replacement at the recommended mileage is just as important as a regular oil change.



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by Peter Williams—

Leaded Petrol: The debate is joined...

As reported by the Federation of British Historic Vehicle Clubs' latest news sheet on the matter (acknowledged and reproduced below), in true Governmental, spoon feeding tradition, and surprise surprise, it was recently announced that the 0.5% leaded fuel availability concession will only be available to classic racers.

The leaded fuel issue has now entered the Stage of the House of Lords and as you'll read, no great answers were forthcoming. It is therefore still up to us to lobby the Government by writing to our MPs and/or direct to relevant ministers to ask what plans are in place to allow us to continue the safe use of our cars. However, we can't hide our head in the

"...like it or not, by political decision of later commercial pressures, the days of leaded fuel are numbered."

sand as like it or not, by political decision of later commercial pressures, the days of leaded fuel are numbered. So have you written to your MP? I know some of you have and thanks to those who forwarded copies / described replies sent to you. These replies generally consist of a standard response penned by the Department of the Environment, Transport and the Regions (DETR). I actually received such a reply which as I had already read the standard response I was able to write back to my MP stating that the reply was the Department's standard response and didn't answer any of my questions. Please could he address them. I then at least received a more personal reply which unfortunately went little further. I have now written direct to the Baroness Hayman at the above Department so watch this space. Although anyone who writes is likely to get little more than the standard response, I'm sure it does good for letters to be received and counted so if you haven't written already please do so now. Although where possible, mechanical solutions will probably present the best route forward, the key issue is really to gain more time to allow adequate testing of alternative fuels, additives and other after-market products to be properly carried out. The set of questions I raised in my letter to Baroness Hayman, based on prior reading of the FBHVC's information opposite included:

Is leaded fuel to be withdrawn by the end of 1999?

What proven alternatives are there regarding fuel / add-on accessories?

What standards for alternative fuels has the Government issued?

What testing has the Government implemented?

Is the Government to request the allowed for derogation of the relevant legislation for five years to allow more time for adequate independent testing to be carried out?

More recent information suggests that leaded fuel at the allowed 0.5% by volume level previously announced will now only be available for racing applications at the race track: information left out of previous announcements. Please could you confirm. If leaded fuel is to be made more widely available where will this be from, who are the so called 'specialist groups' who will be able to stock and supply the fuel?

If you feel it appropriate please feel free to use the above questions plus any others you feel need answering as a base for any letter you send. I'd be pleased to hear of the response.

But now, on a more positive front, get out and enjoy your cars now! I'm still grinning since driving my Vitesse over recent weeks.

Happy Motoring
Peter Williams
General Secretary.

FBHVC PRESIDENT PUTS GOVERNMENT ON THE SPOT OVER LEADED PETROL.

Substitutes will be available, hopes Minister - but leaded petrol will only be sold to classic racers.

Responding to a debate in the House of Lords on the abolition of leaded petrol initiated by Lord Montagu of Beaulieu, President of the Federation of British Historic Vehicle Clubs (FBHVC), Baroness Hayman, Under Secretary of State at the Department of the Environment, Transport and the Regions (DETR) claimed that the "vast majority" of historic and classic vehicles would be able to use lead replacement petrol or bottled additives when leaded petrol was withdrawn in 18 months time.

She added that a "special provision" had been negotiated with the European Parliament to ensure that a supply of leaded petrol limited to 0.5 per cent of petrol sales would remain available "indefinitely" to cater for the special needs of the historic racing fraternity.

The Baroness stated that the DETR had a responsibility to work with classic car organisations over the distribution arrangements for that limited amount of leaded petrol "to ensure that it is available for the classic car racing fraternity"

Expressing hope that the legal problems which delayed the development of a British standard for lead replacement petrol would be resolved in good time "for the standard to be finalised and for the fuel to be widely available for the year 2000", Baroness Hayman took full responsibility for ensuring that information regarding the options for ordinary motorists affected by the withdrawal of leaded petrol would be available "in a form which people can understand and which is available to them"

She did however confuse the situation by commenting that lead replacement petrol would not be introduced "until there is a firm date for the ban on leaded petrol". She estimated that the number of cars using leaded petrol when the ban is due to come into force on 1 January 2000 could be as high as 5.3 million, but suggested that "as many as 3 million of these vehicles could use unleaded petrol either directly, with absolutely no change, or with very simple engineering adjustments"

Her optimism was not shared by other speakers in the debate, many of whom were past and present owners of historic vehicles. Vintage Sports-Car Club member Lord Monro of Langham, who praised the role played by the FBHVC and classic car press in giving

"...a very attractive hobby carried out by many thousands of people who try to perpetuate the golden age of engineering in this country."

publicity to the problem, found it "inconceivable" that the "anti-motoring" Government "should be so against ... a very attractive hobby carried out by many thousands of people who try to perpetuate the golden age of engineering in this country".

Lord Steel of Aikwood, a well known driver on classic rallies, complained about the "washing of hands" by petrol companies and official bodies over the whole issue of the proposed withdrawal of leaded petrol. Pointing out that a satisfactory alternative fuel had not yet been achieved, he concluded that "the buck stops at the Department of Transport".

Lord Luke - a former owner of the Aston Martin Atom - called for "rapid and decisive action soon, otherwise there will be a lot of confused and angry motorists", and challenged the Government to prove that it cares for our motoring heritage.

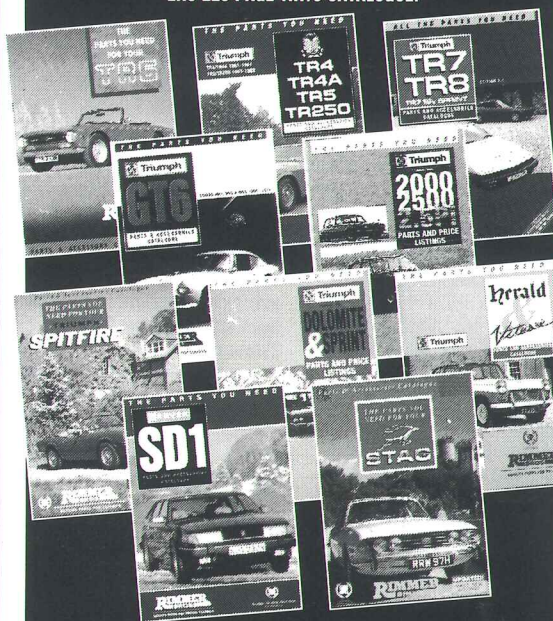
This debate, which at last brought the key issues involved in the withdrawal of leaded petrol from general sale into open forum in parliament, underlined the unique ability of the FBHVC to lobby our legislators from within through the active involvement of its President, who uses his position in the House of Lords to work for the benefit of the entire historic vehicle movement.

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BLAST FROM THE PAST

This article first appeared in *Cars And Car Conversions Magazine*, September 1969.

Tuning a Standard Triumph 3 PART 3

When making your assault upon the combustion chambers, it helps a great deal to lay out a head gasket onto the head face and use the area not covered by the gasket as the absolute limit of where you can modify the casting.

The wall around the inlet valve can be opened out a little, but only open this out just a shade.

The cut ought to be straight down where the well runs near the valve circumference. The area must remain the same as your valve lift increases. The wall should remain vertical (or as near as possible). Where the wall around the valve runs into the wall opposite the plug, the radius will ideally have been increased. Some careful removal of material, so that the combustion chamber wall opposite the plug is also brought back a little, helps to improve that mythical 'squish'. The wall around the exhaust valve should be run into its neighbouring walls in the same way as should have happened around the inlet valve. Where the wall of the combustion chamber meets its roof, try to do away with any sharp angles, a small radius similar to the one on the inlet valve heads should be copied. A point to

watch is while you're in attendance with your road works outfit on the combustion chamber walls - sometimes using fairly hard grind stones - the roof of each chamber must always be treated with the greatest respect as they're really quite delicate.

Volumes of all chambers, as on any modified motor, should be equalised to the volume of the largest one. Two tenths of a c.c. is sufficiently accurate for the volumes, because the piston variations, particularly if they've seen some use, will always

upset the finest chemistry lesson in actual practice. To achieve the balance, lose some metal where necessary from around the inlet valve wall first, and then next from the exhaust valve wall.

One final point on the chambers, and that is to bevel off the ultra sharp ridge where the chamber ends and the face of the head begins. This edge will be sharp after machining of the head face has taken place. Don't go mad with this bevelling or else you'll find that you've whittled away metal that ideally should have been covered with head gasket material.

Matching both inlet and exhaust manifolds to your demon head is seldom done these days. So many supposed tuning firms just don't bother, they merely strap on a fancy exhaust and/or inlet manifold and think that that's that. So often it's quite certain that a standard set-up of exh/ini tubes, properly matched as far as face and internal shape line up is concerned, would achieve a better performance than the sub-

stitution of the standard materials with expensive bolt-on-gear. What is, of course, best of all is a set of properly designed manifolding, that is scientifically mated up using a card/carbon method of faithfully reproducing the exact shape of the head ports, so that the location of errant material on the manifolds is known exactly. Only when manifolds and head have been corrected around the port apertures has the theoretically

on an exchange basis, as with all their heads. The next stage of 13/60 head includes a set of special inlet valves (£1 5s each), four new exhaust valves, a set of new type valve cotters (1 a 3d each), valve caps (2s each) and washers. This head is A-okay for all stages of cam or carbs and costs £28 10s. The all-important packing pieces for fitting under the rocker shaft pedestals are each and are orderable through SAH (**Not anymore Ed.**)

of lightweight rocker arms, all fitted to a stronger antiwhip rocker shaft, including the pedestals, and is a must for competition 1147 mills. The rockers themselves help to reduce the loadings on any modified ST motor and are very well worth while at £3 a set.

For Spitfires, the SAH stage one head, which ups the c.r. from 9.0: 1 to 9.75: 1, costs £17 10s, and with larger inlet valves £22 1 10s. For the Mk 3 motor.



perfect state of base-tune been attained. Shims to fit under the rocker pedestals of all modified ST heads are a must 90 that the correct valve adjustment is possible. These, as with all stages of head conversion and attendant modified components, can be purchased from SAH, (**Now Defunct. Ed.**)

As a guide to prices, SAH sell a generally modified head for 940, 1200 and 12/50 models' for £17. Their initial head for the 13/60 model with a compression ratio of 11.0:1, and enlarged and polished inlet and exhaust portings costs £18 10s. Both these beads work well with standard cams and are available

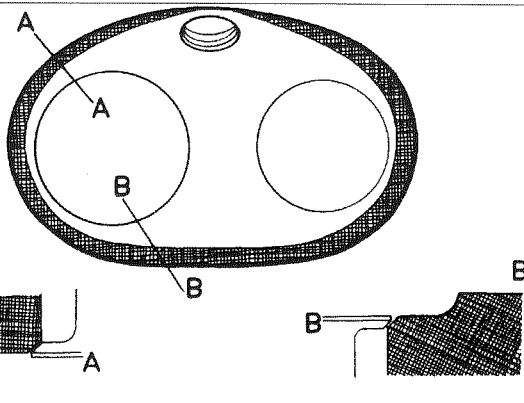
The comp valve springs cost £2 25 6d a set, whilst the wild ones, for use in conjunction with full race cams, cost a further 5s a set. On twin carb 948 c.c. engines Coupés, a set of double valve springs are called for, and SAH do these at £1 55 for a set.

The lightweight and heat treated cam followers which have a one-third weight reduction cost 8s 6d each (for up to '67 engines), whilst the larger diameter ones for post '67 engines cost 10s each. But, I must emphasise when ordering a set of lightweight cam followers from SAH, that they need to know your engine number, £8 7s 9d gets you a set

11.0: 1 c.r. and all the trimmings costs £18 10s, and here again with larger inlet valves it's £23 10s.

Now let's look at the various earns and distributors available, before moving on to the vital exits and entrances that are all part of the fascination of manifoldery.

The pressure in the induction side of things assists the escape of the burnt gas from the combustion chambers. One's inlet valves open before the exhaust valves close, with the unburnt mixture entering the cylinder to help push out what's left after the last explosion. The bigger the overlap, the better is the



The slopes on the walls of a modified combustion chamber should be thus. You will also see here the differing radii between the chamber roof and its wells.

effect of the combined efforts of induction and exhaust. Really this reciprocal activity only benefits at full bore, or at least over a narrow rev range, at the top end. So if you do increase this valve overlap with a race cam, you'll also be narrowing the range over which real power is produced. The amount the valves open, or the lift, will be upped too and the volumetric efficiency, coz of the increased passage of gasses, will be improved. The lift plus-benefits are only really of any value at the top end too. At low speeds, there will be more run back from the exhaust into the inlet system. Your choice of cam must therefore be governed by what sort of rev range you need to use, bearing in mind the sort of use you are going to put the car to, if you over cam, your performance at the lower engine speeds will be entirely wasted, and you'll burn up the petrol as well as clapping the top end out prematurely. The valve gear will be operating under more strain, especially if you're using stronger springs anyway.

You cannot belt in any old performance cam willy nilly. You've got to check that the bearing journal diameter is correct.

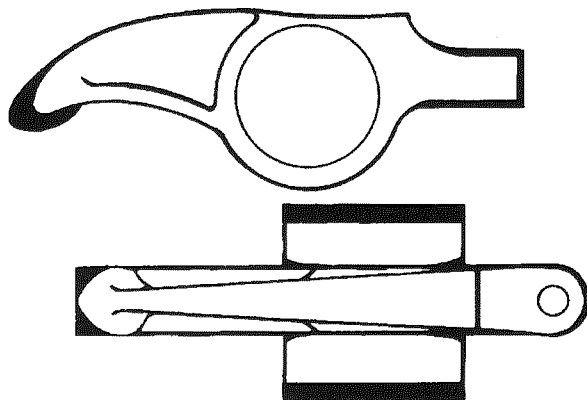
In conjunction with a cam change, you'll render all the expense to nought, unless you ensure that the mixture that has been created at such considerable expense inside your motor

at least is ignited at exactly the right moment. You cannot generalise on what setting the distributor should or should not have. On certain cams you'll have to change the distributor, you can get away perhaps with a change of weights and springs in your standard unit.

SAH (Defunct) do their '115' cam for standard 948, 1200

exchange again, it costs £10 10s. This SAH cam is designated the '26' one, and is the same as the Mk.2 and 3 Spitfire cam. The timing from the cam is 2565-65-25. The next one wild style is the '46'. This is recommended for competition motoring on fully modded 948s, 1200s, or the 12/50 engines. It's the same cam as was specified in the Standard Triumph Stage 2 power kit and only gives any increase in power output over the '26' at over 3500 rpm, it costs £6 14s, on exchange and needs a different distributor in conjunction with it. Then for Spits or full race 948s, 1200s or 12/50s, the '57' is needed at £15 10s., which is outright. 13/60 motors have their own range of three cams, the SAH 26X, which ought to be used, with modified: '368' valve springs, then there's the '46X' for road/race, and the full race '57X'. Prices for these are £10 10s. exchange, £14 10s. exchange and £15 10s. outright.

The special Delco distributor for use with the '46' and '57' cams (on 1147, motors only) costs £9 exchange. There you can get a set of advance weight



Remove the shaded areas to lighten standard rockers. It's also helpful to polish them up, so that an V stress concentrations may be relieved due to surface irregularities.

motors (except the Coupé and twin carb models). This is a regrind, giving 18-58-58-18 timing and costs £6 10s, exchange. Then for Mk.1 Spitfires as the first stage of moddery, or the next stage for all models of the Herald like the 948, 1200 and the 12/50, on

and springs for converting the standard distributor when being used with the 13/60 motor cams. These cost £2 15s., and do the trick admirably.

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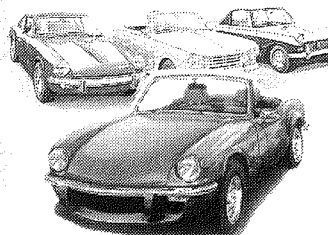
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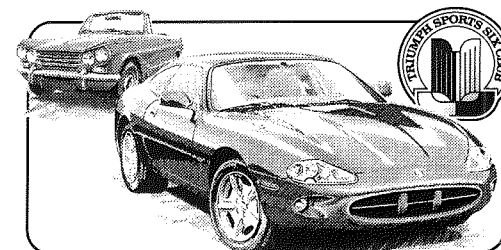
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JOHN MACARTNEY REMEMBERS PART 4

STANDARD



TRIUMPH

The summer of 1969 was frenetically busy. It was a transportless one as well on a personal front. By this time, I was driving a TR4A but I had left it at home.

This was because the mews flat I shared with two colleagues in Earls Court was not too dissimilar from a car park in its own right. The garage was crammed with new Triumphs we were 'running in' for customers.

We'd fallen across this 'wheeze' by accident more than design and it also meant we could drive to and from work

"I removed the soft top and did some serious 'posing'."

as well, thus saving the tube fare. It seemed clear that many customers were rather reluctant to drive their new cars gently for the first 1000 miles and were more than happy for us to 'run them in' on their behalf. For our US customers, this meant they could take full advantage of the mind-boggling performance of a de-toxed Spitfire, right from the start.

"The garage was crammed with new Triumphs we were 'running in' for customers."

As they paid for the petrol and insurance as well, it was an even better idea! I should perhaps add, that these cars were ones we had sold ourselves and were not those ordered from a US dealer.

It all came about one day when business in the Showroom was slack. What's more, it was a sunny day and the TR250 in the garage in Mount Street hadn't been out for a while. Feigning absence on the grounds that I had to go to somewhere in North London on a 'demo,' I removed the soft top and did some serious 'posing.' This took me down the King's Road, Carnaby Street, Whitehall and as close to Buckingham Palace as I could get, without being awarded a parking ticket. Wherever possible, I stopped the car close to tourists and to my utter amazement sold two in the course of a morning!

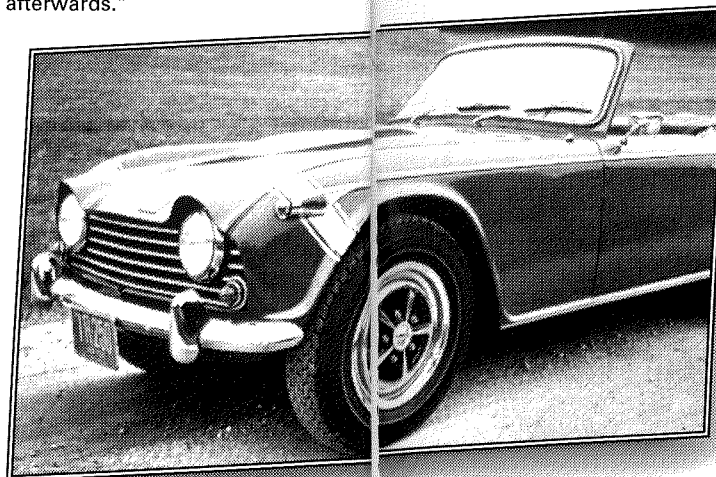
I would be a comprehensive liar if I denied there hadn't been a bit of 'chatting up' on my part and an undertaking to give Miss Whoever a quick blast down The Mall. The first time, Miss Whoever was with Mommy and Daddy - and she was a stunner.

In her day, Mommy had

been much like her daughter, and the passage of time had certainly given her an easy ride; or was it, in truth, a clever surgeon skilled in tucks - and a weighty bank balance? Probably.

"Would you let my daughter have a ride in your car?" asked Mommy, with a dazzling smile of very expensively capped teeth.

"Well, if I do, it could be expensive for her - or for you," I replied. "We only give rides on the basis that you buy one afterwards."



"Well, she is twenny one this year, so I suppose we could always buy one when we get back home. Look honey, you go off with this nice young man, and we'll see you back at the Hilton when you're done!" Miss Whoever was in that driving seat, with the speed of a rat going down a drainpipe - and we were off round London. I must say, she knew how to handle a car and had a very faint regard for the speed limits.

"If it's that easy," I thought, "let's go see if there's another opportunity?" There was - except this one was male and he put his hand on my knee as we were going round Hyde Park Corner! He got signed up very soon afterwards by The Serpentine, with him on one side of the car and yours truly on the other.

As time went by, more and more of these 'stop me and buy one' journeys were under-

"Would you let my daughter have a ride in your car?" asked Mommy..."

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"It's a pity this one's white," she yelled above the noise of the exhaust and the traffic. "I like my cars, like my men - hot, black and strong!" I had a strange feeling in the pit of my stomach, that today was going to be rather different to all the others.

As it turned out, it wasn't - and we were back at the Hilton in half an hour. The papers were signed, the money was paid in full - and she was off back to the States with Mommy and Daddy that night on a big TWA 747. Shame.

taken by us - and then it seemed no-one was too keen to have their cars delivered 'unbroken.' We offered to do it - the offers were enthusiastically accepted. This was real 'street cred.'

Where else would direct employees of the company who made their car, personally run-in their cars and then ship them out, or have them delivered anywhere in Europe after the first service.

"Sure don't do that in Detroit," was a common observation, but we never said "they sure don't do it in Coventry either."

Often, we were up against a sales pitch from the BMC guys in Piccadilly who wanted to sell an MGB instead of a TR250 / TR5, or a Sprite / Midget

"...strangely, any car with the steering wheel 'on the wrong side' seemed to attract British girls in ever greater numbers."

against a Spitfire. Our "Running-In" service was often the sales clincher and we really made quite a lot of friends of people who, under other circumstances, would have been just customers. Sadly, too few of them were female, but an open top TR6 or a Stag, solved that problem and strangely, any car with the steering wheel 'on the wrong side' seemed to attract British girls in ever greater numbers. Be assured, we certainly made sure that all the cars that ever graced the garage space of 27 Coleherne Mews in Earls Court, were only 'cack-handers.'

The longest run-in I ever remember, was when two colleagues undertook to drive a Spitfire to Athens. Roger and Peter never got on together when in close proximity to one another for a prolonged period. While they were away, it occurred to me more than once, that the customer would be lucky if he ever saw his car and that they would probably abandon it somewhere in Yugoslavia - if they even made it that far.

I recall they did say they had many arguments - but the Spitfire finally reached Athens. What a journey - and it rained all the way.

© John Macartney

To be continued.



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.. HUH? CARS? OH, I DIDN'T HAVE TIME TO LOOK AT THEM!!

BY CHRIS SHERIDAN

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Technical Tip of the Month

Overdrive stopped working?
Is it an electrical fault, or an overdrive unit fault?

To find out, simply put the car in fourth gear, turn on the ignition (but don't start the engine) and operate the overdrive switch in and out. If the electrics are working, you should be able to hear the relay working on the bulkhead, and the faint clicking of the overdrive solenoid down by the gearbox.

If you can't hear these, chances are it's a simple electrical fault. If you can hear them, then it's time to check your overdrive oil level!

All the best *Mike.*

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

TECHNICAL SECRETARY

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

HERALD 948/1200

Bob Westgarth

HERALD 13/60

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

SPITFIRE Mk I/II/III

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

SPITFIRE Mk IV/1500

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

VITESSE 1600/ Mk I/II

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

GT6 MkI/II/III

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

BOND

SPECIALS

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

AMPHICAR

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

TOURER'S TALK

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

INTERNATIONAL LIAISON SECRETARY

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

EQUIPMENT STORES - LIAISON OFFICERS

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

EVENTS AND EQUIPMENT

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

ARCHIVIST & LIBRARIAN

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

NATIONAL CONCOURS ORGANISER

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

SHOW CAR REGISTER

John Muggelton,
TSSC H.Q. Main Street, Lubenham, Leicestershire. LE16 9TF.
Tel: 01858 434424

AREA LIAISON

Annis Green, 65 Sheffield Rd, Birdwell, Barnsley,
Sth Yorks. S70 5XF. Tel: 01226 745637

COMPETITION SECRETARY

Jo Field, 69 Neuville Way, Springfields, Desborough,
Northants. NN14 2XT. Tel: 01536 763799



01858 434424

COME AND VISIT THE

Triumph Sports Six Club

WORLD HEADQUARTERS

HOW TO FIND US

Leave M1 at Junction
20, take A4304 to
Market Harborough.
We are situated on right
side of the road just
before leaving the
Village of Lubenham.



Club Shop



Club Museum



Car Displays

OPEN

9-5 Monday - Friday
Phone first for
Goods availability.

www.tssc-hq.demon.co.uk/TSSC.html