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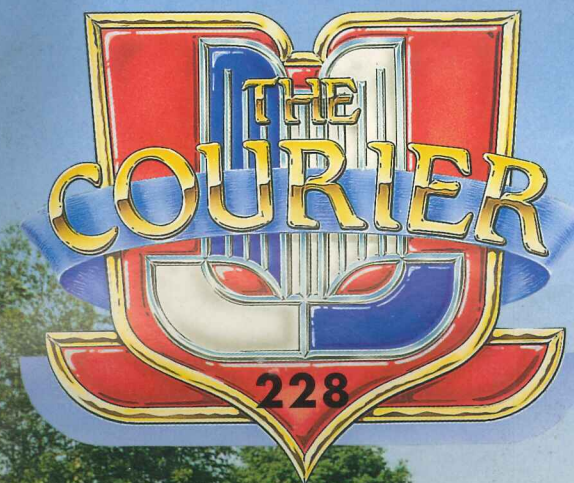


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INSIDE ON PAGE 72/73



JUNE 1999



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# The Courier

The Official Monthly Magazine of  
THE TRIUMPH SPORTS SIX CLUB

No.228 Vol 19. JUNE 1999  
Price £2.25 Free to Club Members.

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9.00am - 1.00pm Saturday

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David Aspinall, Annis Green, Leon Guyot,

Tom Longley, Chris Mills, Stuart Newbould,

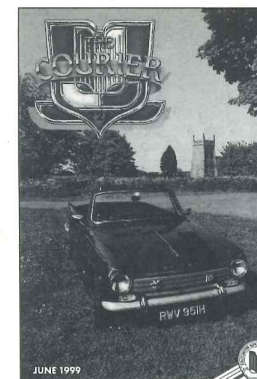
Simon Roberts, Vivien Thompson

Bill Sunderland, Trudi Squibbs,

Brian Waters, Peter Williams.

For a full list of TSSC officials see page 82.

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:  
13/60 on Priddy Green  
Somerset  
Pic:  
Derek Giles

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# T.S.S.C. Events Calendar

**This is the official TSSC Events Calendar for 1999 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

## TSSC ORGANISED EVENTS 1999

### JUNE

**SAT 5th**

**AVON AREA CLUB STAND**  
St Annes School Fayre, Bristol  
Attended by Avon Area  
Contact : Neville 01179 759640

**SUN 6th**

**CALDICOT CASTLE**  
Nr Chepstow  
Attended by Cotswold Area  
Contact : Colin 01179 691322  
or Neville 01179 759640

**SUN 13th**

**AVON AREA CLUB STAND**  
**BRISTOL MOTOR SHOW**  
Ashton court  
Contact : Neville 01179 759640

**FRI 11th/SUN 13th**

**LAKES TRIUMPH WEEKEND**  
New Venue, Keswick Rugby Club.  
Caravans welcome  
Contact : Shirley 01946 832080

**SAT 12th/SUN 13th**

**WLAES SOUTH WEST PRESENTS**  
**CANALS AND CLASSICS**  
The Boat & Anchor Inn  
Huntworth, Somerset.  
Contact : Chris or Clare  
01280 814928 eve.  
or 0973 667221 day

**SUN 27th**

**PEAK RUN & CONCOURS 1999**  
Derwent Valley Area  
Contact : Don 01246 278149

**SUN 27th**

**SURREY / GATWICK AREA STAND**  
**BROMLEY PAGEANT OF MOTORING**  
Contact: Karen 0181 873 3022  
or: Richard Stubbs 01737 221427

### JULY

**SAT 3rd/SUN 4th**

**OXFORD AREA PRESENTS**  
**LLANGORSE '99**  
Lakeside Caravan Park  
Llangorse, Powys, Wales  
Contact: Andy Webb 01865 863467

**SAT 17th/SUN 18th**

**TSSC INTERNATIONAL WEEKEND**  
Stafford County Showground  
Tel: TSSC HQ 01858 434424

**FRI 23rd/SUN 25th**

**LINCOLNSHIRE OPEN WEEKEND**  
Maltby-la-Marsh  
Contact: Dave 01529 455561  
or Berkeley 01507 328712

### AUGUST

**SUN 8th**

**LEICESTER SUNSHINE RALLY**  
Stanford Hall, Leicestershire.  
Tel: 01509 814456

**Fri 13th/SUN 15th**

**NORTH EAST AREA'S 13TH**  
**BEAMISH WEEKEND**  
Contact: Tony 0191 5870933

**SAT 14th/SUN 15th**

**SURREY AREA STAND LOSELY PARK**  
**CLASSIC CAR & COUNTRY SHOW**  
Contact: Karen 0181 873 3022

**SUN 22nd**

**CANTERBURY AREA EVENT**  
**RETURN TO HELLFIRE CORNER**  
End point Dover castle.  
Contact : Tim 01233 812616

### SEPTEMBER

**SUN 5th**

**WORCESTER AREA CONCOURS (WAC)**  
Avoncroft Museum of Buildings  
Stoke Heath, Bromsgrove, Worcs

**FRI 24th/SUN 26th**

**TSSC MILE OF TRIUMPHS**  
In aid of East Anglias Children's  
Hospices. Broad Farm, Nr Great  
Yarmouth, Norfolk.  
Contact: Rob 01603 434544 or  
Joe 01493 728764

### OCTOBER

**SUN 17th**

**INTERNATIONAL TRIUMPH SHOW**  
**AND SPARES DAY**  
Sandown Park  
Esher, Surrey.

## NATIONAL & LOCAL TSSC INVITED '99

### JUNE

**SAT 5th/SUN 6th**

**BORDERS VINTAGE CLUB**  
**HISTORIC MOTORING SHOW**  
Millerstain house by Kelso

**SUN 13th**

**FIFE VINTAGE MACHINERY CLUB RALLY**  
Elmwood College Farm Cupar, Fife.

**SAT 6th/SUN 27th**

**22ND ANNUAL SLEDMORE HOUSE RALLY**  
Nr Driffield, East Yorks  
500 pre 1975 classics  
Contact: Tony 01904 41058

**SAT 26th**

**CLASSIC & INTERESTING CAR SHOW**  
**PARTICULARLY TSSC CARS**  
Barfield School Fete, Runfold,  
Farnham, Surrey

### JULY

**SAT 3rd/SUN 4th**

**CLASSIC 100 AT RAWCLIFFE HALL**  
100 cars allowed to take part  
entry £15.00 01995 605613 eve.

**SUN 4th**

**STANDARD TRIUMPH MARQUE DAY**  
Heritage Motor Centre  
Gaydon, Warks.

**FRI 30th - Mon 1st AUG**

**COYS INTERNATIONAL HISTORIC**  
**FESTIVAL**  
Silverstone. Tickets £30.00  
01327 850215

### AUGUST

**SUN 1st**

**6TH BMC/BL RALLY & SPARES DAY**  
Ferry Meadows, Nene Park,  
Peterborough.

**SUN 8th**

**6TH TRANS PENNINE CLASSIC CAR RUN**  
Starts Preston Finishes Harrogate.  
£25.00 per vehicle

**SUN 29th**

**4TH BRITISH MOTORING CAVALCADE**  
Starts Peterborough Finishes  
Donington park £35.00 per vehicle

### SEPTEMBER

**SAT 11th/SUN 12th**

**BEAULIEU SEPTEMBER AUTOJUMBLE**  
National Motor Museum,  
Beaulieu, Hants.

**SAT 18th/SUN 19th**

**STANDARD TRIUMPH**  
**& CLASSIC CAR SHOW & TOUR**  
Royal Air Force Museum, Cosford,  
nr Wolverhampton  
Contact: Alan Withy 0121 7446414  
or Malcolm Greenly 01922 476039

### OCTOBER

**SAT 2nd/SUN 3rd**

**SCOTTISH MOTOR FESTIVAL**  
Royal Highland Centre  
Edinburgh

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

# 66 Comment

by Bill Sunderland

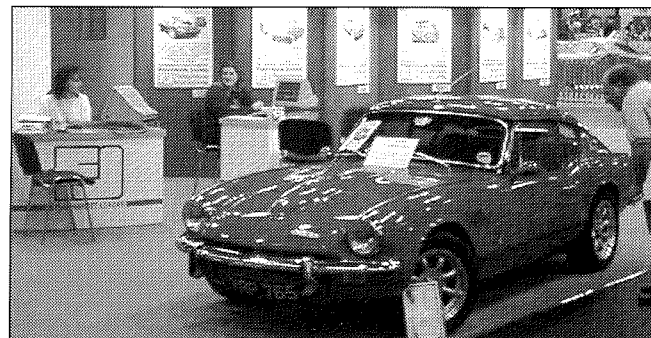
## Oh, for a Rotor arm!

**T**he last month has been a time of ups and downs. The ups seeing the final completion of the TSSC H.Q. After seven years of upheaval with improvements, extensions, additions we now have a world class centre for Triumph which includes much for you the Membership to enjoy. The NEC show with the

bonnet up. RAC arrived, problem sorted very quickly - fractured rotor arm, back on the road with a broad smile, the seats in the Bond Equipe really are very comfortable so onward home. Missing the odd beat to a broken exhaust manifold but yes I did enjoy

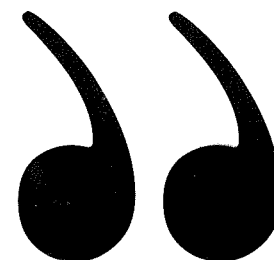
the manual, MkII head to 70 to 80lbs whoops, problem sorted. Made tracks to NEC via the A5, hit M69, saw MGF could not resist, half mile past the MGF, loud backfire, all at sea, lost engine, on coasting to hard shoulder reacquainted myself with MGF, (well I cut across in front of him, safely but with no engine!!) RAC call again 2nd time in 25 years, on arrival he could only recover, so back at workshop checking, what 'oh yes' fractured rotor arm! Backfire caused by air getting into inlet manifold on carbs, tightened and GT6 ends up on the NEC stand. What will be the third hiccup, I don't know - nevertheless I will always carry a spare rotor arm in the future.

We all enjoy our Triumphs and with that I wish you all happy motoring this Summer.



new TSSC stand, my GT6 taking pride of place after it's unleaded conversion, South of England Meet with Mike and team getting a superb Sunday turnout. The lows, no real lows but the lowdown of driving Triumphs, as reported last month, I went to collect a Bond Equipe from Bath. The model a 1967 1300 GTS, apparently very rare, an A road drive instead of the motorway and really started to enjoy the drive on the Fosse Way through middle England. After a stop for lunch with banter with barman of what car is it, well it goes so well, 100 yards from hotel on roadside, phoning RAC, first time in 25 years, receptionist - what is it? - a Bond Equipe, O.K. a Triumph Herald, just look for a car with it's

the drive. Time was running out to complete the GT6 unleaded conversion for NEC and new ignition had not arrived, not much time for testing although as a tip always check what model you are referring to in the factory workshop manual as to torque the MKI head to only 45lbs, aware at the time it did not seem enough, still only went to 45lbs and with water leaking from the head on filling the radiator, took another look in





# TSSC NEWS

## Review

Your monthly round up of all  
News of a Triumph nature

### 1999 Hillclimb Update

Five events have already taken place with many more still to come. TSSC cars have been represented in all so far. Patrick Squire's GT6 was the fastest Triumph at Finlake Hill beating all the TRs and a Stag. His fortunes changed at the next event at Werrington Park where the TRs had their revenge and then at Wiscombe Park he made amends and was again up with the leaders in wet conditions. At Colerne, Pete Dodds brought his Spitfire IV home 3rd in class against a swarm of midgets whilst my own Spit refused to start and then broke a rocker!! Shelsey Walsh was the setting for last weekend's event and it was very wet. I was still without a working car but Ross Lammars very kindly lent me his MkIII Spit for the day and I was able to grab 3rd in class from a gaggle of TRs.

There are a host of events coming up in the next few weeks so if any of you can, try to come along and support the TSSC cars.

Goodwood May 29th

Prescott June 5/6th

Gurston Down June 12th

Porlock June 27th

Castle Combe July 10th

Any enquiries ring 01892 665293

Alan Petit

### Stafford - Vitesse IVRs

Amongst the picnics, the autojumble, the concours, the reading-the-papers-in-the-sun etc. of the Stafford International Event (17-18th July), I'd like to offer something extra on IVRs!

From 2.30 pm on both Saturday/Sunday, I'll make myself available to take your Vitesse IVRs and produce a basic reply-letter with all sorts of info for you on the spot! Hopefully we can do this out amongst the Vitesse-parking - on the grass - in the er, sunshine!

If for any reason you're not clear about doing your IVR, then just bring your V5 (that's your Swansea Registration Document) and we can do an IVR there and then by your car. Something else - if it's a MKII I can also show you where your car fits into the whole Register there's probably some interesting close "relations" of your car already on the Register! Of course, don't let this put you off doing your IVR now, if you can, blank forms available from Diane or Vicky at HQ.

Also here's an opportunity to collar me in person if you've any other ideas or questions about the scheme! Look forward to meeting at Stafford!

Dick Plumridge

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## TSSC OFFERS - REGALIA - BOOKSHOP 1999 Catalogue

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Please ring **01858 434424** and we will send you one.

## HQ OPENING TIMES

**JUNE- OPEN AS USUAL**

**MONDAY - FRIDAY - 9.00 AM - 5.00 PM**

**SATURDAY - 5<sup>TH</sup> 9AM - 5PM**

**SATURDAY - 26<sup>TH</sup> 9AM - 5PM**

**JULY- OPEN AS USUAL**

**MONDAY - FRIDAY - 9.00 AM - 5.00 PM**

**SATURDAY - 10<sup>TH</sup> 9AM - 5PM**

**SATURDAY - 31<sup>ST</sup> 9AM - 5PM**

**PLEASE NOTE WE WILL BE CLOSED ON  
FRIDAY 16TH JULY WHILE WE ATTEND  
THE TSSC INTERNATIONAL WEEKEND**

## HERALD'S 40TH DISPLAY

**BOB WESTGARTH is currently looking for Heralds  
for the INTERNATIONAL WEEKEND  
HERALD 40TH ANNIVERSARY DISPLAY**

**at Stafford - July 17th If your car is available, please  
ring Bob Westgarth 016973 51654 a.s.a.p.  
or e mail: [herald1200@lycosmail.com](mailto:herald1200@lycosmail.com)**

## TSSC International Weekend

**Stafford - Sat/Sun 17<sup>th</sup>/18<sup>th</sup> July**

**ADVANCE ORDERS**

*Orders are now being taken for collection  
at the show. if you require special order items,  
unleaded Heads, seats, Roll Bars etc. please  
allow 4 weeks to ensure delivery*

**01858 434424**





# Home & Away

By Mac Reynolds

Hi! ...



**W**hat words to open this Register? It is indeed symbolic! ... This is my final/last evening here at 'Burrows Mill'; the bungalow is empty apart from me and this word processor ... (beware Bernard, the next Register may even be handwritten!) ... I have taken a photograph of the final sunset that I will see here ... and also a few photos of the 'scrap man cometh'! ... It took two loads to remove all my collected junk over the last five and a half years ... Amazing what one can accumulate (and rather frightening!) ... So a photo in my final(ish) Register next month ... This Register being my penultimate will possibly be my shortest ... still so much to do ... I never realised that selling a house involved so much re-arranging of things ... Still it's all worth it in the end ...

To Triumph matters ... First a photo and a bit of info from Ian



**Owner, Tony Locker-Lampson (Rowfant), Gatwick Area,**

Walker (Glasgow) ... I saw Ian's excellent Vitesse whilst on holiday in the Lake District last year ... CYA 525J ... finished in Damson ... Ian purchased the car in November 1994 and since then has carried out quite a lot of work on the car including ... bonnet rebuild ... replacement secondhand steel front valance, unleaded head, Lumenition, carpets, front seats rebuild, overdrive box/clutch, front suspension rebuilt and powder coated ... Ian soon hopes to fit a new hood! The car was originally supplied by Taunton Motors in Somerset (and is on Dick Plumridge's IVR Register) - well done Ian! Interestingly, the car was used for a television commercial to be broadcast in Australia starring Uri Geller and his wife (I'm intrigued to know what for Ian?) ... Thanks for taking the time to write ... May see the Vitesse around when we start our tour of Scotland ...

A short note from John Davies (Lancaster) suggests that rather

than using brake fluid to lubricate squeaky bearings (which is hydroscopic ... water absorbant), use WD40 instead ... This is also recommended to use for a fan belt squeal ... Thanks for that John ... (I did discover my list of 'Handy Hints' came from an old copy of Practical Classics) ...

This is the apology section ... whilst/and amongst my packing frenzy ... I think I discovered quite a large pile of what appear to be unanswered letters/queries ... Although I can't say for sure ... as they seem to have escaped my normal (?) filing system ... Anyway, what I'm getting at is that if for some reason I haven't sent you a reply ... then I can't understand why(?) but with the vast amount of bits and pieces I get ... Sometimes the old brain is on overload ... So, I'm sure if you drop a line to Dick ... he will respond to your good selves ...

Sorry about that ... a blip in Mac's system!

And ... I'm afraid that must be it for this month ... Pressures of moving house ... into a camper van! ... I could write a book on it! In fact, I may one day! ... Watch this space! ...

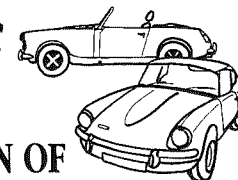
Until the July Register ... watch out for that Blue VW! I'm out there on the road! And next month watch out for my ... wait for it ... E-mail address!

Thanks ... take care ... cheers ... Mac

**P.S.** ... Don't forget ... send all queries to:

**DICK PLUMRIDGE**  
**30 CANONS LANE**  
**TADWORTH**  
**SURREY KT20 6DP**

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# RULES '99

By Angela McGowan

## FOOTMAN JAMES

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MOSS EUROPE

WENSUM CLASSIC CARS LTD

AUTOGLYM

These companies will be familiar to all of you and our thanks to them for their continued (in many cases) support this year. Also, we would like to welcome three new sponsors, namely **AUTOGLYM**, **WENSUM CLASSIC CARS LTD** and **BELLS SILENCERS**. Trophies will be awarded to the first and second placed in all classes, with the winner of each class also receiving an Autoglym Valet Pack (retail value £16.99).

As in 1998, each entrant will receive a TSSC £5.00 offers voucher. The advance entry form is included this month and postal entries (at a reduced entry fee) will be accepted up to **10th July**. However, **there is an added bonus this year! The first 30 entries received will qualify for a free 325 ml bottle of Autoglym car polish (retail value £6.99). So, don't delay get your entry off NOW! it's on page 12 (you can photocopy it if you don't want to ruin your mag).**

More next month,

**Concours tip of the month:**

Always read the competition rules before the event.

## Car of Show

Master Class

Original Herald

Modified Herald

Original Vitesse

Modified Herald

Original Spitfire

Modified Spitfire

Original GT6

Modified GT6

Bonds & Specials

Cruised & Used

Unrestored

Engine Bay

Interior

Paintwork

Guest

# TSSC CONCOURS RULES 1999

1. All cars entering must be road legal, taxed, MOT'd and insured. All cars must be driven to and from the event. Cars that are not driven to the event will be for display only. All entrants (with the exception of the guest class) must be current members of the Triumph Sports Six Club. Anyone unable to prove their membership of the TSSC will be required to pay an additional fee of £5.00 or may enter the Guest Class.

2. The Concours Organisers' decision shall be final and no discussions on the marks awarded will be entered into. Any correspondence should be addressed to the Organisers after the event. Details in The Courier.

3. For the purposes of this competition, the following definitions will apply: Original - cars whose specification is as the cars were originally constructed. This does not mean that the original components are required, but any replacements should be of the same materials and construction as was originally used. Modified - Any car which is deemed not original by virtue of modifications not specifically excluded in Rule 4.

4. Any car will be considered modified if its specification has been changed from the original. The following exceptions will apply: radial tyres, stainless steel exhaust in the standard pattern, laminated windscreen, seat belts where these were not originally fitted. Any factory available option, correct for that model year, copper cupro-nickel brakel/clutch pipes, rear fog lamps, uprated standard configuration lighting, non-original paint materials, alarm systems. In addition, the Concours Organisers maintain the right to accept further modifications into the Original classes at their discretion.

5. For the purposes of these rules, the following will be referred to as the major classes: Original and Modified Herald, Vitesse, Spitfire, GT6, Cruised & Used and Bonds and Specials.

6. Cars entered in the Cruised and Used Class can be in original or modified specification. Cars must cover a minimum of 2,500 miles a year to be proven by MOT certificates. The winner will be excluded from entering the Cruised and Used class the following year. However, the competitor may enter the relevant Original or Modified major class or Paintwork, Interior, Engine Bay or Unrestored class during that period.

7. The judging of the Master Class will take place on the afternoon of the first day of the International Weekend and entries may be made up until judging commences. Late entries may be accepted at the discretion of the concours organisers. Eligibility for the Master Class will

comprise Car of Show and the winners of the major classes except Cruised & Used from the previous three years' competitions. Those cars must make one appearance in the Master Class to be eligible to re-enter the ordinary classes within the three years following their initial class win. The winner of the Master Class will be excluded from the competition for a period of two years, during which time they will receive free entry to the International Weekend where they will be invited to display their cars for the benefit of the membership.

8. The Car of Show award will be selected from all classes, excluding the Guest Class. No car shall win more than one award. The hierarchy for the distribution of the awards will be as follows: Car of Show, Master Class, Major and Unrestored Classes, Paintwork, Interior and Engine Bay, Guest Class.

9. Paintwork, Interior and Engine Bay awards will be selected from all cars except those in the Guest Class. However, a car may be entered in any one of these classes specifically, allowing the entrant to concentrate their efforts on that area. Cars so entered will not be marked on any other areas.

10. Entrants shall display the class indicator, as issued by the Concours Organisers, on the windscreen of their car. Failure to do so may result in the car being incorrectly judged. The Concours Organisers cannot accept any responsibility for this occurrence.

11. The Unrestored Class will not be formally marked, but will be the selection of the award sponsor or their representative. An Unrestored car is one which has not received the benefit of restorative work. The difference between restoration and maintenance shall be the decision of the class sponsor.

12. Entry in the concours may be made in advance. Entries will close at 10.00 am on the second day of the International Weekend. Late entries may be accepted at the discretion of the Concours Organisers. For entries in the Master Class see rule 7. The order in which cars are judged will be decided by the Concours Organisers.

13. Judging will commence at 10.00 am. Cars must be available in the concours arena by 9.30 am. Once in the arena, cars may not be removed until the end of the event without the permission of the Concours Organisers.

14. Entrants may be requested to prove that the stated mileage has been covered during the preceding twelve months (to be evidenced by MOT certificates). This is mandatory if entering the Cruised & Used Class. A guest car will be any car which would qualify for membership of the TSSC or another Triumph Club.

15. Unattended cars will score nil for any element of the marking sheet to which the judge cannot gain access to mark. The completed mark sheets will remain the property of the TSSC. Copies will be available on request by post after the event from the Concours Organisers.

(April 1999)

TSSC Concours



# INTERNATIONAL CONCOURS ENTRY FORM 1999

## ABOUT YOU

Name.....

Address.....

County.....

Postcode.....

Country.....

Telephone no.....

## CONCOURS CATEGORIES

Please circle **ONLY ONE** of the appropriate categories.

Modified Herald	Original Herald
Modified Vitesse	Original Vitesse
Modified GT6	Original GT6
Modified Spitfire	Original Spitfire
Bonds & Specials	Masters Class
Cruised & Used	Interior
Paintwork	Engine bay
Unrestored	Guest Class

**All entries will be considered for  
Paintwork, Engine Bay  
and Interior**

## YOUR CAR

Model & Series

Colour

Registration

Total Mileage

Annual Mileage

MEMBERSHIP NO.

**Advanced entry .....£5**  
**On the day .....£6**

**I have** **STER 99**  
**entered** **STAFFORD 98**  
**Before at :-** **STAFFORD 97**  
**TICK AS APPROPRIATE**

Advanced Entries to:

**Angela McGowan**  
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**Telephone: 01726 883884**  
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**DEADLINE**  
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**10 July 1999**



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Rear wheel cylinder Vitesse/early GT6	£9.00
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Rear quarter valance	N.A
Rear valance Herald/Vitesse	£39.00
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Vynide hood Spitfire	£89.00
Double Duck hood Spitfire	£135.00
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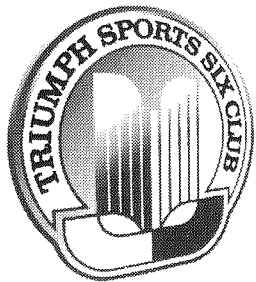
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# Round up Time

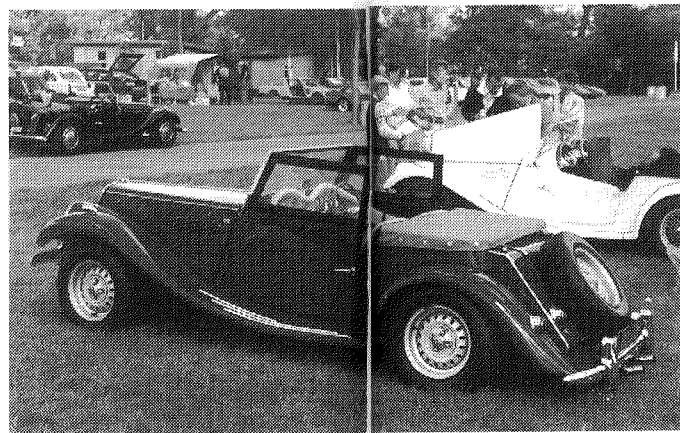
By Trevor Collett

**This month a review of kits using our chassis and mechanicals that are currently available.**

**I** do not guarantee to be absolutely correct with this list - most of these companies if they do exist do so on a very small turnover. The only way to be sure that they are still trading would be to phone them up every few weeks and ask - I don't do this. The first five I'm pretty confident about but if anyone has tried to contact any of them and failed to elicit a response please let me know.

## GENTRY

An unashamed MG TF look-alike. The Gentry is very well established having been around since 1973 and there are a lot of fine examples on our roads, despite having a reputation for being difficult to build. The Gentry has been available as Ford based for many years but the original Triumph based kit can still be supplied. Go to: TP Motors, Unit 5, Moatway Industrial estate, Barwell, Leicestershire, LE9 8EY. Tel. **01455 864302**.



**GENTRY**

"I built that car" must be greater.

The Locust came from the same stable as the Midge and shares its method of construction. The similarity ends there, the final product being definitely out of the Lotus 7 mould. There are not many Triumph based Locusts about.

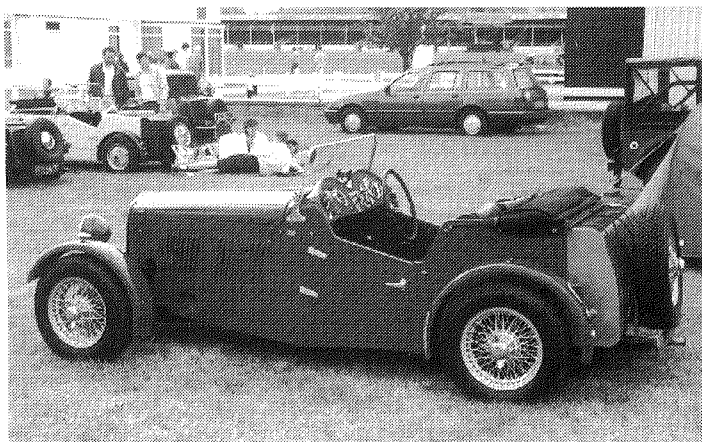
Both the Midge and the Locust started under the JC badge but are now being marketed as Ford based. It is still possible to build Triumph based examples, although the current suppliers have little experience of Triumph mechanics. Talk to, White Rose Vehicles, Upbury Manor Centre, Marlborough Road, Gillingham, Kent, ME7 5HT. Telephone **01634 281736**.

## MIDGE and LOCUST

The Midge is a popular, thirties style roadster with a body that is built from plans. The body is made from plywood panels that are cut to shape with the help of full size paper patterns, like making a dress. The wood is covered in thin aluminium sheet and then painted.

The Midge was originally intended for the Herald chassis but due to the nature of the body construction it is fairly straightforward to adapt it for the shorter Spitfire wheelbase. Another advantage of this build method is that

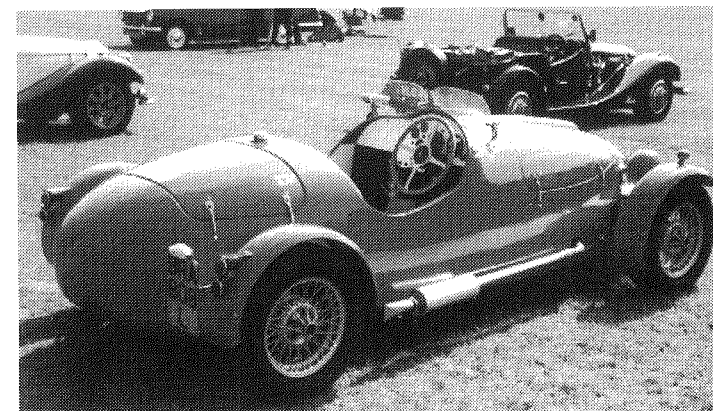
there is no large outlay of cash at the start for fibreglass body bits; as is the case with most kit car builds. Also the gratifying sense of



**MIDGE**

## TYPE 48 SPYDER

The prototype of this eye catching car first appeared at our South of England Meet in 1991 and since then has made quite a mark on the kit car scene. The Spyder uses all club car mechanicals on a Spitfire chassis that is lengthened by twelve



inches. By my reckoning this means that if you started with a Herald type chassis you would have to shorten it by about four inches. The wonderful shape is inspired by the Ferrari 166; a real head turner. Contact Rob Askew at DG Engineering, 5-7 Doyle Road, LONDON, SE25 5JN. Tel. **0171 2777238**.

## HURRICANE

The Hurricane is unique in this list of kit cars in that it is the only one that is designed to fit onto an unmodified Spitfire or GT6 chassis. Introduced in 1982 as the Vincent Hurricane this quality kit found a fair number of eager buyers. I have

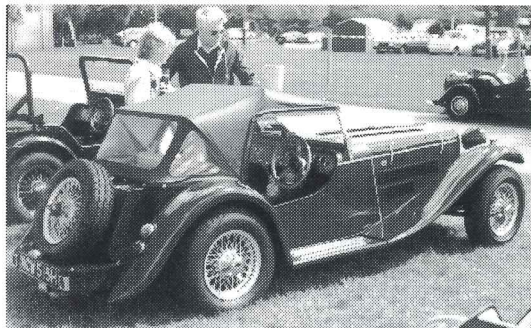




seen many examples over the years and all have looked excellent. This car retains such luxuries as wind up windows, a proper hood and a boot from the donor Spitfire. Due mainly to the accomplished fibre-glass moulding the Hurricane has never been cheap to buy but the finished car has a truly production look, and feel, to it - this is reflected in resale values.

Production rights have passed through several hands over the years and currently reside with Caburn Engineering, 18 Greenhill Way, Haywards Heath, West Sussex, RH17 7SQ. Telephone **01444 450007**.

## BURLINGTON



The cycle-winged Burlington Arrow is built on a lengthened Herald chassis. The main body tub is built from plans with various bits in fibreglass which are supplied by the manufacturer.

The version with full wings and running boards is called Berretta. A lot of fine examples have been built over the years. I have recently been contacted by a club member who is building a Burlington Chieftain, a Willys jeep style car. I hope to have pictures soon. For details contact Burlington Design, 41 Malcolm Drive, Northampton, NN5 5NN. Telephone **01604 591012**, Fax **01604 591012**.

## DOUGLAS

Another attempt to replicate the shape of the MG TF. I drove the first factory demonstrator in 1992 and was impressed. I also like the well thought out build procedure, which means a lot less chance of an ad appearing in the "unfinished projects" section. Has been unavailable for a while but may be making a come back, try, The Douglas Car Co., Unit 17, Rippleside Commercial Estate, Ripple Road, Barking, Essex, IG11 0RJ. Telephone **0181 517 1234**.

## AWE

Introduced in 1990 this is a traditionally styled roadster that is not a copy of any model of car that I know but with a hint of the K3 MG in its front-end treatment. The body was designed for the Herald size chassis but a least one builder has modified the body to fit onto a Spitfire chassis. Unusually for kit cars, it has a boot. Possibly still in production, last known address, AWE Engineering, Watercombe Lane, Lynx Trading Estate, Yeovil, Somerset, BA20 2EB. Telephone **01935 26491**.

## MOSS

The 2-seater Moss, subsequently dubbed the Roadster, first appeared round about 1981. Styling influences can be detected from Jaguar (the front grille is an exact copy), MG and Morgan. The Malvern followed a couple of years later and is the 2+2

version. The body is entirely GRP with wood bonded in appropriate places; unsophisticated, engineering wise, and a little lacking in stiffness but mine has covered 65,000 miles since 1984 and is still in one piece. I am definitely biased but I think these are very nice looking cars; not copies of anything but with lines of the classic English sports car.

The Moss company has been quiet for a while - their last known address is, Moss Kits, R/o Pinewood, Weston Lane, Bath, Avon, BA1 4AG. Telephone **01225 331509**.

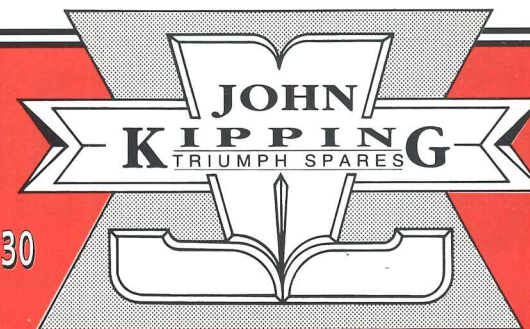
## CALL ME

I have written in more detail on all these cars over the years. If you would like to refer back in your Courier collection get in touch with me, let me know which one you are particularly interested in and I will give you a list of references from my database.

I have run out of unpublished photos of club kits and specials, please, please send me some of your car or of cars you've snapped at shows. If you ask me I will send all photos back to you within a few months. I am available on the phone most evenings (avoid Tuesdays, it's my sports night!). I can be e-mailed on [trevor.collett@virgin.net](mailto:trevor.collett@virgin.net) but photos for publication have to come by snail mail I'm afraid. I wait with bated breath.

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# Talking

By Carl Heinlein

**Hello again. Following your positive comments on seeing Technical Questions and Answers, within the Courier, here's another selection of your questions and answers coming from phone calls to me.**

**TSSC Technical Secretary**

**S**ome of you may also now be able to e-mail me at [carl@heinlein.freeseerve.co.uk](mailto:carl@heinlein.freeseerve.co.uk)

**Q.** "I have a Spitfire 1500 and the car sits lower on the driver's side than it does on the passengers. I have changed the front shock absorbers and springs, tried swapping the complete units side - to - side and also replaced the rear spring but the lean is still there. What is the problem?"

**Chris Wilson**

**A.** There has been a lot of debate about this problem in past Couriers and a lot of possibilities. However, the following areas are worth checking.

**1..** For me, the first place to check is the front anti-roll bar.

It seems strange to be checking the front suspension when the problem is most noticeable on the rear but the vast majority of the roll stiffness comes from the front suspension on our 'swing-spring' cars (Spitfire MkIV/1500 and late GT6 MkIII). On the swing spring, the only leaf of the spring to be rigidly fixed to the top of the differential is the bottom one and there is very little roll resistance coming from this one leaf. Effectively, the transverse 'swing spring' lives up to its name and swings/pivots about the top of the differential, preventing the tuck-under handling problems of earlier cars. I have tried turning around the rear spring and swapping the complete front shock-absorber-and-spring sub assemblies over side to side but this hasn't worked. Then I noticed that the front anti-roll bar would not sit level on the ground. On the swing spring Spitfires and GT6s, the front anti-roll bar was thicker to compensate for the lack of anti-roll at the rear but with the constant weight of the driver, the bar seems to take a twist. Looking through a selection of second-hand bars I also found that most of those were twisted too.

To fix this you either need to replace the anti-roll bar with a new one or get it reset at a spring company. Surprisingly, there are quite a few of these companies in the Yellow Pages (they seem to mostly do Truck springs, etc.) and they could straighten-out and retemper the bar for you.

**2..** Check that your car is fitted with the same length rear half-shafts. On the 1500s the shaft was 1" longer than on earlier cars and they can easily be fitted to earlier cars, sometimes not in pairs! The side with the longer shaft will sit slightly lower than the other because the longer shaft gives more 'leverage' on the rear spring.

**3..** Check the condition of the rubber block in the centre 'box' of the rear swing spring. With the constant driver's weight, this takes a hammering. Replace with a new rubber.

**Q.** "I bought an ammeter at Stoneleigh, thinking that a trusty friend who's well into cars and such could assist. I turned down the very helpful chap at the show who asked if I knew how

to wire it up, "Naw it's alright, a mate of mine who's into this will know". Having asked my mate, he says "Errrrr.....ummmm, you've got me there"

Can you advise where the two wires go to and the cable rating, I've got a 1500 Spit. 1979. Thanks a bunch....

**Derek Rae**

**A.** The ammeter needs to go in series with the big power feeds to and from the car to the battery.

To fit the ammeter I would recommend looking at your starter solenoid. Connected to the same terminal as the very heavy battery cable from the positive terminal on the battery I think that you should have 4 brown wires. Disconnect these four wires and reconnect the big heavy cable from the battery. Join the 4 wires together with one extra wire using suitable connections (a 1/4" dia. x 1/2" screw and nut might clamp together those from the main screw terminal). Make sure that this is very well insulated from touching any metalwork of the car. Run the extra wire from this joint to one side of the ammeter. A wire from the other side of the ammeter then goes back to the positive battery cable connection on the solenoid. **THE AMMETER DOES NOT GO IN SERIES WITH THE BIG BLACK HEAVY CABLES FROM THE BATTERY OR TO THE STARTER.**

You have now connected the ammeter in series with the feed/supply from the car to the battery. You should use a heavy wire (at least 35 amp capacity such as 65/0.3mm) and the connections must be capable of this current (not twisted together in tape, for example!!!). I would solder on proper cable connectors from a motor factor. They will need a 1/4" hole to fit the starter solenoid.

If the ammeter reads negative or discharge when the engine is running after starting up then the connections on the back of the ammeter need swapping over. Turning on the headlights should move the gauge towards '-'.

Following the question relating to clutches in the April Courier, Brian Wilcox has rung me to add another possible cause for the clutch take-up being right at the bottom of the pedal's travel....

the crankshaft thrust washer(s) may have dropped out. You can check for this as follows;

**a..** With the engine ticking-over, slowly press the clutch pedal two or three times in succession and see if the clutch has got higher on the pedal. The effect of the thrust washers coming out is that the crank can float backwards and forwards within the engine.

As it does this, the clutch assembly moves with it and pushes the release bearing, lever and slave cylinder back. When you then apply the clutch you have that additional travel to take-up. By slowly pumping the clutch pedal, the crankshaft has not had sufficient time to float and push the release mechanism back and the clutch becomes higher on the pedal. This can be confused with air in the hydraulics.

If you pump the clutch pedal as quickly as you can, you keep any air in the system compressed and the clutch release point gets higher on the pedal.

Try turning the engine off....if it isn't turning then the crank won't float and this will help you to diagnose the problem. To be sure, try this next check..

**b..** with the engine off, push back the crank by levering on the front pulley with a length of wood. Not a lot of force is needed. Now get an assistant to press the clutch and observe how much the front pulley moves forward.

If it jumps forward about 2.5mm then you have lost a thrust washer. If it is new/reconditioned it should only move 0.1-0.35mm and if it is less than, say, 1mm or so then it might be worn but it is not the problem with your clutch!

# Technical





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REAR SUSPENSION (NON ROTOFLEX)	
Rear Leaf Spring (Spit Mk1, II, III/GT6 Mk1)	£76.31
Rear Leaf Spring (Spit MkIV/GT6 MkII)	£87.24
(High spec won't sag)	£87.24
Rear Leaf Spring Spit 1500 (High spec won't sag)	£87.24
Rear Shock Absorber (state model)	£16.39
Rear Trunnion Bush Kit (per side)	£4.64
Rear bearing kit	£13.51
(bearings, seals, hub nut and gasket)	£13.51
Universal Joint (new)	£6.99
Rear driveshaft Her/ Spit/ GT6 (Short)OE Spec	£57.57
Rear driveshaft Spit IV/ 1500 (Long)OE Spec	£57.57
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214623 Inner Driveshaft	£88.12
152273 Rotoflex Coupling with Bolts Original Genuine	£42.24
149051 Rear Hub	£58.69
212867 Inner Flange	£25.26
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308437 or 308436 Rear Vertical Link	£41.12
148795 or 148796 Bolt / Bracket	£18.74
Complete Roto Trunnion Bush Kit	£28.14
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Engine Mountings (6 cylinder)	£6.46
Oil Filter Spit/Herald High spec Wipac	£3.52
Oil Filter 6 Cyl (Except GT6) High spec Champion	£2.35
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High spec any Herald or Spitfire	£699.00
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New Cross Drilled Discs for better heat and water displacement. Special offer to TSSC Members only	
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Caliper Seal Kit Type 12 (early Spit/Her)	£11.74
Caliper Seal Kit Type 14 (late Spit/Her)	£7.25
Caliper Seal Kit Type 16 P/B (Vit/GT6, state chassis no)	£10.51
Caliper Pistons from	£10.51
Front Brake Pads (type 12 caliper)	£12.86
Brake Hoses (state model and position)	£8.10
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Brake Discs Herald/Spit	£15.21
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Brake Shoes Spit/Herald	£12.86
Brake Shoes Vit/GT6	£7.95
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Copper Brake Pipe Kits from	£31.66
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Rear Valance (MkIV / 1500)	£35.19
Rear Valance (Spit I, II, III)	£43.41
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Chassis Outtriggers (Her/Vit) (Heavy Duty) all	£16.39
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Vitesse all types (state year and model)	£140.95
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# Canley Memories

By Derek Giles

May I first of all thank all of you who have written to me over the past few months.

TRIUMPH Herald 13/60 Register

With photos, suggestions, questions and encouragement it's nice to know that there are people out there enjoying OUR cars and find my efforts worth the time to contact me: Those of you who sent in IVRs also deserve a mention so thanks to you.

If I have not yet replied or published any items that I feel able to use please bear with me and there will eventually be time and space. Some specific articles need researching and it will take me some time to collate, but will surface sometime.

Further to my mention in the May column, Russell Palmer has been able to glean some memories of CANLEY from those who he now works with.

Russell starts by pointing out that as far as he is concerned, the overall picture at Canley must have been a very happy one, as all the Ex S/T men always have the LARGEST

smiles on their faces even today; especially when talking about CANLEY: It must have been great in It's Hey Day selling every single car, they couldn't make enough to satisfy demand. They felt it would never END and it gave them great self confidence building these cars:

EDDIE QUIGLEY, who was a Track Fitter at STANDARD as he called it, ( he worked there from '66 to '78 when it closed) just points to his wrist, saying I'll never forget; this reasons out as follows.

Back in the 60's LUCAS went on strike, leaving TRIUMPH without starter motors. Anyway, not wanting to stop production they devised a way to keep going, so, as the 13/60s came off the end of the track they were started up given a short test; driven to a compound, the starter was removed, taken back to the line and fitted to another car and the whole line was kept going. When the Lucas strike was over and stock available once again, it was a simple job to fit starters to all the cars that needed them. Only TRIUMPH could do this and keep up with the relentless production. The scar on EDDIE'S wrist is a reminder as it was the result of Eddie hastily shutting down a bonnet catch which broke and cut him badly. The only reason for doing this was to move the cars as quick as possible; ( I wonder if that would happen in todays world of ROBOTS?)

“ . . . EDDIE also remembers that sometime around '70/71, the factory had a visit from some JAPANESE, who asked if it was OK to take some Photo's inside the plant? . . . “

STANDARD TRIUMPH against all odds said YES, so they took shots of just about everything in sight, after all what harm could it do? WHO EVER THOUGHT the BRITISH MOTOR INDUSTRY was INVINCIBLE (Damn foreigners, they will never beat us at our own game) - this could be on the HEADSTONE of ROVER if we are not careful. MORE NEXT MONTH:

The featured car this month is MTE 559G, the Royal Blue Convertible of ROGER CARTER from HORNBY, Lancs. Seen

are still the Carter families best friends. The mileage at 55,000 is genuine as the car spent some time as a 3/4th car which was only used on high days and

due to a house move) he has managed to hang on to MTE 559G, despite more house moves.



here with OTJ 506G - sadly for Roger no longer owned by him, as there was no space to keep it; (is the dog eyeing up the blue one for the size of hole needed to bury it I ask myself? Or perhaps one of the wheels needs a jet wash, who knows).

Back to the car, Roger tells me that he is the car's second owner and the original owners

holidays. Now though following a restoration, and a set of Radial tyres, it is used as the local run about.

It would seem that Roger is a bit of a TRIUMPH convert as he tells me of a string of previously owned models, starting with a 1935 Gloria, then a 1947 Roadster, a 1954 TR2; a motorcycle bearing the the same name (Triumph) then after company cars and another 1800 Roadster as a hobby car, (sold

Being semi-retired and not into camping or BBQs, Roger and his wife are not active social members of the TSSC (it's not for them), all I can say ROGER, is so long as you enjoy your car and are proud enough to want to tell me, and now the Club, that you are the owner, we are proud to have you as members. The car does you CREDIT; thank you for the time you took to pass on the details.



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Bonnet scuttle/bulkhead seal	£4.70
P seal on windscreen frame	£3.82
Saloon roof to header w/screen frame seal	£10.58
Hood header rail seal, front	£6.99
Hood front outer finisher/ seal (white only) original	£14.98
Front quarter light rubbers per pair	£32.90
Door skin to door glass outer weatherstrip	£5.99
Door skin to door glass inner weatherstrip	£3.53
Door glass glazing seal	£3.53
Hood side seal (top of door)	£4.70
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Chrome door aperture seal cappings Convertible	£9.99
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Front valance seal	£1.41
Door check link seal	£2.64
Gear lever gaiter	£6.76
Handbrake gaiter	£7.99
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.76
Bonnet stop cone. Upgraded, longer lasting, pair	£9.99
Master cylinder dust cover/boot	£3.82
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Boot seal (non original)	£9.99
Estate rear tailgate glass seal original	£25.85
Rear quarter window seal, saloon	£19.98
Rear windscreen rubber, saloon	£23.50
Window runner channel, front	£6.46
Window runner channel, rear	£4.70
Rear roof to deck seal, saloon	£11.75
Petrol tank filler neck seal	£5.99
7 inch headlamp seal HERALD	£3.53
Front side/indicator lamp rubber seal	£4.70
Petrol tank sender unit cover	£5.99
Petrol tank drain neck seal, sponge	£5.99

#### SEALS - SPITFIRE/GT6

Front windscreen seal, SPITFIRE I, II, III, GT6 I, II	£21.15
Front windscreen seal, SPITFIRE IV/1500, GT6 III	£17.04
P seal on windscreen frame	£3.82
Roof to windscreen top seal, GT6 I, II	£23.50
Hood header rail/hard top seal, front, SPITFIRE	£6.99
Door skin to door glass, outer weatherstrip	£5.99
Door skin to door glass, inner weatherstrip	£3.53
Door glass glazing seal	£3.53
Bonnet scuttle/bulkhead seal	£4.70
Wheel arch to dash seal (small mud flap)	£2.70
Door check link seal	£2.64
Door aperture seal (Furlex) SPITFIRE	£14.10
Door aperture seal (Furlex) GT6	£17.63
Front valance seal, SPITFIRE I, II, III, GT6 I, II	£1.41
Front valance seal, SPITFIRE IV/1500, GT6 III	£2.35
Gear lever gaiter, SPITFIRE (ALL), GT6 (ALL)	£8.81
Handbrake gaiter, SPIT I, II, III, IV	£7.99
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.76
Bonnet stop cone. Upgraded, longer lasting, pair	£9.99
Master cylinder dust cover/boot	£3.82
Boot seal	£9.99
Tailgate aperture seal, GT6	£9.99
Tailgate glass seal, GT6	£22.33
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7" headlamp seal SPIT/GT6	£3.53

ALL OTHER SEALS AVAILABLE - PLEASE RING

#### CHROME/LOCKS/BRIGHTWORK/BUMPERS

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Door handle l/h HERALD, VITESSE	£23.50
Door cam lock r/h HERALD/VITESSE	£32.90
Outer door handle ass. SPIT I, II, III, GT6 I, II	£15.50
Outer door handles (matched pair) black or chrome, SPIT IV/1500, GT6 III (includes lock barrels)	£81.08
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Inner door handle assembly SPITFIRE IV/1500, GT6 III	£17.04
Inner door handle chrome bezel SPITFIRE IV/1500, GT6 III	£8.23
Window winder handles and inner door opening handles, all models - please state model	£6.76
'B' post striker catch SPITFIRE, GT6	£12.34
Boot hinges (pairs) HER, VIT, SPIT I, II, III	£22.33
B post strikers, less slider, HERALD/VITESSE, pair	£25.85
Boot 'T' handle and keys HER, VIT, SPIT I, II, III	£15.28
Boot lock assembly SPITFIRE IV/1500	£15.28
Tailgate handle and lock assembly GT6 I, II	£15.98
Tailgate handle and lock assembly GT6 III	£15.98
Boot latch/striker assy. SPIT IV/1500, GT6 (ALL)	£9.98
Chrome flip top petrol cap SPITFIRE IV/1500	£25.85
Lock barrel and keys for GT6 III petrol cap	£11.99
Locking petrol cap, SPITFIRE, chrome	£16.45
Locking petrol cap, HERALD, VITESSE	£12.93
Chrome wiper arm assembly, all models	£8.99
Stainless wiper blade and holder, all models	£7.99
Chrome wiper wheelbox Hexnut	£2.00
Bonnet mirror (head & stem), HERALD, VITESSE, original from	£21.25
Chrome Bullet/Racing mirror all models	£19.98
Door mirror (black or chrome), SPITFIRE IV/1500, GT6 III	£18.50
Bonnet lock kit (pairs) all models	£12.93
Bonnet catch assy. all models	£21.15
Steering column lock assy. SPITFIRE IV/1500, GT6 III	£35.19
Ignition barrel and keys SPITFIRE I, II, III, HER, VIT, GT6 I	£5.99
Ignition barrel and keys as above HIGHER SECURITY	£11.75
Matched lock set GT6 I, II, door, tailgate & ignition locks	£25.85
Full lock set as above with paired bonnet locks	£34.66
Matched lock set SPITFIRE I, door, boot & ignition locks	£19.98
Full lock set as above with paired bonnet locks	£27.03
Matched lock set, SPITFIRE II, III, door, boot & ignition locks	£25.38
Full lock set as above with paired bonnet locks	£32.90
Full lock set, HERALD/VITESSE, door, boot, ign., c/box, bonnet locks	£47.00
Cubby box lock assy., HERALD, VITESSE	£9.40
Rear overrider HERALD, VITESSE, fully pressed lock	£34.08
B post capping SPITFIRE IV/1500	£7.05

Chrome w/screen washer jet, complete ass., original SPIT/GT6	£4.11
Chrome w/screen washer jet, complete ass., original, HER/VIT	£4.99
Rear number plate light aluminium cowl, original HERALD 13/60	£11.75
Windscreen frame ally capping Spitfire	£39.95
Rubber bumper set HERALD	£105.75
Bumper end cap, aluminium HER	£9.40
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Rear bumper, SPIT IV/GT6-III (EXCHANGE)	£176.25

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

#### PANELS - HERALD/VITESSE

Front valance, Steel, State Model	£117.50
Front valance, quality fibreglass	£34.08
Bonnet D plate, HERALD, VITESSE	£11.75
Front wing, HERALD 13/60 ORIGINAL PRESSING	£82.25
Front wing, VITESSE	£99.88
Front wing, HERALD 1200	£105.75
Front wing arch repair	£17.04
Sill, HERALD, VITESSE	£17.92
Door skin, ORIGINAL PRESSING	£58.75
Door under section repair panel, HERALD, VITESSE	£19.98
Door step/tread panel (not aluminium finisher) as original	£9.40
Rear wing, HERALD, VITESSE	£79.90
Rear wing arch repair	£17.04
Rear quarter valance steel (with or without bumper strip)	£30.55
Rear centre valance, VITESSE, original pressing	£51.70
Rear centre valance, HERALD, original pressing	£55.23

#### PANELS - SPITFIRE/GT6

Battery box	£12.95
Front valance, original SPITFIRE I, II, III, GT6 I, II, steel	£94.00
Front quarter valance, SPITFIRE IV/1500, GT6 III steel	£49.94
Front quarter valance, SPIT IV/1500, GT6 III, fibreglass	£32.90
Front wing, original, SPIT I, II, III, GT6 I	£69.33
Front wing, original GT6 II	£89.30
Front wing, SPIT IV/1500, GT6 III (GENUINE)	£45.64
Front inner wheelarch, outer section, SPIT IV/1500, GT6 III	£27.03
Sill, all SPIT, GT6, as original	£18.80
Six piece sill kit, both sides SPIT/GT6	£64.63
Door skin, SPIT I, II, III, GT6 I, II	£26.44
Door skin, SPIT IV/1500, GT6 III	£27.61
Full floor, One Side, front to rear, new improved with Captives	£61.39
Heelboard panel	£24.68
Heelboard bracket for radius arm	£24.68
Rear wing, SPITFIRE IV/1500, GT6 III	£95.18
Rear inner wheelarch, outer section, SPIT IV/1500, GT6 III	£38.19
Rear valance, SPIT I, II, III, GT6 I, II	£44.65
Rear valance, SPIT IV/1500, GT6 III	£36.43
Boot floor, all models	£65.80

ALL CHASSIS AND OTHER PANELS STOCKED PLEASE RING

#### MECHANICAL/SUSPENSION/STEERING

Front trunnion/swivel ORIGINAL STANPART	£14.69
Front wishbone bushes	£1.18
Steering rack exchange	£44.65
Steering rack rubber mounting	£2.94
Aluminium steering rack mount kit	£22.91
Driveshaft all models, non rotolox	£58.75
UJ flange to diff, small or large	£16.45
NEW propshafts from	£88.13
Front vertical link, VITESSE, GT6, original	£58.75
Front vertical link HERALD, SPITFIRE, original	£58.75
Front wheel bearing kit (inc. hub felt)	£13.51
Top ball joint, all models	£11.16
Track rod end, all models	£7.64
Universal joint, all models	£6.99
Front suspension bolt/nut kit, all models	£14.10
Rear suspension, non roto, bolt/nut kit, all models	£12.93
Front coil spring, STANDARD, state model	£14.69
Front coil spring, HEAVY DUTY, state model	£15.28
Front shock absorbers (inc. bushes) all models	£21.15
Rear shock absorbers (inc. bushes) all models	£19.98
Rear full wheel bearing kit, rotolox models	£17.63
Rear full wheel bearing kit, non rotolox models	£16.45
Rear leaf spring SPITFIRE IV/1500, GT6 III late, NEW	£79.90

#### BRAKES ETC.

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#### MOUNTS & BUSHES

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Engine mounts, 6 cyl.	£6.76
Overdrive gearbox mounting	£16.92
Standard gearbox mounting	£2.00
Steering column bush (excluding late 1500)	£7.95
Bump stop rotolox suspension	£4.99
Rear inner wishbone bush rotolox models	£6.46
Rear spring eye bush, all models	£5.88

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Hoodwell cover HER/VIT including fixings	£49.95
Headlining, HER/VIT, saloon, coupe	£49.94
Pair of front seat recovering kits, HERALD/VITESSE	£141.00
Rear seat covering kit HER/VIT	£141.00
Pair of door trim panels, HERALD	£52.29
Pair of door trim panels, VITESSE	£56.40
Pair of rear quarter trim panels, convertible HERALD/VITESSE	£62.28
Front scuttle side panel, HER/VIT	£11.75
As above, left hand for VITESSE, with pocket	£21.15
Under dash mill board panel HERALD/VITESSE	£19.39
Seat base diaphragm, HERALD/VITESSE	£17.63
Moulded carpet set, HERALD/VITESSE	£120.25
Carpet set, SPITFIRE, tufted and bound	£77.55
Moulded carpet set, SPITFIRE	£173.90
Moulded carpet set, GT6 (state model)	£205.63
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NEW SPITFIRE, GT6 dash top cover (state model)	£34.08
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# Result! (ish)

By Bob Westgarth

**W**ell at least I know that someone is out there!

After my comments last month I have been inundated with requests to put cars on the Stafford display. Well actually I now have thirteen cars confirmed, this is a major improvement over last month but we still will look silly in such a large space with so few cars. Anyway please consider displaying your Herald. I have had several letters, e-mails and phone calls from people who seem to think that their car is not good enough to show. **Absolute rubbish**, I really do want to see just what a range of cars we have in the club and **ANY** car is welcome. At the moment we do not have many estate cars or 12/50's. In fact the most common cars seem to be Coupés which seems a little strange when you consider how few there seem to be out on the roads. Courier vans are rare and I can understand not having heard from many owners of these but if you do own one which is running why not bring it along

to Stafford this year?

Now on to another topic all together. As you may know I was looking to buy a Herald Coupé some time ago and was contacted by a local enthusiast who had just bought a restoration project. This car was not for sale but he needed occasional advice. Anyway the car is now almost ready for the road but he is stuck for the rear roof to deck seal. As I understand it this is not available anywhere but if you know different or have one for sale please let me know as I believe I may have stumbled on the answer to our problem. While chatting to the owner and restorer of a 1930's Vauxhall we got on to the subject of window seals and he told me that his side window seals had been obtained from a company in Australia. This company had been able to re-create new seals from a scrap of an original. It would appear that they can do this for any rubber seals for any car on a one off basis. If this is the case then perhaps an enterprising trader may get in touch with a view to getting some made. The glass seals I was told about were of

extremely good quality and seemed not too expensive at around £45 for a pair. If any of you know this company please supply me with the details as I will not be speaking to this person for some time.

Now finally back to Stafford. If you are intending to display your car please try to contact me on arrival. I will be camping with the **CUMBRIA** area in the quiet campsite from the Friday afternoon, and will of course be marshalling the display on the Saturday. Hopefully someone will be at the gate early on Saturday to give you directions into the hall. If you have not arranged to display but decide to do so on arrival this should not be a problem, unless we reach the capacity of the hall, simply ask at the gate as you arrive.

Sorry that this is such a short article again this month but I am currently rebuilding my wife's Spitfire and she is pressing me to get it completed before the season really gets going.

Cheers for now, maybe next month I will have to report a full display for Stafford and hopefully will get at least one of the cars to be on display featured in the magazine.



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THE MARKET LEADER





# Wood

By Brett Dennis

## Clutch update and Re-veneering

I do believe that Mick Dolphin has come up with the correct answer for the sailing eyelets being fitted to MKIII and early MK4 hood bags, more on this next month.

More information has come to light on dodgey clutches. A new clutch requires more throw to release than an old one, hence problems always occur when fitting a new unit. Modification of the slave cylinder by grinding a new slot in it should only be used as a temporary measure if time is short etc. All this does is to run

the release bearing against the clutch cover all the time, leading to premature clutch cover failure (basically the slave piston is hard up against the back of the cylinder).

Advised procedure is as follows:

1. Are the thrust washers in the engine?
2. Bleed nipple in slave cylinder in the top hole?
3. New seals in master cylinder?
4. Clutch pedal hole round or oval?
- 4a. Clevis pin in good condition or does it look like a crankshaft?

If the clutch pedal hole is oval, then either weld up and re-drill hole or fit good condition pedal. Fit new clevis pin. If you still have problems, then the pushrod which is attached to the clevis pin and pedal needs to be lengthened by about a quarter of an inch. This can be done by either welding small washers onto the end of the pushrod or using a different length rod. Lots of other makes of cars use the same master cylinder but different length rods. This will mean that the clutch pedal starts off higher and you can push it down further. This cure will even work for Quinton Hazell clutches which are notoriously bad for release.

I had problems with my wiper blades the other week: Although the blades were new, they had already split making them useless.

Five Blades in one wiper refill, £2.00 a pair

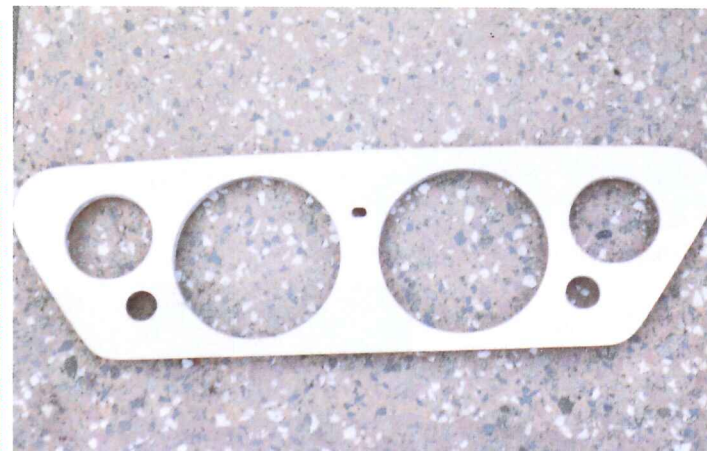


# 'n' Go!

I was not going to buy any more at £8 each! So I went to the local market and picked up some of those five blades in one wiper refills for £2, cut them down to size and fitted them. These now wipe better than the originals and let's hope they last longer. I will keep you posted.

I am still running on unleaded with Wynn's lead additive without octane booster. I am still 100% satisfied with this product. What more can I say?

A new bottle has just been released for the additive without octane booster with a



Sanded down Mk III Dash

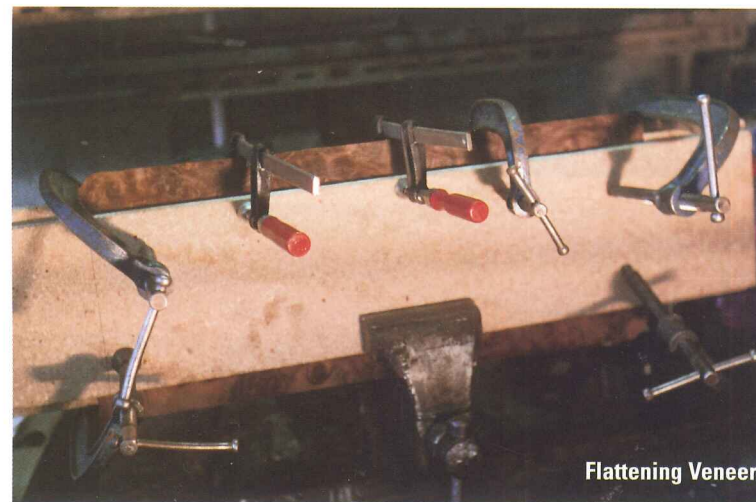
wanted to re-veneer a MKIII dashboard. Luckily for me, Chapman and Cliff had a trade

classic car enthusiast, from a complete restoration of a classic car's woodtrim through to running restoration courses for the enthusiast

who wants to learn how to restore their own car's woodwork. A mail order service is provided, supplying all materials and tools needed -

Telephone: 01270 842151 (Cheshire); Ad in Review.

We bought a sheet of unflattened burr walnut veneer (enough to do a MKIII dashboard) for £7. They were very helpful and gave us all the information required to fit the veneer.



Flattening Veneer

see-through measuring device as it is the octane booster which reacts to light.

For a long time now I have

stand at the Stoneleigh Triumph Show earlier in the year. They offer a comprehensive restoration service for the

1. The veneer has to be first flattened: To do this, two pieces of chipboard are required and a handful of G-clamps. Wet the veneer with a rag and then clamp between chipboard. You have to



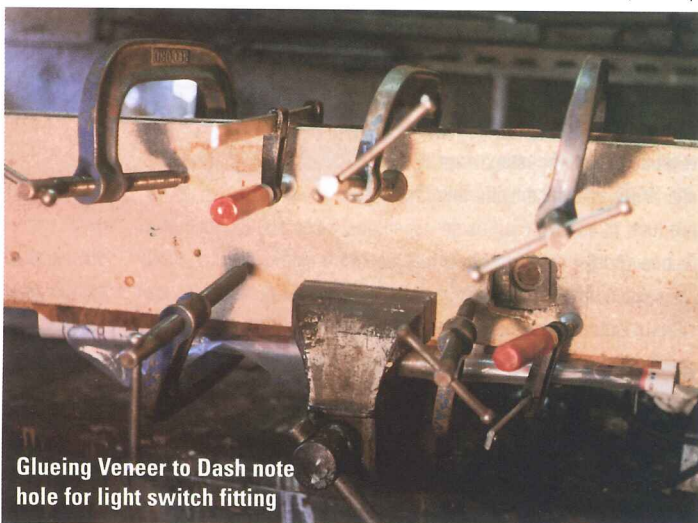


**Marking position of Dash onto flattened Veneer**

use chipboard as this soaks the water up. **Leave for 24 hours.**

**2.** Remove old lacquer from dashboard. I used an electric orbital sander. But you can pick it off with a feeler gauge slid under the lacquer. Finish it off with sandpaper and block. A heat gun and a blunt chisel can also be effective.

**3.** Position dashboard face-down over the required area of veneer and mark with a pencil. We are going to clamp the dash between the chipboard but to



**Glueing Veneer to Dash note hole for light switch fitting**

do this, a hole has to be cut into the chipboard to accommodate the plywood light switch fitting on the reverse of the dash. There are also four studs which attach the dash to the facia. These have to be drilled out in the chipboard.

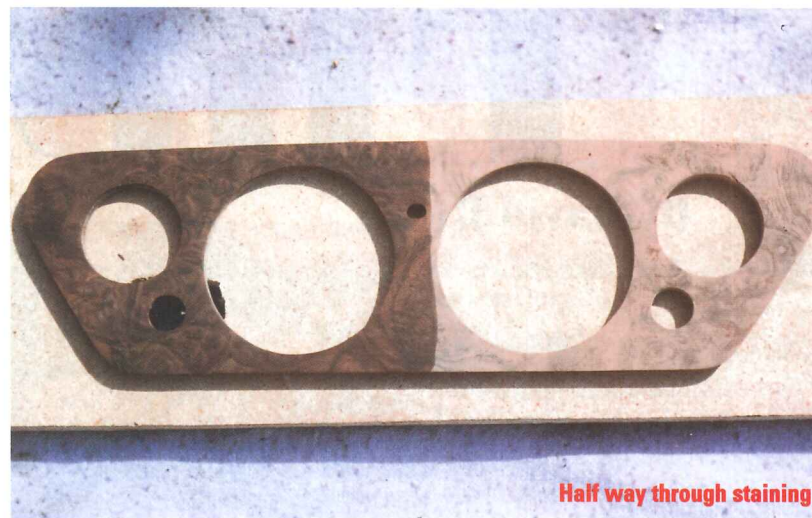
**4.** Apply a thin film of wood glue to the dash and position onto marks on veneer. Cover the veneer with a sheet of polythene (to stop any glue sticking to the chipboard).

Then lay a sheet or two of paper on to the polythene. Sandwich between chipboard again and then leave it overnight.

**5.** Cut veneer to size of dash but leave clock holes etc. for the time being. Begin sanding, using 180 grade paper then move onto 240 grade and finish with 320 paper.



**Cutting Veneer to size**



**Half way through staining**

For burr veneer, use a circular motion.

**6.** Cut clock holes etc. with a sharp craft knife and finish with 320 grade paper.

**7.** Stain veneer if required. This is available from any hardware shop etc.

**8.** Two-pack catalyst lacquer is best but has to be

the left-hand side of the dash and MKIII cars on the right, next to the steering wheel. To swap dashboards, the back has to be modified. I think it would be far easier to veneer the original metal dash. The only difference being the use of an alternative glue.

**That's all for this month.**



## THE FINISHED PRODUCT

sprayed on and a air-fed mask has to be used, so we can forget that. I have sprayed varnish thinned down with white spirit before with good effect but this time I thought I would try brushing varnish. I put on about ten coats, leaving 24 hours in between each coat. Let all the coats harden right off. Sand with 500 grade paper

**P.S.** I have had a couple of phone calls from members saying they are having difficulties with fuel starvation problems. Both cars being fitted with four-branch manifolds. Maybe **Thermo TEC** exhaust insulating wrap is going to be the final answer. This is a roll of silica based fabric two inches wide and fifty feet long. Wrapped around a four-branch can reduce under bonnet temperatures by up to 70%. Worth thinking about.

to eliminate brush marks, then a final coat of thinned varnish to finish it off.

For the owners of MKI and II cars wishing to fit a MKIII wooden dash, it's not as simple as just swapping dashboards. If you look closely MKI and II cars have the ignition switch on





# The

By David Royle

Now lets get down to business!

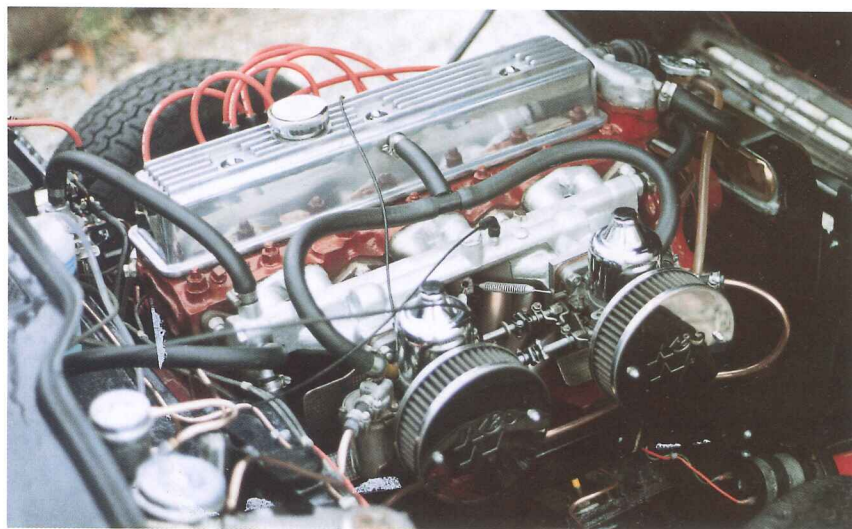
**T**here are various Triumph six-cylinder engines available. Here are a few:

1. Vitesse '6', 1600cc.
2. Vitesse MkI/GT6 MkI/2000 MkI Saloon.
3. Vitesse MkII/GT6 MkII and MkIII/2000 MkII and 2000 TC MkII Saloon.
4. 2500 PI MkI and MkII Saloon/2500 TC MkII and 2500 TC/S MkII Saloon/TR5 and TR6 (oh, yes please!).

Let's look at each one in turn:

## 1. Vitesse '6'

Cubic Capacity 1596cc  
 Max Power 70 @ 5000 RPM  
 Max Torque 92.5 lbs/ft @ 2800 RPM



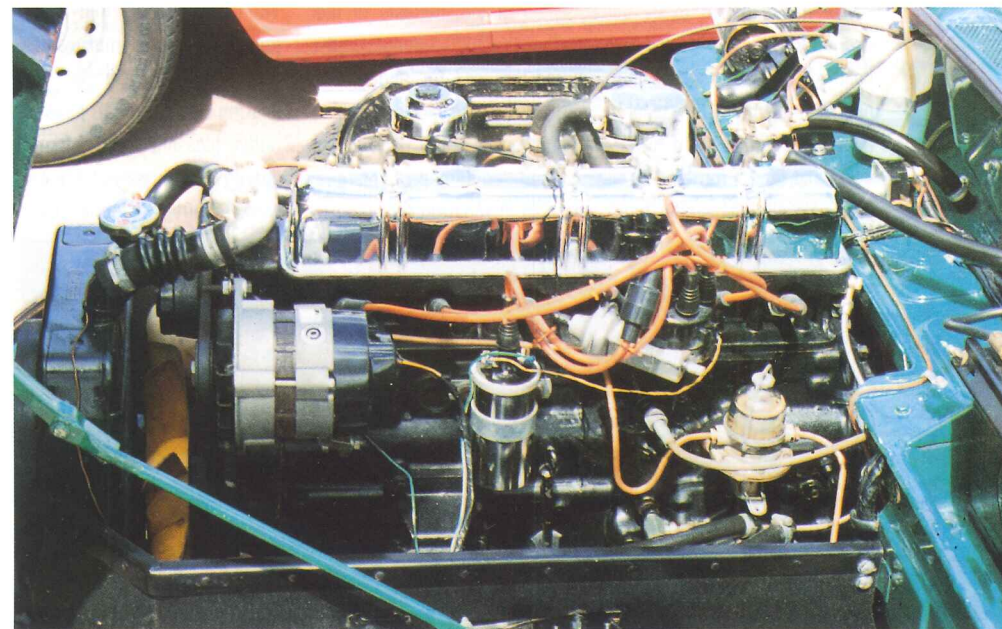
There aren't many of these going spare these days and are probably better off left where they are, because if you look at the power out-put, you're better off with a standard MkIII Spitfire engine giving you 75 BHP @ 6000 RPM, 75 lbs/ft @ 4000 RPM torque! Anyway, if you're going to put in a six, you want a 2-litre at least. So please leave these engines to the 'Vitesse 6' enthusiasts.

## 2. MkI Vitesse/MkI GT6/2000 MkI Saloon

Cubic Capacity 1998cc  
 Max Power 90 BHP @ 5000 RPM  
 Max Torque 117 lbs/ft @ 2900 RPM  
 (Figures for 2000 MkI Saloon)

Now this is more like it. Two-litre, six-cylinder. You'll have a better chance of finding one of these than you would the 1600 version. The MkI Vitesse and MkI GT6 used an engine very similar

# Engine



**This is an early 2 litre MkI. You just might be able to make out the tubular type construction housing the pushrods between the sparkplugs**

to the 2000 Saloon. The problem with this lump is that standard engine parts are getting scarce and if you ever want to tune the engine at a later date, you are limited on the range of tuning goodies available. But it's still a good start and a good engine for your conversion.

## 3. MkII Vitesse/ MkII and MkIII GT6/ 2000 MkII and 2000 TC MkII Saloon

Cubic Capacity 1998cc  
 Max Power 104 BHP @ 5300 RPM  
 Max Torque 117.3 lbs/ft @ 3000 RPM  
 (Figures for MkII GT6)

This is probably the best of the bunch. Better availability, more 'grunt' and a much wider range of tuning goodies available. Look for one of these you'll be glad you did. This is the one with the improved cylinder head, very much the same as they used on the TR5s. The camshaft is a better profile as well. You can usually tell the difference straight away between a MkI engine and the MkII. Just look at

the cylinder head. The MkI version has a 'tubular' type construction to house the tappet push rods. Look at the left-hand-side of the engine (spark plug side). The MkII on the other hand, is solid here with a flat finish between the spark plugs. Without a lot of work, you can't put the MkII cylinder head on the MkI engine block. You see the MkI had the smaller 3/8" studs, whereas the later engine had 7/16" studs. The MkI cylinder head had very shallow combus-



tion chambers and this gave a very high compression ratio.

If you manage to acquire a MkIII GT6 engine dated between approx 1972 and 1973, engine numbers from KC10,001, chances are this is a slightly detuned version, to comply at the time with the exhaust emission legislation (95 BHP @ 5,200 RPM). What they did was lower the compression ratio from 9.25:1 to 9.0:1 and revise the camshaft to be better suited in the interests of fuel economy. They also started to incorporate the 2000 Saloon cylinder head for convenience and this required the use of a longer valve push rod to suit the new taller head. The size of the valves remained unchanged. Anyway, to bring the compression ratio back to the new 9.0:1 figure, for the GT6 engine they fitted domed-top pistons. The main engine/cylinder block was also changed at this time to



give a sealing lip around the top of each of the cylinder bores.

## 4. 2500 PI MkI and MkII Saloon/2500 TC MkII and 2500 TC/ S MkII Saloon/TR5 and TR6 (Oh yes please!)

Cubic Capacity 2498cc

Max Power 150 BHP @ 5000 RPM (TR6 PI pre '73)

106 BHP @ 4700 RPM (2500 TC/S MkII Saloon)

Max Torque 164 lbs/ft @ 3500 RPM (TR6 PI pre '73)

139 lbs/ft @ 3000 RPM (2500 TC/S MkII Saloon)

For the real power hungry, the 2.5 litre six cylinder is the one and if you can fit it with the fuel injection, well, say no more. Mind you,

you can get a fairly respectable BHP from the carburettor version with a few bolt-on tuning goodies. But what you will really notice is a lot of useful bottom-end torque. You'll find your mid-range pulling power has improved as well, and if you can get your gearing right, you'll have a rather pleasing top gear and overdrive. There's a bit more work required if you're going

## This 2 litre conversion has got triple SU Carburettors

to fit this lump than the 2-litre version, but we'll cover that later.

As far as fuel economy goes, expect between approx 28 to 32 mpg for a 2-litre and for the 2.5-litre, between approx 24-28 mpg.

So there you have it. The choice is yours. Next article we'll look at fitting in your 'six'.

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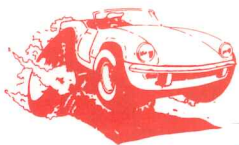
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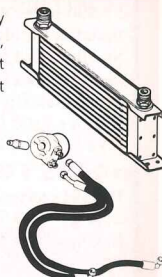
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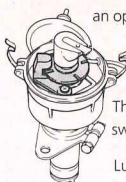
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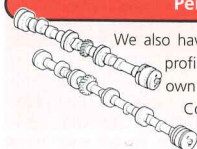
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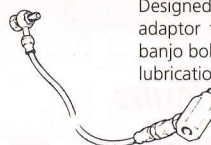
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# International Liaison *Secretary*

Hi there everyone.

**Report by Leon Guyot**

I have just returned from a trip to South Africa, where I had the pleasure of meeting many members and friends from the Triumph Sports Car Club of Southern Africa, wonderful folk all.

First in Cape Town: Thanks to Peter du Sautoy (Mr.TR5) for all the trouble he went to whilst entertaining us.

Then to the very hospitable Port Elizabeth branch, who certainly pushed the boat out to make us feel right at home, especially Karl Illenberger, and family, along with Mike O'Donoghue and family, etc etc...what a terrific

crowd of Triumph enthusiasts. Triumph Sports Car Club Durban tried even harder still, going to a lot of trouble by getting their 'area dis-organiser' Dave Blair to entertain us all at the Braai by demonstrating his very special skill of balancing food and plates in mid-air for the longest possible interval, and showing his love of dogs by donating his freshly cooked

steak to Chris Leah's elderly Labrador...way to go Dave!!! Special thanks also to Len van der Merwe and Roberta Pijper for all the help they gave us whilst in Durban. Thereafter we managed to spend some time with the good folk of the Pretoria branch of the Triumph Sports Car Club, especially Nols & Cathy Pienaar, who took really good care of us, and all the members of their branch who took the trouble to come to a special final night noggin to see us off in style!!! Truly, the Spirit of Triumph lives on in good hands in deepest darkest Africa! Indeed they are so keen, that about eight of them, including John Roets, are flying over to attend STER, now that's what I call real enthusiasm!!!

I managed to return just in time to attend a very successful South of England Meet, and although the Saturday was a touch showery, on Sunday, the 'Sun God' smiled down upon us, and the cars poured through the gates in a constant flow, with what seemed like between 350-400 cars at the

**“... Thereafter we managed to spend some time with the good folk of the Pretoria branch of the Triumph Sports Car Club, especially Nols and Cathy Pienaar, who took really good care of us, and all the members of their branch who took the trouble to come to a special final night noggin to see us off in style!!! Truly, the Spirit of Triumph lives on in good hands in deepest darkest Africa! ...”**





1

'Vitesse IVR's' (Courier 225, pg.71), for Johan is also a TSSC member as well as being a member of the Triumph Enthusiasts Club of Belgium just like Frederic. Johan had already mentioned the Register to Frederic, but since he has only been a TSSC member since January 1999, he didn't really understand what it meant.

The GT6 he mentioned

height of the day! And so many new restorations and treasured Triumphs alike lined up cheek to jowl, an amazing sight, and a cheering start to another year in Triumph!!! Things are looking good for the STER rally in Holland to be one to remember!!! I must say well done to Simon Adamson of TSSC Surrey Area for winning Car of the Show with his very beautiful Valencia Blue GT6-2, a worthy winner! Not much International news this month, but it seems that all my travelling has finally affected our very own Mac Reynolds who has upped and

writing Frederic!). Anyway, he is TSSC member 99/60262 (welcome to the TSSC!), as well as being a member of the Belgian Triumph Enthusiasts Club, and he hails from Gent in Belgium.

He says in his undated letter, that whilst reading the Courier, he was happily surprised to find the small article concerning Johan Vansevenant in

belongs to Frederic, who sent these photos to the TSSC.

#### PHOTO ONE AND PHOTO TWO

One of them no doubt shows Frederic, but he hasn't said which one!!! Frederic bought his GT6 on January 25th 1998, from a Mr.Smolderen Ludo, who was also a TSSC member, so it is possible that Frederic's car is already of the register.

This GT6-3 is LHD with a

2

left sunny Cornwall and has apparently set off on 'The Hippy Trail' in a modern Volkswagon 'Bedbug' ... The best of luck to you Mac, I am sure you will have fun, wherever you end up !!! Do keep in touch, we will all miss you... and see you in Katmandu or wherever.

I received a letter and some pictures from a Belgian gentleman, who's name looks like Frederic Deman ? (sorry I can't read your



3

only things I have changed are the three Smiths gauges that I have installed, including Ammeter, Oil Temperature and Oil Pressure, I also put a removable white line over it's nose with two club badges, and finally added two foglamps and two spotlamps..."

Thanks indeed for all that Frederic! Most enjoyable to read all the enthu-

Chassis No: 1KE1289LDL with Engine No: KEL1HE Body No: 0288KE and P.V.A.: 40754 It has Overdrive and Rotoflex rear driveshafts. Interestingly this car was built up at the Belgian Mechelen/Malines assembly plant on 9 October 1972, and was painted Sapphire Blue, before being delivered to it's first owner on 17 October 1972. It seems that very many of the cars which left that factory were one form of dark blue or another, as I have seen many Vitesse and Heralds also in Dark Blue from Mechelen!!! or perhaps they just survive better ???

#### PHOTOS THREE AND FOUR.

Frederic says he bought the car on 25 January 1998 and "entered it into traffic" 5 February 1998. (I like the terminology, very fitting!)

The previous owner, Mr.Smolderen, restored the

car completely, and thanks to him it is in excellent condition. "Actually the car is superb!! It rolls like a train!"

"It only comes out of it's garage when it's not raining and is only used for club events or meetings" (including STER I hope, Frederic!), "I am even thinking about buying another GT6...." he says, "The

siasm in your letter and to see how much you are enjoying your car! So perhaps now I will get a few more similar letters and photos from other international club members who would like to see their Treasured Triumphs gracing these hallowed pages ? It's easy to do, and you know it makes sense.

See you at the bar at STER!!!

Tally Ho

Léon

4







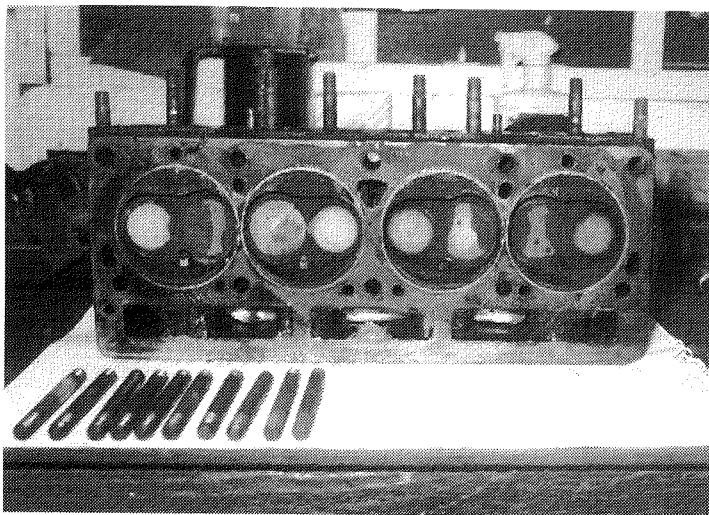
# You Know it makes sense

By John Fairey

## UNLEADED OR LEADED WITH ADDITIVE?

**R**ecently, a letter was published in The Courier asking for any reports on the benefits or other of running an unleaded head. My Spitfire MkIII was fitted with such a head from J Kipping in 1992 when he first started supplying them (I think). The cost then was £125. The first one I purchased was not to well produced with 6 of the valves failing the 'white spirit' test and leaking all over the bench.

The Unleaded head prior to its first decoke



John immediately changed it, apologised and off I went with my new head(?).

The Spitfire ran quite well and I experimented with various ignition settings, finishing up at 6 degrees BTDC. The engine, as I remembered it from 20 years ago (yes, I owned the same car then), seemed slightly less powerful,

up. No matter what I set the carbs at, the ignition at etc. the new engine was, to be kind, a bit sluggish.

As it was a new block I thought it would bed-in and improve, this was not the case. It did become a bit sharper off the mark but no amount of playing would bring back that 'bite'.

**“... That then is my contribution to this debate (what debate), surely I am not the only one running unleaded, or AM I? ...”**

lacking the normal sharp pick

What the engine will do however, is to pull away in 3rd and 4th from as little as 1500 rpm with no shudder or coughing at all. In fact, after 49,000 miles it still performs the same as when it was run in from new.

Fuel consumption is steady at 37 mpg rising to 42 mpg on a good run, oil consumption, well, a leak from back of the head seems to be 'par for the course' on all of them. I did seal the back of the head on assembly, really I did.

On removal of the head, I was

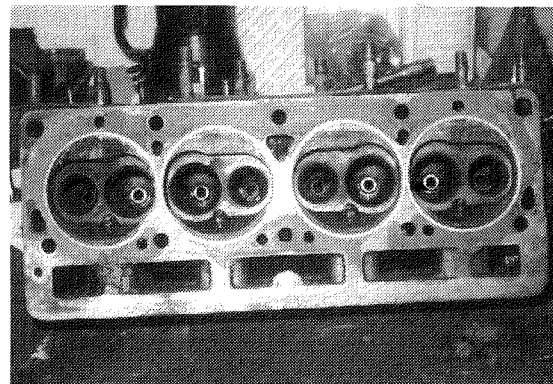
surprised to see that the valves and head were relatively clean, all the carbon etc. coming off at the mention of the word 'decarbonised'. The seats were all very good and required the minimum of effort to remove. I did grind them in again although they were very easy to do.

Replacement is the reversal of

hiss. Petrol consumption has improved by approx 3 mpg possibly because of the now improved airflow.

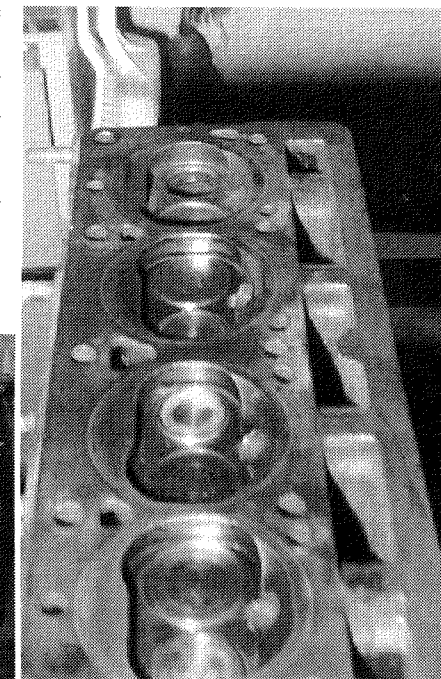
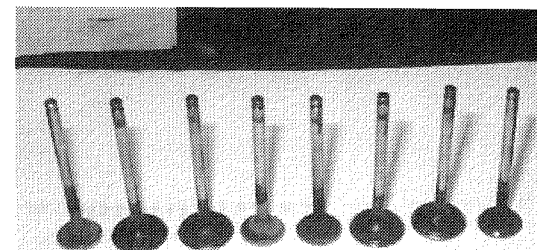
I would have no qualms in converting a leaded car to an unleaded one. The heads on offer now are at approximately £160 exchange for a four cylinder car, this will no doubt increase as more people want them, NOT decrease. Get one now, you know it makes sense.

My calculations (using a



..... I won't bore you, the only difference now is that I fitted K/N filters and I have got to say that the performance is now much smarter off the mark despite a slight induction

calculator) show that the saving will balance out at approximately 360 gallons at today's petrol prices. This for me is about 48-52 weeks as I use the car all year long, so it



would then start running cheaper. Obviously not everyone would benefit so soon but I feel that it beneficial to the environment etc etc etc, blah blah blah, and all that.

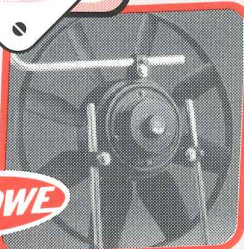
That then is my contribution to this debate (what debate?), surely I am not the only one running unleaded, or AM I?



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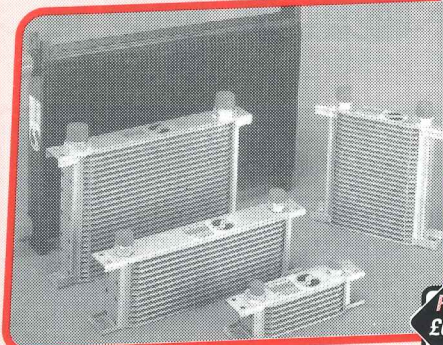
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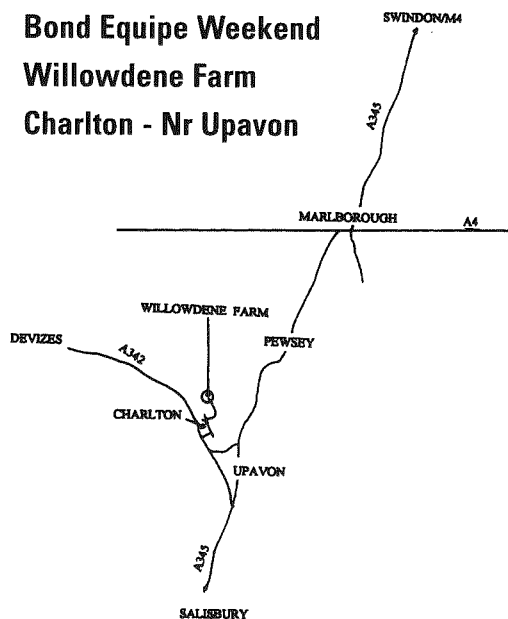
# Equipe Weekend

By Guy Singleton

## Bond Equipe Weekend 1999

**T**he Bond Equipe Weekend is back. It will be held on the 12th and 13th June starting at about 12.00 on **Saturday 12th** and finishing at 4.00 pm on **Sunday 13th**. It will be held at Willowdene Farm Charlton Pear Upavon in Wiltshire. The campsite is on the farm at the end of the village, there is a barn which we can retreat into if the weather is bad and a pub about 400 yards away which does good food and serves 6X, for those of you who have not tried it, you should! Costs £10

## Bond Equipe Weekend Willowdene Farm Charlton - Nr Upavon



per car for those camping on the Saturday night, £5 per car for those coming for one day. There will be a barbecue on

which you can cook your own food on Saturday night and Sunday lunchtime. **No food** is provided.

lane turn left at the T junction. At the end of the lane turn right, go through the farmyard to the campsite. **From South:** Take the A345 from Salisbury just before you get to Upavon fork

Left to Devizes A342, continue until you get to a left turn sign posted Devizes, turn left after about 1 mile turn right signposted Charlton. Please drive carefully through the village. If the weather is wet please bring boots

Dave and I look forward to seeing you. Please bring any spares you have for sale.

Also included this month are some photos of 2+2 production and delivery.





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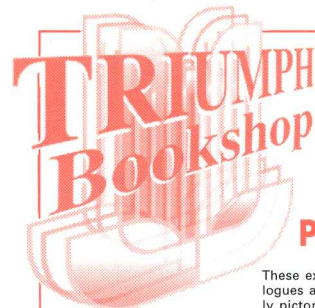
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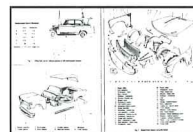
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<b>GT6 Mk I</b>	
<b>GT6 Mk II</b>	
<b>GT6 Mk III</b>	
<b>Spitfire Mk III</b>	
<b>Spitfire Mk IV</b>	
<b>Spitfire 1500</b>	
<b>TR4/TR4A</b>	
<b>TR250 (TR5)</b>	
<b>TR6 - TR7 - TR8</b>	
<b>Stag</b>	
<b>Triumph 2.5 PI</b>	

Guide to Purchase & D.I.Y. Restoration - Her/Vit/Spit/GT6	£22.95
Triumph Cars - The Complete History - Robson/Langworth	£24.00
The Complete History Spitfire GT6 - Graham Robson	£16.95
SPITFIRE/GT6: Collectors Guide - Graham Robson	£16.95
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# The Spirit of Adventure

by John Thomason

**DAY 31**  
**Two long regularity sections  
on corrugated roads that shook  
us to death saw us to the  
Zimbabwe/Botswana border.  
Into Botswana and the roads  
became much better, very long  
and straight across vast plains  
of wilderness.**

**O**ne strange  
sight though  
was broken  
bits of cars

that were hung up in the  
trees as if they were  
hunting trophies or grave  
stones - very strange. The  
featureless terrain made  
the drive very boring and  
tiring. With the heat and no  
adrenaline to keep you  
awake, we were glad when  
the day was over, especial-  
ly John who was suffering  
a little from the heat. A  
local garage welded-up the  
rear boot outrigger that  
was about to fall off and the cracked wheel. The  
welding was very poor but it would keep  
us going.

### DAY 32

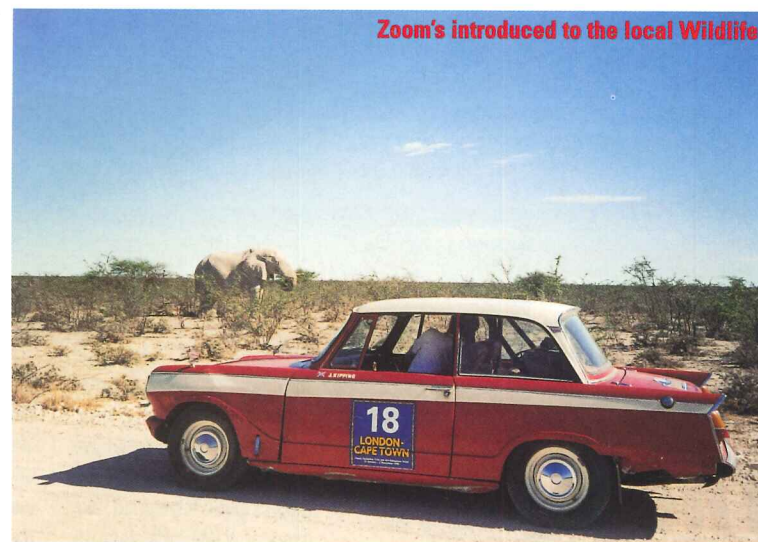
A 5.30 am start and a 1000 km ahead of us,

750 km of which had to be  
covered before the first special  
stage of the day. We pressed-  
on hard, in case any 'unfore-  
seen eventualities' delayed us  
getting to the stage on time  
and before the sun started to  
'cook' us again. Driving fast  
encouraged concentration and  
prevented sleepiness. We  
were, therefore, still reason-  
ably alert for the special stage,

at 70 mph! We did it ok but  
were covered in white dust and  
concerned about a tapping  
noise which was coming from  
the gearbox.

The night halt was the  
Namutoni Game Lodge in  
Namibia, and removing the  
gearbox cover confirmed a  
suspicion that the gearbox  
mount had collapsed, allowing  
the gearbox casing and output

**Zoom's introduced to the local Wildlife**



which for once was smooth  
and not corrugated. However,  
the gravel/dirt was deep and  
ruts tried to wrench the  
steering wheel out of your  
hands - it was quite harrowing

flange to tap on the chassis. It  
had been another long day and  
nerves were now starting to  
take an effect; trying to  
maintain our position for we  
were now first in Class with the

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BMW 2002 snapping at our heels and fears of losing brakes or another driveshaft at speed was prying on the mind. It was, therefore, quite relaxing to visit the tranquillity of a watering hole (no, not a pub!) that night to see the wild life.

## DAY 33

The first part of the day was spent driving through a game reserve, where all manner of wild life was seen, including a great, grey elephant just yards from the car. The roads were good and we became complacent, until we noticed the time and pushed-on again, more so when 50 km from the first special stage, the road turned into deep gravel again. With 15 km to go, we thought we were in the clear and the road became smooth Tarmac as we turned a right-hand corner. However, at that very same instant, the rear of the car jumped up and then veered around

feeling quite sick and with a dry throat, from nerves and from squirming around in a pool of petrol under the car, made worse by the petrol melting the Tarmac and covering me in black tar. With the fuel tank filled from our jerry cans, the brakes poorly bled and probably leaving half our tools behind, we sped off for the stage. We made it with two



"The Namib Dessert was hard going"

# The Spirit of Adventure

the corner before grinding to a halt leaning to the left-hand-side. The left-hand driveshaft had snapped again at the hub. As the hub and wheel came off, it had gone under the car causing it to jump up! Being mid-way around a right-hand corner and leaning to the left, when the hub broke, it came down much harder. A drip, drip, drip revealed that we had punctured the petrol tank! I could have cried - we were now late for a stage 15 km away, which we had to make to keep our class win. Once again we frantically changed the driveshaft and bled the brakes in forty minutes this time, but

minutes before it closed! It was crazy. We had to go flat-out to finish the stage before the petrol dripped out of the tank and to get to the next stage before that closed, all the time worried about our hasty roadside repair holding up. We finished the stage and found a petrol station on fumes. We had used/dripped a tank of fuel in 163 km (97 miles!). A pit-stop fill-up and we were off for the next stage before it closed,



## "The desert got absolutely everywhere"

making it with four minutes in hand. It was an awful road with many cattle grids and gates that we had to stop and open. Thankfully there weren't any

pot-holes - only jagged rocks sticking up through the gravel, Zoom sliding all over the place on the loose gravel as we tried to avoid them! It was frantic as the clock ticked away and the petrol dripped away! The stage seemed to last forever. We were last into the hotel but had survived the day, retaining our position. The petrol tank was removed, drained and the puncture repaired with plastic metal. A late start tomorrow meant it could be left to cure overnight, allowing a shower to scrub off the tar, now starting the burn my skin, before collapsing into bed.



## DAY 34

The fuel tank was refitted after much bashing of the now badly distorted body. Checking over the rear of the car, I noticed a crack going right across the top of the right-hand chassis main rail - just in front of the diff. mount. With forty-five minutes before the start, did we leave it or try and weld it? Off down the road trying to find a welder, the third garage could do it: Jacked-up, wheel off, mig-weld up



the crack, wheel on and off to the start, with just enough time left to catch our breath. First off was a driving test on the Tony Rust Race Track. Not wishing to make the same mistake twice of being too cautious, we completed the course a joint first in class with the BMW 2002; straight on to a 130 km regularity that was like a roller-coaster, with deep dips that bottomed-out the sump guard and steep, blind crests that hid sudden turns to the left or right. It seemed to last forever and left us a bag of nerves, wincing at every bang and crash, fearful of something else breaking. Eventually we descended out of the hills to see the vast, open Namib Naukluft desert in front of us; the sand road marked

choking dust was a real disability. Everyone was low on fuel and tired but just made it to the night halt at Swakopmund and our first sight of the Atlantic Ocean - we had crossed Africa!

Remarkably Zoom needed no work other than screwing back up the glove box under the dash. it wasn't until I smelt something burning from under the bonnet that it was realised we had put a self-tapper through the wiring loom. I spent the next hour unwrapping the loom to replace the melted wire!

## DAY 35

We drove alongside the Atlantic Ocean for 200 km before turning inland for a reg-

idea what was happening to the engine temperature. We had to stop: A fuse had shaken loose and as a result, lost one and a half minutes. Foot down, we made the next secret timing point to the second - sheer fluke! A special stage followed; 19 km in 19 minutes up and then down a wickedly steep 1:3 descent with really tight hairpins and boulders strewn over the track - I am sure it was a goat track. The rest of the day was spent in the Namib desert, the intense mid-day sun and choking dust being too much for us, leaving us only able to collapse and fall asleep when we arrived at our night halt - a Sesriem campsite. Evening brought cooler temperatures, allowing us to pitch the tent

filling the cars with dust, that had to be cleared once it passed.

## DAY 36

Back onto dusty, corrugated gravel and featureless desert on sand tracks that wrestled the steering from you. The desert was quite intimidating, almost scary - no one wishing to break down here. No sooner had I thought it, than I started to detect strange handling from the rear. The end of the stage was 20 km away and as soon as we made it, we checked the rear to find a punctured offside tyre - but on closer inspection the nearside trailing rod had also started to pull out of the outrigger, despite the additional plating I had added at home. We found a house/garage that had a welding kit to temporarily weld up the outrigger before the next stage. It took us 45 minutes and pressed-on hard to catch up the time. The back end was all over the place, it was like driving on ice, made worse by the ruts in the sand. We were, therefore, amazed that we set the fourth fastest time for the stage. We arrived at Keetmanshoop, the night halt, looking for tyres and a welder. Apparently 175 x 13 tyres are not a size used in Africa and so had to settle for a puncture repair but did find a good welder to weld up the outrigger which was now cracking off the main rail!

## DAY 37

Loading up the bags into the car that morning, I noticed



"The Nearside Outtrigger was crudely repaired and braced back to the floor pan with plate"

large cracks in the rear floor - the rear was now really sagging down - the nearside 3" lower than the offside ..... my poor Zoom! Four special stages today, averaging 90 km over long, hot, gravel tracks. After the second the radiator header tank brackets broke again and had to be tied on with wire. The end of the third stage saw us cross into South Africa, were we at last on the home run? However, the sun had started to get to Zoom: She had lasted

better than us - suffering fuel vapourisation whilst on the move! We found that, by John blowing into the petrol tank, we could fill the fuel pump and get us going again.

## DAY 38

Two stages today, the first 280 km on a gravel back road across bush land, that saw us run out of petrol at the Finish Control - we had found the range of the fuel tank! The second stage was on farm roads in the mountains around Clanwilliam, that included a steep descent down an extremely narrow track with a sheer drop on John's side. This was not a time to loose a driveshaft as I hugged the mountainside. That



False Bay, South Africa

only by a large plume of dust rising up from another rally car miles ahead in the distance. It was incredibly hot and the

ularity section. Half-way through the temperature gauge stopped as did the heater fan and electric fan - we had no

and take the opportunity to change Zoom's air filters only to be caught by a freak sandstorm, blinding us and





**Cape of Good Hope**  
the most southerly point on the African continent

night in Lamerts Bay, Zoom was cleaned up for her entry to Cape Town tomorrow.

## DAY 39 - The Last Day!

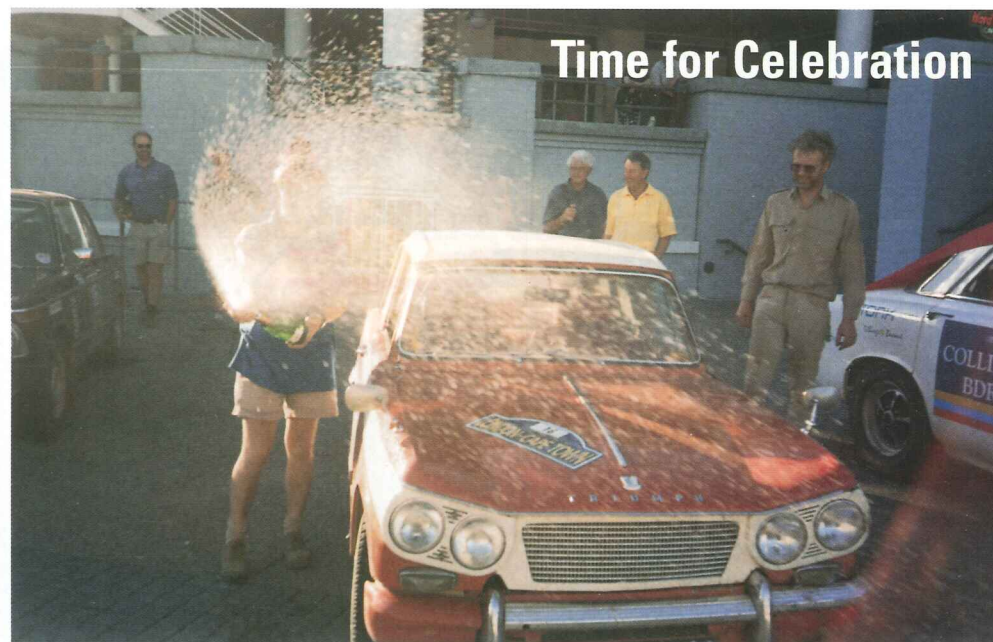
A 5.15 am start, but awake much earlier, full of nerves, desperate to keep our first in class position, for we had one

final 140 km special stage to do in the Cederberge - a series of passes on small, gravel roads in the mountains. We started the stage in running order, which saw us off in fifth with the low morning sun right in our eyes. Needless to say, it was a rough track, with corrugations ruts and some steep climbs - so bad that it was

several kms before we realised we had a rear puncture. It took us three minutes to change but my heart stopped as the BMW went by! We were on tender hooks as we pressed-on hard, fearing any untoward noise and blaming a puncture, broken radius arm, wishbone or spring for anything strange. We made it though with time to



**Table Mountain, Cape Town**  
The Finish!



## Time for Celebration

spare, to leave a 200 km run down to the Cape through South African vineyards. Eventually we reached the coast at False Bay and onto Cape of Good Hope for a photo session and to dip my toe into the freezing Atlantic Ocean.

At 5.15 pm on Tuesday 1st December, Zoom crossed the finish line on the Cape Town

quay side in front of Table Mountain. Once again, she had been marvellous. Emotions ran high and words cannot describe the elation and relief of pulling it off.

Late that night, after much celebrating and champagne, I went back to Zoom standing there alone on the quay and kissed her Triumph shield she so

proudly wore on her bonnet.

After travelling half-way around the world and then from top to bottom, passing through 39 countries and driving along the highest road in the world, Zoom's rallying days are over

..... until next time?



**Zoom's Final resting place - TSSC HQ**

*The Spirit of Adventure*



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VIT Mk1/2 GT6 MK1/2/3 BOND  
**£575.00 inc VAT** plus £120.00 surcharge

Please note due to the higher temperatures generated with a modified head it is essential that the cooling system of your car is capable of coping with these higher temperatures. The fitment of a full width radiator on Spitfires is recommended, as is the fitment of an additional cooling fan on all other models. The fitment of an oil cooler is also recommended.

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13/60 front wing inc. rear strip, 713267/8	£67.50 each
Vitesse front wings	£75.00 each
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Complete door assembly (902258/7)	£170.00
Sills 803070/803071	£20.00 each
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Stainless steel tread plate finishers Triumph logo	£16.00 pair
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Hoods original ICI flame retardant	£130.00 each
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Caliper repair kit inc. pistons type 12	£19.50 per caliper
Caliper repair kit inc. pistons type 14	£15.00 per caliper
Caliper repair kit inc. pistons type 16P	£25.00 per caliper
Caliper repair kit inc. pistons type 16PB	£25.00 per caliper
Recon exchange Caliper type 12	£45.00
Recon exchange Caliper type 14	£36.00
Recon exchange Caliper type 16P	£55.00
Recon exchange Caliper type 16PB	£55.00
Brake pads type 12	£9.50 a set
Brake pads type 14	£9.50 a set
Brake pads type 16P/16PB	£10.00 a set
Track Rod Ends	£5.00 each
Rear Shock Absorbers GSA 385	£17.50 each
Front Shock Absorber	£20.00
Herald Rear Leaf Spring 305946	£27.50 each
Herald rear exchange drive shaft assembly inc. shoes	£130 each
Herald/Vitesse Non Rotoflex Driveshaft	£55.00
Universal joint with grease nipple	£5.00
Herald new alternative Distributor (exchange)	£68.00
Vitesse Delco Distributor Cap	£5.50
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Herald oil filter GFE 119150	£3.50
Herald O.E. Head Gasket	£6.50
Set of 4 SparkPlugs 1200 and 12/50	£3.50 set
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Vitesse 2 litre C.H. Clutch Kit	£27.50
Clutch Slave cylinder 13/60	£45.00
Vitesse inner sealed beam light unit GLU105	£5.50 pair
Boot catch 611225	£2.50 each
Seat Belts (inertia type)	£45.00 pair

### SPITFIRE MkI & II & III

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Nearside/offside front wings 907154/5 903088/9	£58.00 each
Left/Right hand front outer wheelarch 903137/8	£35.00 each
Left/Right hand front inner wheelarch 706548/9	£35.00 each
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Hard top rear screen 819959/KKC3641	£60.00
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Recon Brake Caliper type 12	£45.00 exchange
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Front wheelarch inner L/H and R/H 909797/8	£32.50 each
Headlamp support panel assembly L/H and R/H 818871/2	£17.50 each
Front quarter valance, offside and nearside (815391/2)	£25.00 each
Door skins	£25.00 each
Nearside/offside sill 903097/8 Non OE	£20.00 each
Nearside/offside sill 903097/8 OE	£30.00 each
Sill reinforcement panel L/H and R/H 806634	£25.00 each
Inner sill L/H and R/H 806638/9	£12.50 each
Sill end plate (front) 706422/3	£4.50
Stainless steel oversill kit	£39.00 kit

Stainless steel tread-plate finisher Triumph logo	£12.50 pair
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"A" post lower panel filler L/H and R/H 706288/9	£10.00 each
Bonnet hinge pivot box (RKC362/3)	£28.50
Bonnet hinge tube R/H 911108	£35.00 each
Rear wing L/H/RH repro	£87.50 each
Rear wing valance 908970	£9.50 each
Rear wing rear repair panel	£10.00 each
Spitfire rear lamp panel (716182)	£80.00
Rear valance 908970	£19.50 each
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Rear outer wheelarch 909661/2	£32.50
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Waterpump 216939/GWP 128	£29.50 exchange
Late type water pump (viscous) UKC774	£35.00 each
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Courtesy light switch 62745	£2.50
Steering lock 216449/UKC2719	£32.50 each
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Clutch pedal cable box assembly 217431	£25.00
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Front shock absorbers	£20.50 each
Track Rod Ends	£6.00
Rotoflex coupling 152279	£25.00 exchange
Recon Brake Caliper type 16P	£55.00 exchange
Recon Brake Caliper type 16PB	£56.00 exchange
Rear brake shoes MkI and II and Mk II Rotoflex, GBS 750 OE	£12.00 set
Front side/flasher lamp assembly 155416	£20.50
Delco Distributor Cap	£5.50

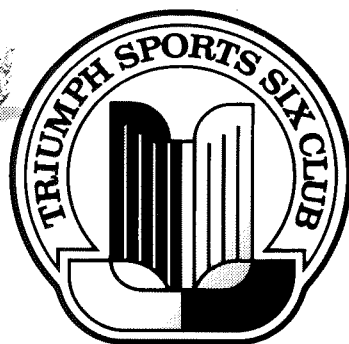
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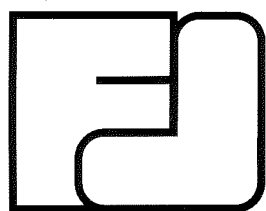
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Triumph Herald	fhc	1959-61	948/4	3500	2300	1700	1000	400
Triumph Herald	dhc	1960-61	948/4	4200	2900	1900	1200	500
Triumph Herald "S"	sal	1961-64	948/4	2800	2100	1500	800	350
Triumph Herald 1200	sal	1961-70	1147/4	3200	2400	1700	700	300
Triumph Herald 1200	fhc	1961-64	1147/4	3600	2400	2000	1100	450
Triumph Herald 1200	dhc	1961-67	1147/4	5000	3800	2400	1500	700
Triumph Courier Van	van	1961-64	1147/4	3300	2700	1700	800	400
Triumph Herald 1200	est	1961-67	1147/4	3500	2300	2000	1000	400
Triumph Herald 12/50	sal	1963-67	1147/4	3300	2250	1600	1000	450
Triumph Herald 13/60	sal	1967-71	1296/4	3600	2400	2000	1300	450
Triumph Herald 13/60	dhc	1967-71	1296/4	5800	4300	3200	1800	800
Triumph Herald 13/60	est	1967-71	1296/4	3800	2500	2200	1300	500
Triumph Spitfire 4	sp	1962-64	1147/4	4700	3800	2500	1500	700
Triumph Spitfire II	sp	1965-67	1147/4	5000	3800	2700	1600	700
Triumph Spitfire III	sp	1967-70	1296/4	6200	4300	3400	2000	600
Triumph Spitfire IV	sp	1970-74	1296/4	5300	4300	3200	1800	700
Triumph Spitfire 1500	sp	1975-78	1493/4	6400	4600	3700	2400	800
Triumph Spitfire 1500	sp	1979-81	1493/4	6800	4700	3800	2400	900
Triumph GT6 Mk I	fhc	1966-68	1998/6	6800	4600	4000	2000	800
Triumph GT6 Mk II	fhc	1968-70	1998/6	9000	6700	4900	2700	1100
Triumph GT6 Mk III	fhc	1970-73	1998/6	10,000	7300	5000	2700	1100
Triumph Vitesse 1600	sal	1962-66	1596/6	4800	3200	2600	1300	500
Triumph Vitesse 1600	con	1962-66	1596/6	5300	4100	3000	1600	600
Triumph Vitesse 2L MkI	sal	1966-68	1998/6	4800	3200	2600	1400	600
Triumph Vitesse 2L MkI	con	1966-68	1998/6	7200	5300	3500	1900	800
Triumph Vitesse 2L MkII	sal	1968-71	1998/6	5800	4300	3400	1800	700
Triumph Vitesse 2L MkII	con	1968-71	1998/6	9000	6400	4200	2200	900
Triumph Vitesse Estate	(all)	1962-71	1596/1998/6	6300	4500	3500	2000	700
Bond GT 2+2		1963-64	1147/4	3000	2600	2200	1400	600
Bond GT4S		1964-67	1147/4	3000	2200	1900	1200	500
Bond GT4S 1300		1967-70	1296/4	3300	2700	2400	1350	550
Bond Equipe 2L	sal	1967-70	1998/6	3600	3300	3000	1500	650
Bond Equipe 2L	conv	1968-70	1998/6	4000	3700	3500	1800	800
Amphicar		1960-63	1147/4	12,000	8000	5000	2500	1000

**Convertible GT6's:** Valued at Spitfire 1500 prices, only on proper conversions otherwise Mk IV Spitfire prices.  
**Fibreglass panels:** Highest value A1 in car category (except Bonds!)

**N.B. - Definitions (i.e. Concours, A1+, A1, A2, etc.) as per Valuation Form.**

- Original, low mileage, one owner, known history cars, will always attract higher value than restored examples.
- Values above are averages.

### NOTES ON COMPLETING THE VALUATION FORM:

- ★ See guide to car Values. These are averages but may help to provide an indication of your car's value.
- ★ Please note that car values rarely reflect the amount spent on restoration or major repair work. Always quote a realistic replacement/ market value.
- ★ Please ensure only good quality photographs are used.
- ★ You may describe your car as A1+/A1 OR A1/A2 or A2/A3 This would be appropriate where, for example your car meets the A1 criteria in all respects except perhaps for mileage and history.
- ★ Please ensure you state the full date of registration from your vehicle registration document (i.e. day, month, year).
- ★ Where you are enclosing numerous photocopy invoices, please state on the form the total amount spent.
- ★ Refunds are not generally available once Valuations have been issued.

**N.B.** Your car is not Agreed Value covered until the Valuation Certificate is signed by a Club Official.





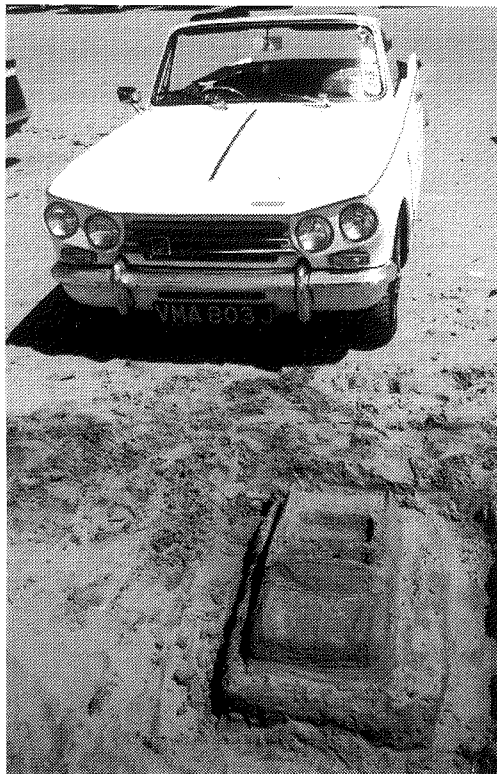
# Brean Beach Party

By Neville Carr

**In a dark corner of a public house, I can't remember which one, over many pints of Stella Artois, the idea of organising the B B P was born.**

Sean Jones' 2 litre Vitesse and Sand Sculpture

**N**ev Carr and Scan Jones, the respective Area Organisers of the Avon and Somerset areas



didn't quite know what they had let themselves in for. Having never organised anything more than a treasure hunt or a country run before, we were embarking on running a whole weekend with lots to do, for complete strangers from all over the country. Could it be done?.

Where do you start the planning?. Many years ago, there were a couple of Brean Beach Parties but we wanted this to be bigger and better.

First of all we had to find a campsite, we chose the Unity Farm site which was ideal. It was very close to the beach and funfair, the camping area we were in had new toilets and showers and washing facilities, there were SIX yes SIX bars four with either a Disco, Comedian, or Local band or childrens entertainment plying their trade. Also there was an indoor and outdoor swimming pool which we could use FREE as well as cafes and fast food

outlets, this would do for us. Having found the campsite, we then had to strike a deal with the owner. We wanted the weekend not to clash with any other club events or car shows and also by the middle of June the weather should be nice and warm. June the 19-21 seemed fine, incidentally, the 20th was the Longest Day ( or the Summer Solstice )

The deal was struck, we managed to get a huge discount, thus enabling people to come and pay only £8 per person for the two nights, normally this would cost you £17.50 - another benefit of being in the TSSC, it was also £2 cheaper than the previous Beach party way back in 1993. Additional nights were at the cheap rate as well for anyone wanting to avoid travelling home on the Sunday.

To let people know of an event you have to advertise it. Many, many thanks to HQ for the, big adverts in the Courier, ads were also placed in Triumph World and Practical Classics and loads of flyers we're put on cars at SEM and Gaydon, courtesy of Nicole and Briony, my daughters. What a good trick that was, kept them



amused for hours it did.

Booking forms had to be designed and then photocopied, as did the Programme of events but we couldn't do the programme until it was decided what activities had been planned, so, what do we do for a whole weekend?. We can't stay in our tents all day eating and drinking. Friday was to be a 'meet in the bar night', Saturday was a convoy to somewhere in the locality and Sunday was a relax and recover day.

Saturday was the day that things really had to be organised, we chose to have the convoy to Cheddar Gorge, surley the eighth wonder of the world, so a route and notifica-

tion had to be sent to the police and once at Cheddar, somewhere to park a load of Triumphs! More Stella later we sweet-talked our way into having the whole of the Riverside Inn's car park to ourselves F. O. C., quite a coup seeing as though this was to be one of the Pubs busiest days of the year.

So there we are, months of planning, endless phone calls, all we needed now were people to send us their money.

Friday the 19th soon came and after putting up five signs (made up of old pallets and using paint found in the shed) directing people to the site from the motorway. Myself and Colin arrived at Unity at

10am to sort out passes, set up the bunting and banners etc. First to arrive was Angie from HQ, followed by a steady stream of people all afternoon, early evening came and we found that more people came who hadn't pre-booked early, this caused a slight problem as they all needed passes to gain access to the site but nothing we couldn't handle. The evening was spent in the main bar where we enjoyed the Karaoke and Disco together with a swift half or two and at closing time, returned to our tents for chats and more. Things got too much for Sean who fell asleep outside and had to be put to bed by Ray Lomax ( who is now nicknamed The Interferer ).

Saturday morning was spent having a Leisurely breakfast. Light drizzle putting paid to the planned sand sculpting on the beach. The sun came out just before midday and this got the tops down for a twenty four car convoy to Cheddar. This is where things started to go wrong. There is a barrier at the site which, with



# Brean Beach Party



a bit of foresight could have been raised to let us out in one fell swoop but I forgot to notify reception, so with the delay, one car overheated and another ones clutch went - so with all that there were four separate convoys. Everyone however drove up and down the Gorge road and made it to the pub for a spot of lunch. The weather now was scorching hot and tables in the beer garden were at a premium. A few hours were spent in Cheddar before a convoy left to

go to Thatchers Cider where the lady serving came in for a bit of light hearted banter, well, it was her 'GB' in the car park, free samples and even free cheese and biscuits were then provided.

Back to the campsite, where even more people had arrived. In the afternoon a giant barbeque was held, an ideal opportunity to meet fellow club members, and also to hand out the quiz papers - topic being all about Somerset of course.

Barbeque over, it was down to

the funfair for the Go Karts and roller coaster etc and then off to the main bar where tonight it was the turn of a rather dodgy comedian who picked on Karen a bit too much. Fired up eh !! Followed by the by now famous Disco, 'Vindaloo' will never be the same again,

nor will the DJ !!! Back once again to the tents where a game of Famous Names was held followed by a Joke-a-thon until the sun rose.

Sunday morning came, later for some than others, a few people had to leave early and while everyone packed up Amanda and Linda went to a local supermarket to get food for the impromptu barbeque to be held at the beach. This is where another cock up happened. In a nutshell, the barbeques and ten cars went



to one beach and the food and another ten cars went to another. There is no transfer between beaches due to different Parish councils so club funds took a hammering as we paid for parking twice but once altogether on the SAME beach the Quiz results, Concours, and the sand sculpting, where you had to sculpt a club car in sand, took place. Food was eaten and more sun cream applied it was now nearly 4pm and with little tears in our eyes

Sean and I closed the Brean Beach party.

## THE TROPHY WINNERS WERE:

**Furthest travelled :** Angie Hill 187 miles

**Roughest cider :** Steve and Sue Ford

**Best car :** Colin's Vitesse

**Worst car :** Clare Fares Spitfire

**Somerset Quiz :** Lewis Barton

**Sand sculpting :** Lewis Barton

For Those who stayed the extra night on Sunday, it was a period of reflection, did everyone enjoy themselves? We certainly hoped so. Things did go wrong but, hey, this was the first time we've organised something on this scale : 62 people 28 classic cars, so the Gremlins did appear but this has given you the chance to have a laugh at our expense. We don't care, as long as you had fun. That's what it's all about. **By the way come and join us for BREAN 1999 - June the 18th-20th 1999 same place - booking forms ready now!**

## A Recommendation

Fun, The Train, The Interferer!!!, Sean's Karaoke, FIRED UP !!!, Nev's leg 'guitar', attempted Line Dancing (5,6,7,8)!, More Fun, Hot and Sunny, Lewis's Egon Roney Cooking, Cheddar Gorge, Convoy, The Disco " Vindaloo .... Vindaloo", Sand Car Sculpting, Swimming Pools and Water Slides, Thatcher's Cider, Beach Barbie, More Fun, Go Kart



Racing against your A/O's, Melinda Messenger ... mmmm Melinda, Michael Caine, Carol Smiley mmm Carol, Sam Fox mmmmm Sam, Frank Williams, WELLARD !!! at 3.15am, More Cider. Did I mention the great selection of club cars ?

What am I on about ? Those who went Know ( ah ! memories !!! ) For those who didn't, the 1998 Brean Beach Party of course !!!!

A big Hi to ; Angie ( and Millie, the best behaved dog in the world - well next to Ram ) Clare and Kim (for the Midlands glamour), the GT6's, Bob ( hope you dried out ok ), the red Spitfires ( one with TR6 power !!! ), and anyone else who travelled a long way to the event.

Question ; Why were us Avon / Somerset Area people outnumbered by people from Other Areas ??? It was on our

doorstep after all.

To everyone who came., Hi I Thank you for coming, and making it what it was, it wouldn't of been the same without you !

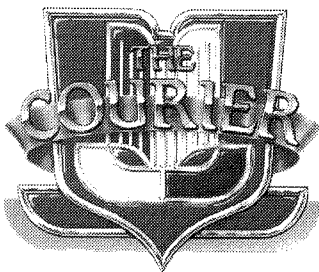
To those who didn't come - DOH ( ala Simpsons ) - Dumb. You missed one hell of a good time ! Don't make the same mistake again this year.

To Nev, Sean and their families - thank you very much. Despite Murphy's Law playing a few trump cards, the odd rain showers, 2 Brean Beach car parks ( food at one, barbie at the other ), and some mechanical gremlins, it was a great event, and very well run. Thanks for all the hard work ( more than most of us realise ) that enabled us all to have a great time . I hope you both think it was worth the heartache and effort.

Can't wait for Brean '99

Thanks 'Louise'





# READERS Write . . .

## Just what the Doctor ordered



I am currently a junior Doctor who kept herself going through the last two years of medical school with the dream that with my first paycheque I would buy an old classic convertible. With the help of a hefty overdraft and my second paycheque I was able to realise this dream and fell in love with this particular Triumph on sight.

Despite the warnings and mutterings of parents along the lines of holes in the ground in which to throw my newly acquired cash, I went ahead and bought the car. Since then I have indeed been filling the proverbial hole and finding out how cars and engines really work. The person however to whom all the credit goes (I only managed the window seals and some touch-up jobs!) is my long suffering father. He spent

many weekends during the early spring slaving away, not to mention the countless evenings spent out there in the chilly darkness. All the electrical components now work (even the courtesy light which is a delightful touch); I have music to croon

along to, the heater works (after a fashion) and he has fixed charging faults that two members of a certain rescue organisation couldn't find. Taken a whole weekend fitting a new Hood and the crowning achievement in my eyes though is the discovery of an old Dolomite engine in a scrapyard and the singlehanded replacement of the old engine, gearbox and exhaust. I

can now roar happily along at 65 mph and have even been known to overtake tractors on occasion!!

For all of the above and his continued support of me and my old crock I want to say a huge big thank you Dad ..... You're Fab!

I'd also like to say thanks to my mother as well who had to put up with car parts littering the drive and an oily, absent in evenings husband.

I would also love to hear from any members who know anything about the car as there was little history with it when I bought it. (It is actually a Triumph Herald 13/60 with a Vitesse bonnet on it).

**Dr Amy Poyner**

Whitechapel, London

## Action Packed Decade!

I would like to take this opportunity to congratulate John Thomasson for ten years as Spitfire 1500 Register Secretary. His articles have been consistently interesting and informative,

ranging from the trivial Christmas Quiz to the most detailed technical dissertation.

I know how difficult it is to come up with new and varied articles and a quick browse of last month's summary of the last ten years illustrate how much time, attention and passion John puts into his role.

How he then manages to hold down a nine-to-five job, race in Macau, Peking to Paris and across Africa, I'll never know!

Thanks John for the last ten years. You've made owning a late Spitfire easier and more enjoyable for a lot of people. I look forward to the next ten years!

**Simon Roberts**

## Time to Change

Recent articles and correspondence about unleaded fuel and the TSSC offer of a special cylinder head prompt me to write about my eight-years experience.

In 1991, my engine (in a 'P' reg. Spitfire 1500) needed rebuilding after 143,000 miles. I considered it sensible to exchange the head for an unleaded one from John Kipping for £125, so the extra cost at the time was negligible over normal type.

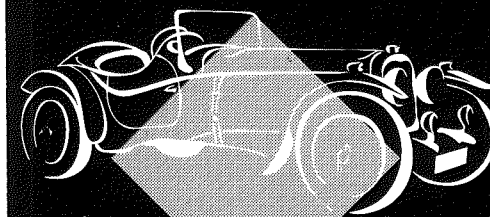
It was necessary to retard the ignition a little, although I had a Triumphtune 4-branch manifold and K&N carburettor filters. There was slight loss of power but otherwise no real difference and the engine behaves perfectly. I have now exceeded 184,000 miles, so the head has done 41,000 miles and performance has not changed. Recently the timing was advanced to normal with no ill effect, except that it will pink if I allow the engine to labour.

My daily commuting trip of 20 miles return, cross-country, now returns about 35/36 mpg, a 10% improvement since fitting new carburettor spindles and butterflies earlier this year. The price difference between 4-star and unleaded means that the savings have paid many times for the slight premium when changing the head - I think that was about £10. My advice to anyone with a 4-star head is change it and adjust the timing, but you may find that only slight retardation is required. You will then be ready for the dreaded year 2K when 4-star disappears.

**Geoffrey Clark**

Bath, Somerset

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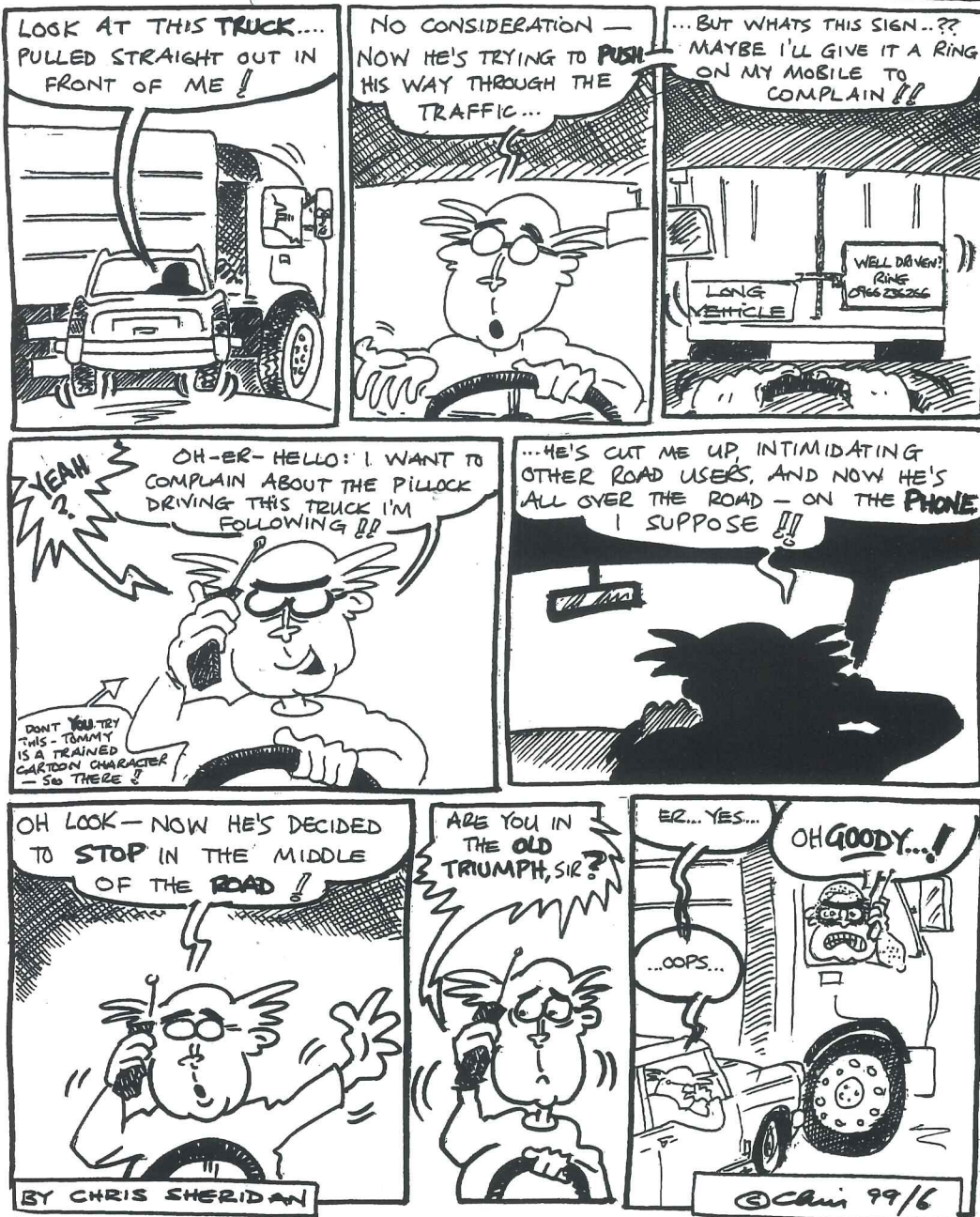
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Rear Trunnion Kit + Bolt & Nut	£4.00
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# Cop Shop



Continuing from last month's Cop Shop, here is an extract of legislation that applies to Convoys.

by Mike Crewes

Since 1986 convoys have been covered by Legislation under the Public Order Act 1986. I suggest that anyone considering a convoy of any type read this very carefully. The Legislation is not intended to stop events such as convoys but to keep a check on them, particularly if disorder is likely. I have never known a convoy end in disorder, so as you can see the Legislation is aimed at disruptive processions rather than fun runs such as convoys.

## Section 11

(1) Written notice shall be given in accordance with this section of any proposal to hold a public procession intended: (b) to publicise a cause or campaign, or (c) to mark or commemorate an event unless it is not reasonably practicable to give any advance notice of the procession. (Note: I suggest that it is always practicable to give advance notice).

(3) The notice must specify the date when it is intended to hold the procession, the time when it is intended to start it, its proposed route, and the name and address of the person, or the persons, proposing to organise it,

(4) Notice must be delivered to a Police Station: (a) in the Police area in which it is proposed the procession will start, or

(b) where it is proposed the procession will start in Scotland and cross into England, the first Police area on England on the proposed route.

(5) If delivered less than six clear days before the date when the procession is intended to be held, the notice may be delivered by post, by the Recorded Delivery Service; but Section 7 of the Interpretation Act 1978 (under which a document is sent by post if deemed to have been served or posted and to have been delivered in the ordinary course of post) does not apply.

(6) If not delivered in accordance with subsection 5, the notice must be delivered by hand not less than six clear days before the date when the procession is intended to be held or, if that is not reasonably practicable, as soon as delivery is reasonably practicable.

(7) Where a public procession is held, each of the persons organising it is guilty of an offence if:

(a) the requirements of this Section as to the notice have not been satisfied, or

(b) the date when it is held, the time when it starts, or its route, differs from the date, time or route specified in the notice.

(8) It is a defence for the accused that he did know of, and neither suspected nor had reason to suspect, the failure to satisfy the requirements or (as the case may be) the difference of date, time or route.

(9) To the extent that an alleged offence turns on a difference of date, time or route, it is a defence for the accused to prove that the difference arose from circumstances beyond his control or from something done with the agreement of a Police Officer or by his direction.

## Section 12

(1) If the Senior Police Officer, having regard to the time or place at which and the circumstances in which any public procession is being held or is intended to be held and to its

route or proposed route, reasonably believes that: (a) it may result in serious public disorder, serious damage to property, or serious disruption to the life of the community, or (b) the purpose of the persons organising it is the intimidation of others with a view to compelling them not to act as they have a right to do, or to do an act they have a right not to do. He may give directions imposing on the persons organising or taking part in the procession such conditions as appear to him necessary to prevent such disorder, damage, disruption or intimidation, including conditions as to the route of the procession or prohibiting it from entering any public place specified in the directions.

(2) In subsection 1. 'the Senior Police Officer' means: (a) in relation to the procession being held, or to a procession intended to be held, or to a procession intended to be held in a case where persons are assembling with a view to taking part in it, the most senior rank of the Police Officers present at the scene, and (b) in relation to a procession intended to be held in a case where paragraph (a) does not apply, the Chief Officer of Police.

(3) A direction given by a Chief Officer of Police by virtue of subsection (2)(b). shall be given in writing.

(4) A person who organises a public procession and knowingly fails to comply with a condition imposed under this section is guilty of an offence, but it is a defence for him to prove that the failure arose from circumstances beyond his control.

(5) A person who incites another to commit an offence under subsection 5 is guilty of an offence.

## Section 13

(1) A person who organises a public procession the holding of which he knows is prohibited by virtue of an order under this section is guilty of an offence.

(2) A person who takes part in a public procession the holding of which he knows is prohibited by virtue of an order under this section is guilty if an offence.

(3) A person who incites another to commit an offence under subsection 8 is guilty of an offence.

Well there you have it. I can't see too many problems, if the proper notification is given. The convoy organiser is now responsible in Law for the convoy. If all the members of your convoy stick to these guidelines you will have a safe and enjoyable convoy. If only one member does not, the whole

convoy becomes in danger. Convoys run properly are extremely good fun, I hope that the preceding information has helped you to have some fun whilst convoying.

## HAPPY CONVOYING

# Cop Shop

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

mikecrewes@compuserve.com

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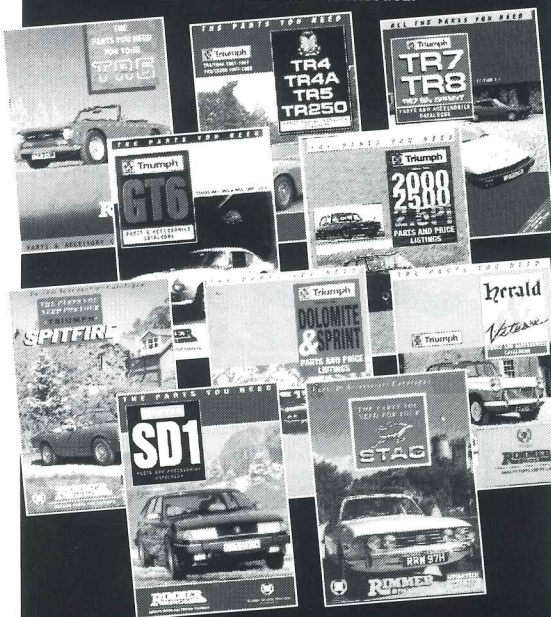


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GT6 MK1	£66.82	£81.08	£30.64	£19.31	POA	£69.33 EACH	NCA	-	POA
MK2	£95.80	£81.08	£30.64	£19.31	POA	£70.50 EACH	NCA	-	£66.56
MK3	£50.53	£88.13	£29.32	£19.31	£216.29	£216.29	£616.88	-	£58.09
HERALD	£72.93	£84.60	£53.54	£21.82	Car Set	£111.32	-	-	-
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MKIV	£133.89	£133.77	£163.33	£279.06	£116.33
1500	£139.83	£133.77	£163.33	£279.06	£116.33
GT6 MK1	£146.88	£193.37	£163.33	£339.58	£116.33
MK2	£164.21	£193.37	£163.33	£339.58	£120.40
MK3	£164.21	£193.37	£163.33	£339.58	£120.40
HERALD	£103.34	£133.77	£170.38	£293.69	-
VITESSE MK1	£148.93	£193.37	£170.38	£325.00	-
MK2	£126.31	£193.37	£170.38	£325.00	-

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HERALD	£35.19	£89.24 ex	£17.04	£99.80	-
VITESSE	£47.88	£105.16 ex	£24.62	£104.02	£133.13

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# The Rebuild of UBB 117G

## Part 5. By Nigel Penistone

**It Took a Long Time to Complete and  
it Will Take a Long Time to Tell**

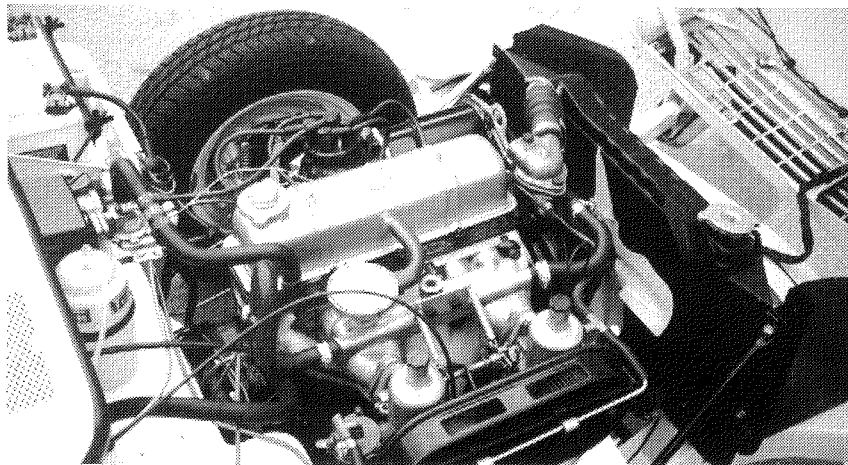
**“... That had temporarily cured the petrol leak, but now the battery was flat. I decided that I would leave the car at Rawcliffe, take the battery home to charge it up and then collect the car on Tuesday. My mum's house was just down the road, so the car was pushed into her garage for the night ...”**

The poorly car syndrome then struck my farther-in-law's new Fiesta. A relay had gone in the lighting system and he had no rear lights or indicators. At this time my mother returned home from her evening out to find a white Spitfire parked in her garage and me requesting her not only to act as rear lights to my father-in-law's car,

but to take me plus battery home as well.

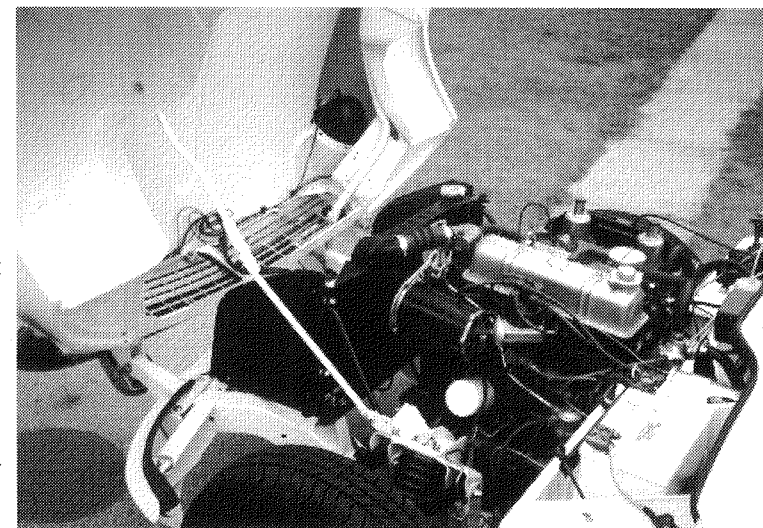
Next day armed with a multi-meter and a charged battery the charging system was checked out. The output from the dynamo seemed fine however the ignition light was on. It was decided to run the car and try and highlight any other problems. We covered a total of 30 miles when it was noticed that the lights were getting dimmer. I managed to limp home but, after stopping to open the garage door, the battery was too discharged to turn the engine over again. After pushing the car into the garage a patch of gearbox oil was found on the drive. Another problem to sort out.

**Fig. 25  
Engine Bay**



The gearbox was found to be leaking from the gearbox drain plug. I decided to remove the transmission tunnel to check the gearbox level and sort out why the reversing lights were not working. The problem was an obvious one. One of the gearbox switch wires had broken. The wires that came with the gearbox had seen better days so I decided to tie the ends off and put in place the loom from my original non-overdrive gearbox which was in pristine condition. In the haste to re-assemble I checked that the reversing lights were working but forgot to check that the overdrive was working. It was only later that I discovered that the feed to the overdrive switch comes from the feed to the reversing light switch and the feed was one of the wires that I had disconnected. I knew I wouldn't have time to do it all again so it would have to stop that way for the wedding.

I also didn't have time to fit the carburettor overhaul kit that had arrived so jotted it down as one more thing to do tomorrow. Unfortunately by



**Fig. 26 Engine Bay**

this time the tomorrow's were very rapidly running out.

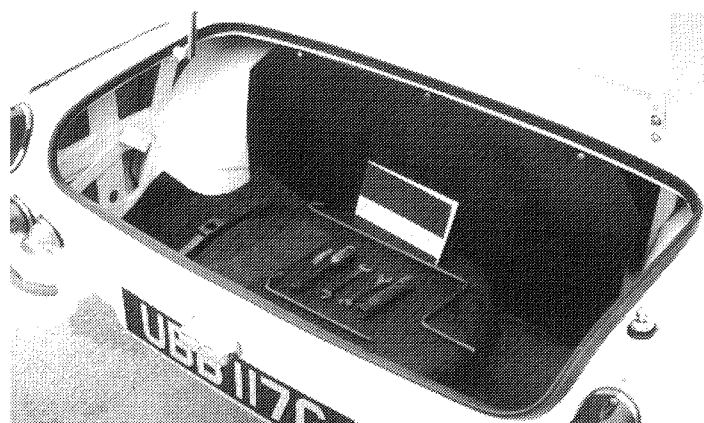
I decided to take Thursday afternoon and all day Friday off work to sort out any remaining problems. On Thursday afternoon I took the car to the auto electricians. By the time my wife and I had got there, petrol was leaking from the vent in the float chamber again. I'd wished I'd fitted the overhaul kit the night before. My wife agreed to walk home and fetch me the kit to do the repair at the auto electricians while they sorted out the charging system. (It was only a two mile walk - thanks Pat!). The auto electricians checked the dynamo, starter motor and

the regulator. The fault lay with the regulator and despite major internal surgery they pronounced that the charging coil was dead and the only recourse would be a new or second hand one. They guaranteed to have a new one for me on Friday at 12:00 for £20. While they sat down to have their cup of tea I started work on the carburettor.

I'd had a new set of TRIUMPH letters on order from John Kippings for a number of weeks. After I had finished at the auto electricians, I phoned Kippings and explained about needing the parts for the wedding. They explained that all the letters had arrived apart from the 'M' which was still on the slow boat from Taiwan. They agreed to send me the letters they had straight on to me.

That night was the service run-through at the Church. I had promised to let my future brother in law have a drive in the car prior to him driving it on Saturday. When I did not turn up in the car





**Fig. 27**  
A close up of the Boot with original tools in need of a lick of paint

at the church my sister started to get worried. I made the excuse that 3 of us had come down for the practice and that the car was at my house for safe keeping and that we could go back after the practice so that Rick could have a drive then. Thankfully they said that they would have to dash back.

As promised first thing on Friday morning the letters arrived. I polished up the old 'M' and attached the letters to the bonnet. The next item on the list was to stop the exhaust from knocking on the chassis. I moved the rear exhaust strap to the other side of the boot bracket and that cured the rattle. While I was underneath I checked all the other nuts and bolts for tightness.

At 12 O'clock I turned up at the auto electricians and they fitted the new voltage regulator. The car now ran like a dream. No rattles, no ignition warning light and no petrol leaks. I might be able to relax now. I drove the home, the longest way I could think of and then set out cleaning and polishing both of our cars inside and out. (figs. 25, 26, 27.)

## THE WEDDING

The day of the wedding arrived and time to give both of our cars their final polish. At 09:30 the postman arrived with a small package from John Kippings. The final part had arrived - the letter 'M' from the bonnet 'TRIUMPH'. (Thanks John!)

The wedding itself went without problems. Jamie and I drove the car to my mother's house ready to take my sister to church. At this point I was very nervous in case I crashed the car or some other disaster occurred.

I was also quite envious. Potentially, it was going to be the best day of the 'Summer' and I was going to let someone else drive my car! Once at my mum's we placed the ribbons on the car and then set about the very serious business of having something to eat.

We set off for the journey to church at two minutes to one, knowing full well that if anything did go wrong I could always push the car the 300 yards to the church. I really had done it, I'd completed the car and got my sister to the church on time.

I should have known it was going to be a long afternoon when the photographer spent over 10 minutes photographing us with the car. I knew then I was going to be extremely hungry by the time the reception started.

After the service and the photos at the church the newlyweds were finally ready to drive off into the sunset. Everyone gathered around the car with their confetti and on the count of three as the couple kissed for the cameras, the crowd threw their confetti in the air and it showered gently down on them. With that they were ready to go. Rick had a big grin upon his face as the car burst into life and they set off down the road enveloped in a stream of confetti. Happily, we trust, ever after.

## THE CONCLUSION

I hope my story has made one or two people laugh at the incidents that happened on the way. I also hope that it helps some people not to make the



**My Sister and I at the Wedding** Pic. R.P. Tebbs.

same mistakes that I made, but most of all I hope it encourages anybody contemplating doing a restoration that it can be done. Even if things don't go as planned all the time. It was a lot of work, but all was worth it just to get another Spitfire back onto the road.

Well that's almost the end of the story. Since the wedding I have driven the car as often as I've had the chance to do so, usually accompanied by my son. Most trips have been made with the hood down even on frosty mornings. It has got me into trouble once or twice when I've gone missing in it. The first time happened about a week after the wedding. My wife said she was popping into town for half an hour and I said I would go for a little ride out in the Spitfire. An hour or so later my

son and I found ourselves strolling on the sea front at Bridlington. I was eventually forgiven, but it did cost me a shopping trip!

The car is off the road currently as I tend to those little jobs that I never got around to doing before the wedding, such as finishing the engine overhaul, converting it to unleaded and sorting out an oil leak from the rear engine seal. The Ashley hardtop is still in storage, along with a second-hand factory hardtop purchased for £15, waiting for me to decide what to do with it.

Finally, it's difficult to do a restoration entirely on your own, and this one was no exception. Therefore, I would like to take this opportunity

to say thank you to everyone who has helped me, especially Pat, Jamie & Katie and all the neighbours (for putting up with me working the unusual hours) and to Paul for all his help.

I hope they'll be as understanding if I do another one!



**Finished at Last!**

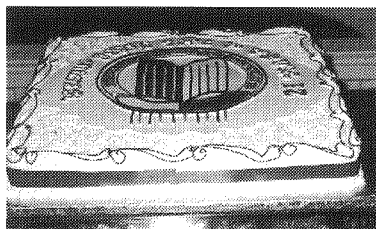
# OF URB 117G





# 21st

By David Bird



## Report on the Fosse Manor Winter Weekend January 1999

**T**he Winter Weekend at the Fosse Manor Hotel in Stow-on-the-Wold has been a regular event in the Club's calendar since its foundation, in fact the first AGM was held there in February 1978 followed by the first Concours in May of the same year. The Winter Weekend started in the following year 1979, making this year's event the 21st occasion. John Griffiths, ex-Club President and founding member, first organised the event and supplied me with the information. Thanks for that John.

I would like to tell you how well our Spitfire went on the journey from Chelmsford, but two adults and one teenager will not fit into the Spitfire so it was the Sierra again. We took advantage of the Hotel's offer and like a number of members stayed an extra night on Thursday. We met Simon and Amanda, who are now regulars, with their friends Mason and Andrea, who were attending the Weekend for the first

time, in the bar late on Thursday evening. Mason and Andrea were impressed with the hotel and the food, which as Mason said was like something from Master Chef. The hotel has improved over the years and I am pleased to say that the standard of food is now very good indeed. Not that it was ever bad just not at the same standard as the rest of the hotel. There is also a low staff turnover so the many of the waiters, receptionists, and bar staff have been there since we, we being Sylvia our daughter Adele and myself, first attended ten years ago. In fact the barman asks me if I want my usual and I only see him once a year. All this adds up to a friendly atmosphere and helps to make the weekend the success that it is.

On Friday morning we set off, in the fog, for Thruxton to get Sylvia her long promised flying jacket. About 2 miles from Thruxton the fog suddenly cleared giving way to sunshine and a clear blue sky. Once the purchase was complete, a wee bit more than I expected but she is worth it, it was back into the fog, which was slowly thinning by this time. Our lunch stop was in the village of Leachlade at a pub overlooking the village square. We sat near a large open real log fire to eat our lunch. Mine was washed down with a pint of Morelands bitter, very nice. I could have stayed in front of the fire all afternoon but young teenagers seem to want to move about a lot, so after doing the local antiques and nick-nack shops we returned to Stow-on-the-Wold.

Friday evening is the official start of the event. Since members arrive at various times dinner is taken independently. We meet either in the bar or the lounge around 9.30pm, where introductions are made and the Saturday trip is discussed. Lawrence Bone who has been a regular for many years was unable to make it this year; we missed you Lawrence and hope

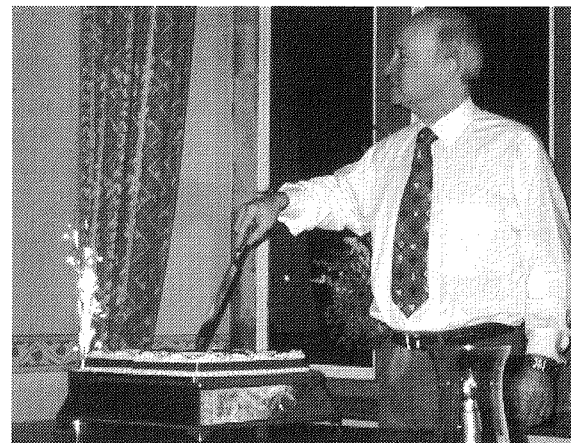


# Winter Weekend

you can make it next year. I was pleased to see that Bob and Sheila made it this time after the difficulties of the two previous years. The Saturday trip is one of the more difficult things to organise, since we have been in the area many times before and have been to most places of interest. This year we went to Warwick

worked for Triumph at Canley and spent some time taking to Bob and Mary about their GT6 and to Bernard and Annette about their Spitfire. Trudi and Andrew were also engaged by some Japanese visitors who posed for pictures in front of the cars. In organising the Weekend I try to get a balance between providing members

thought it turned out quite well, see picture, it certainly tasted ok. I made a short speech, not normally done, outlining the history of the Winter Weekend etc. and cut the cake. The Saturday meal is a set menu which Sylvia and myself chose. This is also a difficult task, in trying to cater for all tastes. We hope it was ok. In the past few years we have arranged an after dinner quiz, which takes place in the conference room where coffee, mints and, this year, Triumph cake were supplied. The quiz does, I hope, help to create a friendly atmosphere and bring us all together, which is partially important for members attending for the first time. I must thank all who attended for the present that you brought for Sylvia, Adele and myself, it was most unexpected and very appreciated. After the quiz we drifted to the bar where Bob Johnson, the proprietor, came to join us. It was good to see him again, as he has been ill for some time and away from the Hotel. He is a great story-teller and related a story from the early years concerning John Griffiths's Vitesse in which a prank had gone wrong resulting in the bonnet of the Vitesse being blown up. He hopes that John has forgiven him by now. The evening continued until the last members left the bar at about 1.45am.



Castle leaving in convoy at around 10 am. The convoy was lead, I think, by Derek and Mavis in their immaculate Vitesse Convertible. The fog must have cleared since I remember seeing the whole convoy on straight stretches of the Fosse Way; I was at the back of course, not being in a club car. All of the Spitfires were the same shade of yellow, which is possibly an unusual occurrence to happen by chance. The car park attendant at the castle was most interested in the club cars since he had

with interesting places to visit and the freedom to do their own thing. So after entering the castle we looked around at our own pace with some members visiting the town and others staying longer in the castle.

We returned to the hotel late in the afternoon to finalise the arrangements for the evening. The dining room had been rearranged so that the tables were in the shape of a T and I was shown the 21st cake which, had been ordered by telephone via the hotel. I

Sunday morning saw us in Bourton-on-the-Water at the local motor museum. This is not an ordinary museum. It is a collection of cars and motoring memorabilia such as signs, petrol pumps, garage contents and toys from the 20's and 30's. There is no arrangement to exhibits visitors just wander around finding things for themselves. We returned to the hotel for lunch, which marks the official end of the weekend and after saying our goodbyes prepared for the journey home. Before leaving I made a provisional booking for next year, which will be the Club's first regular event of the new millennium so I hope to see you all again, plus members that we have not seen for sometime and some new faces.



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Volume 19 July 1998 - June 1999.

Researched and Compiled by  
Peter J Williams

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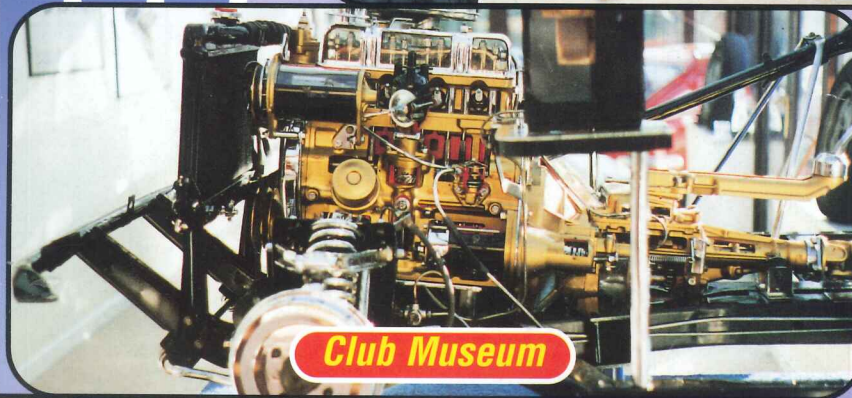
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