



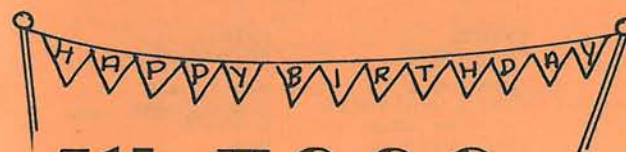
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THE COURIER



JULY 1982 No. 25

the monthly news publication of the
 Triumph Sports Six Club



5th T.S.S.C.

BIRTHDAY BARBEQUE

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**CAMBRIDGE
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 AT THE BARBEQUE"**

TSSC The Club that's going places -----

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Editorial

Its certainly a busy time of the year now, for myself I am writing this editorial just after Donington as I am - and as you are reading have been on holiday. So the magazine was produced in late May, with Donington very much in my mind, what an amazing sight approximately 400 cars turning out once again showing the strength of the club.

The clubs 5th Birthday is just around the corner, and as is customary for the T.S.S.C. Barry Newits Anglia Area stage the Birthday Barbeque an occasion which is as happy as eventful. The Anglia Area really work hard at this event, setting new standards each year and for 1982 have moved to bigger premises to ensure there's plenty of room for everyone. Please support them, the details are under Whats On Next.

On the question of Technical Subjects, John Boole from Litchfield has sent in an article on Car Spraying, Superbly written and very informative, a helpful account for all us home restorers. John himself is Sales Manager for Binks Bullows who supply Finishing Equipment to the Motor Industry, he tells me that his company Supplied the Finishing Equipment for all our club cars (perhaps that's why the original finish is so good). But with Spraying like many other do-it-yourself jobs it comes down to the person using the Equipment so I am sure this article will help many club members.

Now come forward you experts, some of you out there have Knowledge on subjects relating to our interests, share that know how with your fellow club members like John, as this all helps to keep our club well informed and always improving just as we see club cars at meetings always looking healthy and well prepared, so, hopefully, I will hear from some of you soon.

Finally as I have been away on holiday some adverts, area reports etc. will have missed this edition but fear not, it will be in the August Courier PROMISE !

BILL SUNDERLAND



T.S.S.C. Technical Secretary Eddie Evans on road test Birthday Barbeque 1981

INTRO

Because of the Summer holidays etc., I am writing this in May and, consequently, it may not appear as relevant as usual. No doubt you will hardly have time to read the Courier for attending Club events. Certainly some of the Hillclimb/Sprinters (e.g. Paul Lucas and Kevin Ginger) are on the track nearly every weekend.

In the next Courier I hope to be able to reflect a little over the summer to date, and as promised an in depth review of the Hillclimb/Spring Championship will appear.

HOODS

I have recently had a new hand made hood fitted to my Vitesse. Some of you may recall that I mentioned EG Patrick in the Courier. Mr Patrick used Duck to tailor my hood and whilst costing some £150, it really is a superb job as no doubt some of you will have seen at recent shows and hillclimbs. If anyone is interested, he can be contacted on Torquay 34543.

TITBIT

Extract taken from the Triumph Sports Owners Association Newsreel, July 1960.

'Rallye Militaire'

The Army sponsored motoring rally for experts held at Shrivenham (Wilts).

The winner was IJL 'Tiny' Lewis of Bristol, driving a TRIUMPH HERALD, who finished with a clean sheet for the rally and had the best performance in the driving tests.

GJ Mabbs (Bristol) in a Triumph Herald Coupe finished second. The only all women crew consisted of Mrs VM Harper and Miss Valerie Domleo. In a TRIUMPH HERALD, they were placed 31st in the rally and 7th in Class 1.

HILLCLIMBING/SPRINT EVENTS FOR JULY

Spectators Information

| | | |
|-----------|-------------|-----------------|
| 3rd July | Snetterton |) |
| 17th July | Oulton Park |) See you there |
| 25th July | Goodwood |) |

JOHN GRIFFITHS

NEWS REVIEW

5TH NATIONAL CONCOURS - DONINGTON, MAY 22ND:

I woke at 7.00am, and prayed on bended knee for glorious sunshine - I wasn't totally successful but the rain did keep away for most of the day!

And what a great day it was - standing on the gate, selling the programmes, we counted about 400 cars from every corner of the country and, judging by the length of their queues to get in, lots of long area convoys!

There were new added attractions, like the West Midlands Inter-Area Competition, which prompted four gallant trios to have a go for the annual challenge trophy and engine hoist (I had been promised 9 teams but c'est la vie!). Well done to Geoff Moore and co. from Hertfordshire - the trophy will be engraved and sent on to you.

We also had 'Auto-Tec' with us who crypton-tuned a grand 27 cars throughout the day and they were so pleased with the response, they've already said they'll be back next year!

It was nice to see so many spares on sale from individuals as well as large concerns like Spitfires UK.

The standard of the Concours cars always amazes me - it gets better every year and all the hours I know many have put into their cars, was certainly reflected in the finished projects! The results of the Concours were as follows:-

| | | |
|------------------|------------------------|------------------|
| <u>Elite:</u> | Roger Rowley | (Spitfire MK111) |
| <u>Original:</u> | 1st Guns Van Der Krogt | (Spitfire MK111) |
| | 2nd John Thrope | (GT6) |
| | 3rd Bill Sunderland | (Vitesse MK11) |
| <u>Working:</u> | 1st Tony Spicer | (GT6 MK111) |
| | 2nd Geoff Snelling | (Vitesse) |
| | 3rd Alan Bishop | |
| <u>Modified:</u> | 1st Bev Waran | (GT6 MK111) |
| | 2nd | |

| | | |
|------------------|--------------------|------------------|
| <u>Working</u> | | |
| <u>Modified:</u> | 1st Bill Hewer | (GT6 MK111) |
| | 2nd Gary Pickering | (Spitfire MK11V) |
| | 3rd Rod Kirby | |

Mike Long Trophy for best GT6
John Thorpe (GT6 MK111)

Best Personal Choice:
Bill Hewer (GT6 MK111)

Best Convertible Trophy from Spitfires UK:
Guns Van Der Krogt (Spitfire MK111)

The disco/buffet at Red Gate Lodge in the evening, added the final shine to the day and the 'Crusader' disco (who had done a magnificent job over the PA throughout the day) went down a storm.

From us all on the West Midlands Area Committee (who organised this event), we hope you enjoyed the day - we certainly did and we hope to see you again next year.

P.S. The day was organised for the benefit of you - the members. Please let us know via the Courier how you felt the day went.

Sort out your Spitfire

Everything you need to complete the picture is at British Sports Car Centre now.
We offer really low prices, a wide range of new and reconditioned spares and all the helpful advice you want. Being in the picture ourselves means we provide economy for the enthusiast.

SPITFIRE & GT6 RESTORATION SPECIAL

Comprising: inner and outer sill panel, centre stiffener, a post filler and sill closing panel. For just £16.50 plus V.A.T. & postage!

| | | | |
|--|---------|---|---------|
| All Mk6 GT6 Front suspension units inc. w/bones, calipers & brake discs | £39.50 | 30% discount on Layland exhausts! | |
| All Mk6 Spitfire N/S/F suspension units with w/bones, calipers & brake discs | £39.50 | Spitfire I to III GT6 I & II Original Layland bonnets | £175.00 |
| Front shock & coil spring assy. | £9.50 | Full front valance - steel | £29.50 |
| Spitfire IV, GT6 III Front & rear bumpers | £29.50 | — fibre glass | £22.50 |
| Front 1/2 valance - steel | £29.50 | Early over-riders | £5.00 |
| — fibre glass | £29.50 | Rear wings | £26.50 |
| 5J silver road wheels | £14.95 | R/H front wings | £15.00 |
| H/light finisher panel | £10.00 | All models | |
| GT6 N/S/R wing + petrol filler hole | £49.50 | Door skins | £15.00 |
| Spitfire bonnets | £195.00 | Chrome w/wheel spinners all types | £9.90 |
| O/S rear wings U.S.A. spec. | £24.00 | Spoilers | £11.00 |
| | | Front wing repair section | £5.90 |
| | | Rear wing repair section | £7.50 |
| | | Sec. hand G/box remote control assy. | £7.50 |

Buy it by phone with Access and Barclaycard.

Prices ex. V.A.T. & Postage

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303 Goldhawk Road London W12 Telephone 741 7075 - 741 3997 748 7823/4

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Economy for the enthusiast



6 cylinders for £735! And 6 more reasons for buying the Triumph Vitesse

SIX-CYLINDER ENGINE The Vitesse gets its steam from a 1596 cc six-cylinder motor. All other cars of its price have four-cylinder units. What's so clever about six? Smoothness, silence, iron-hand-in-velvet-glove strength. You've noticed these qualities in big cars. But the Vitesse weighs a mere 17 cwt! Result: light-car nippiness, limousine silkiness, gran turismo vivacity (top speed of 90 plus). Now for six more virtues.

1 COMFORT IN THE GRAND MANNER All the seats are deeply upholstered. The driver's is adjustable to 72 positions (one of them is yours). The fascia and door cappings are of mellow walnut. You could take an inventory of the built-in fittings (twin sun visors, heater/demister, screenwashers, etc. etc. etc.). Visibility note: slim window pillars allow a 93% all-round view.

2 FRONT-WHEEL DISC BRAKES A car as energetic as the Vitesse needs brakes that bring it quickly, surely, safely to heel in every weather. It's got them.

3 FOUR-EYE NIGHT VISION A new slant on night driving. Good to look at. Wonderful to see with.

4 ALL-ROUND INDEPENDENT SUSPENSION Each wheel on the Vitesse is independently sprung. This means that the Vitesse holds the road on corners better than most cars do on the straight. And makes even the roughest roads feel suave and civilised.

5 25-FT TURNING CIRCLE The Vitesse can right-about-face where other cars have to do three-pointers. It can curl into parking spaces just 3 ft more than its length. No struggling with the wheel, either.

6 ONE SERVICE IN 3,000 MILES Apart from checking oil, water, tyres and battery, you can forget about the Vitesse's internal economy for 3,000 miles.

TRY IT! Space here doesn't permit a full-scale appreciation of the Vitesse. But a trial drive does!

DIAL FOR A DRIVE—FREE

Ring your local Standard-Triumph dealer, and arrange for a free test-drive in the Vitesse.

TRIUMPH VITESSE SALOON £735.47

TRIUMPH VITESSE CONVERTIBLE £784.15.5

Prices include p.t. Two-tone paintwork £39.2 extra.



A member of the Leyland Motors Group

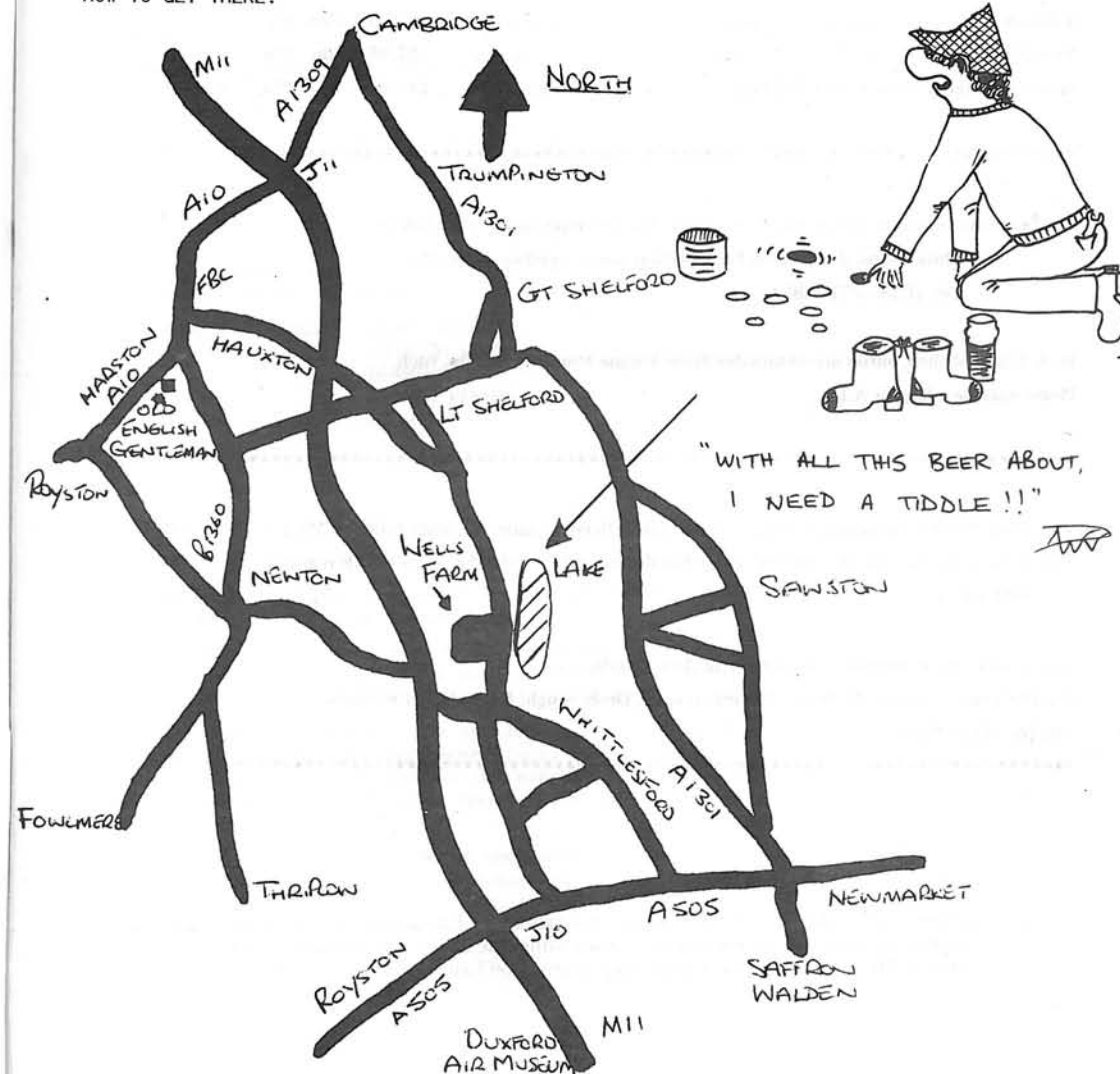
Whats On Next?

ANGLIA AREA BARBEQUE AND AUTOTEST

SATURDAY 10TH JULY, 1982 - 2PM - 11.30PM

Held on a new, bigger site this year. 3 miles from the Old English Gentleman, 3 miles from Duxford War Museum. 'See Concourse 01 on the Sunday'. What will be there? Autotest, organised by the Essex section ... Spare Parts ... Chef prepared Barbeque served 6pm approx ... Trade Stands ... Marquee full of Club regalia ... Side Stands ... Real Ale - bar open to 11.30pm etc. etc. ... Lucky Tickets ... Distance Awards ... Grand Raffle. Entrance tickets bought in advance only, adults £3.50, Children, £1.50. SAE CHEQUES PAYABLE TO TSSC. Camping on site Saturday and Sunday, toilets, wash basins and water provided only. £1.00 for site for caravan or tent - tickets bought in advance. HAVE A GREAT WEEK WITH YOUR CLUB AT WELLS FARM, WHITTLESFORD, NR. CAMBRIDGE. Send now for tickets, Barbeque and campsite, to Barry Newitt, 89 Shelford Road, Trumpington, Cambridge. Ticket sales close 3rd July.

HOW TO GET THERE?



**TRIUMPH SPORTS SIX CLUB - NORTH AND SOUTH YORKSHIRE AREA CONCOURS AND MOORS RUN
SUNDAY 5TH SEPTEMBER, 1982:**

MEET AT THE ROYAL OAK, NORTON, MALTON (A64 YORK - SCARBOROUGH -BAR LUNCHES - TETLEY'S BEERS).

ANYTIME AFTER 10.00 PM. JUDGING 12.00 - 2.00 PM. PRESENTATION OF PRIZES 2.15 PM.
MOORS RUN 2.30 PM (bring flask etc.). CLASSES - SALOONS AND SPORTS (will split further if entries warrant).

It is hoped all entrants will join in the spirit of things and make our first Concours event a great success. The Moors Run (can you climb a 1 in 3 hill?), will finish about tea-time just above Whitby.

Entries with fee (£2.50) by 24th July if possible to:

JOHN GRISS, 87 Welham Road, Norton, Malton, North Yorkshire YO17 9DS.

ALL ENTRIES WILL RECEIVE A COMMEMORATIVE PLAQUE

Cut Here

TRIUMPH SPORTS SIX CLUB
NORTH AND SOUTH YORKSHIRE CONCOURS - 5th September 1982

MODEL OF CAR YEAR REG. NO.

OWNER'S NAME Please return to

ADDRESS JOHN GRISS by 24th July with £2.50

ROUSHAM PARK, NR STEEPLE ASTON, OXFORDSHIRE

SUNDAY 12TH SEPTEMBER, 1982

ENTRY FORM

Please reply to:

41 HILLSIDE

LITCHFIELD

STAFFORDSHIRE

WS14 9DH

PLEASE USE BLOCK CAPITALS:

Name: Tel No.:

Address:

Vehicle:..... Model: Year: HP.....

Club or Register: No:

Saloon/Tourer/Coupe: Car Reg No.:.....

Concours Yes/No Driving Tests Yes/No Distant Award Yes/No

INDEMNITY:

I agree to save harmless and keep indemnified the Standard Register, The Pre-1940 Triumph Owners Club, The Razoredge Owners Club, The Triumph Mayflower Club, The Triumph TR Register, The Triumph Sports Six Club, Club Triumph, The Triumph 2000/2500/2.5 Register, The Management of Rousham Park and all other individuals and organisations associated with this event, their officials, agents, servants and representatives from and against all actions, claims, expenses or demands in respect of death or injury to myself, however caused arising from or in connection with this entry or my taking part in this event, notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their officials, representatives or agents.

Signed: Date:

If under 18 years of age, countersignature of parent or guardian

Signed: Date:

I enclose Cheque/PO for £3 being the entry fee for all competitions and free entry to Rousham Park and Gardens for Car, Driver and all Passengers, together with a souvenir Plaque. Please make cheques payable to STANDARD TRIUMPH INTERNATIONAL RALLY. Return to Colin Eastwood at the above address. Please note below any interesting details of your car(s) to help us to compile our commentary! (or on a separate sheet)

***DEVON AREA NATIONAL EVENT**

World of Wheels Custom Festival, Sunday July 25th at Newton Abbot Racecourse.

This event includes Custom, Vintage, Veteran and Classic Car displays with trophies for the winners and souvenir plaques for all entrants.

Also the British Grand Prix for hot rod saloons, supported by autorods and bangers.

Our Area will have a stand with some of our best cars on display. Camping is available, so if anyone is interested, either in entering their car or just a good day out - ring me on Plymouth 700555. Stan Walters.

We have had an invitation to THE 23RD NATIONAL STANDARD RALLY (INCLUDING THE SS REGISTER RALLY), which is duly extended to all TSSC Club members.

ENTRY FORM AND RALLY DETAILS:

National Standard Rally - 17th/18th July 1982

Coombe Abbey Countryside Park, Coventry

The 23rd National Standard Rally will be held on the 17th and 18th July. This year we will also welcome members of the SS Register, who will have their own Class in the Rally. Any other make of car from the same era is welcome in the Open Class.

The provisional programme of events is:

Meet for Saturday lunch at the Dun Cow, Brinklow. During the afternoon, there will be a Cavalcade of Cars through Coventry city centre, calling at The Coventry Motor Museum, where special parking will be provided. In the evening a social event will be arranged and camping will be available if required.

On Sunday, the usual driving tests, Concours judging, autojumble, tug-of-war and welly throwing will take place at Coombe Abbey.

A full timetable of events will be published in the Rally Programme, which will be mailed in advance to all entrants.

The entrance fee of £1.75 includes the Rally Programme, a commemorative plaque and car parking waiver at Coombe Abbey. Entrance to the Park is free.

Participants can join the Rally at any time before noon on Sunday. Please detach and return the entry form below by JUNE 14th 1982 to ensure your inclusion in the Rally Programme.

ENTRY FORM

Closing date June 14th 1982. Please fill in details IN BLOCK CAPITALS and tick boxes as appropriate.

NAME

ADDRESS

VEHICLE DETAILS:

MAKE MODEL

YEAR REG. NO.

PLEASE INDICATE WHICH CLASS YOU ARE ENTERING:

Master Class ☐ Edwardian and Vintage (up to 1930) ☐

Post Vintage ☐ SS Register ☐

Flying Standards ☐ 8's, 10's, Pennants ☐

Vanguards and Ensigns ☐ Open Class (pre 1963) ☐

N.B. The Master Class is for all previous winners of any Standard Concours Class at previous National Rallies.

Please write a few words about your car, its history or restoration, or any other interesting details for inclusion in the programme.

The Club reserves the right to edit these details as space allows.

RALLY ATTENDANCE Sunday only ☐ Saturday and Sunday ☐

Overnight camping Saturday night ☐

I understand that the organisers, the National Standard Rally, its committee, members marshalls and helpers cannot accept any claim for damage to vehicles, personal injury or death sustained while taking part in the event. All vehicles which are driven on the Public Road must comply with the Road Traffic Acts.

Signed

Date

Please return this form to:

MR E TWORKOWSKI
RALLY ORGANISER
56 TURFPITS LANE
ERDINGTON
BIRMINGHAM B23 5DP

Please enclose £1.75 fee per car.
Cheques/P0 payable to Standard Motor Club

If entering more than one vehicle please write additional details below.

Technical Feature

HOW TO SPRAY A CAR:

By John Boole

If you are considering spraying your car with typical, domestically available equipment, e.g. those items of equipment that normally work at below 50PSI, with an air consumption of less than 3.5CFM, then it is better to spray small sections at a time, rather than attempting the whole car in one operation.

Follow the paint manufacturers' instructions carefully, especially with regards to thinning the paint and cleaning the equipment.

Mask off, using old newspapers and masking tape, those areas adjacent to the one being sprayed that do not require painting at this stage. Remove as many chrome and trim parts as possible. The surface to be sprayed must be clean of dirt, rust and grease and it must be dry.

It should then be 'but' to provide a surface to which the new paint can adhere. Use fairly coarse wet and dry abrasive papers for this. Do not spray new paint direct onto bare metal but apply a coat of the recommended primer and/or rust inhibitor first. Generally speaking, you will require a bigger nozzle for primer than for colour and likewise better atomisation on colour than primer so as to obtain a better gloss.

Do not try to spray out of doors on a very hot day as this will accelerate the already fast drying time of the paint and make it very difficult for you to keep a wet edge and achieve an even finish. Do not spray in windy conditions and damp down the floor etc. to prevent dust, whether inside or outside.

NOTE: In damp, cold conditions, a bloom may appear in the final gloss. This is due to the cold atmosphere and under these conditions, spraying should be curtailed.

Apply the paint in light coat to small, easily manageable areas following normal spraying techniques. When each coat has dried, rub it down with wet and dry paper, using either water or thinner.

Clean the surface thoroughly after rubbing down and make sure it is totally dry before applying the next coat. Repeat the process with progressively finer grades of wet and dry paper until you have achieved a gloss finish that matches the surrounding paintwork in respect to a repair or, if it is intended to do the whole car, to a finish which is acceptable to yourself.

Keep your hands off newly prepared surfaces - finger marks will show through the finish. Remember, it is very difficult to obtain a perfect match on repair work, even for professional sprayers. This is because the old paint will have changed colour under the influence of sunlight and road film. You are advised never to spray only part of a panel, even if only a small area is damaged. Respray the whole panel right up to a 'natural break', such as chrome strip or panel edge - this will help you avoid an obvious colour contrast. You can also purchase proprietary preparations, which help to restore the original colour of the existing paintwork - this helps you to achieve a good match.

Referring to FIG 1:-

ROOF AND BONNET Get right over horizontal areas with gun nozzle 6 - 8 inches from the surface. Stand on a rigid platform for the necessary working height. Do not over reach, keep hose off work, watch out for drips, keep gun parallel to sprayed surface and maintain the wet edge.

FRONT: Spray the hard parts first - inside the bonnet and boot lid, door edges and shuts, etc. Then start on top of the bonnet and work round the offside of the car, if you are right handed or near side, if left handed. Always keep a wet edge to new paintwork.

SIDE: Spray pillars and door shuts before panels. For best finish, keep the gun always at 90° to work and spray with a stiff wrist. In dim light start at the bottom and work upwards. Overlap each stroke by approx 50%. Keep nozzle 6 - 8 inches from panels. Spray in 2 - 3 ft. strokes. Do not over reach.

NOTE: When spraying horizontal surfaces, always start nearest to you and work away from you. This way the dry overspray does not fall onto the already painted surface, giving a sandpaper finish. See FIG. 2.

SOME PAINT DIFFICULTIES THEIR CAUSES AND CURES:

Orange Peel Conditions

An Orange Peel appearance can be described as circular, crate-like formations. Although the film is a continuous one, or in other words, the substrate is completely coated, the film is uneven in film thickness. Although some finishes desire this effect, in the main, it is regarded as a finishing defect. The prime causes of this condition are improper solvents and/or insufficient atomization air.

Improper solvents means that the solvent retained in the coating after it has been deposited on the body, is insufficient to allow proper flow out or levelling of the finishing material. The reason for this, normally, is that the solvent has too great an evaporation rate. For example: Toluene has an evaporation rate of 2.7 minutes and Xylene is rated at 10.8 = minutes. From this it can be seen that material containing Xylene will continue to flow or level out longer than if the same material were reduced with Toluene to the same viscosity.

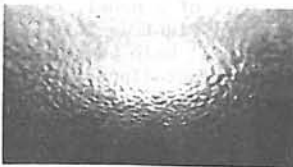
To touch on viscosity for a moment, it can be said that the viscosity should be such that will allow the amount and pressure of the compressed air along with the air nozzle used to give the degree of atomization required. The word 'required' was used in the last sentence rather than 'desired' because, generally, spray operators strive to accomplish too good an atomization job rather than let the chemistry of the fluid work for them as well.

Many of the coatings; when sprayed can have a high degree of orange peel effect as well as other apparent defects but if the chemistry of the fluid is right, such as the proper solvents, by the time the flash off and curing has taken place, the finish will be as desired.

As far as air pressure used for atomizing, one should strive to use the lowest possible pressure that will, again, give the degree of atomization required. Bear in mind, of course, the statements in the last paragraph. The latter primarily relates to operations where the material nozzle orifice size is 0.086" or less and the film thickness requirements are 0.002" or less.

In summary, the correction for orange peel defect is to use slower evaporating solvents and/or increase atomization pressure.

Orange Peel



Cause:

Improper atomization; material too high viscosity. Sprayed improperly; gun too close to the panel. Solvent too fast, evaporates too fast for proper flow-out.

Preventive:

Use recommended air pressures at the gun and follow thinning instructions. Use slower solvents. Use arm in full, long strokes, paralleling surface with as little wrist action as possible. Hold gun at right angle to and from 6 to 10" from work.

Remedy:

Rub with rubbing compound when thoroughly dry, or in extreme cases, sand down to smooth surface and refinish.

RUNS OR SAGS:

Runs or Sags



Cause:

Too much thinners; thinners too slow; too heavy coats; too wet coats.

Preventive:

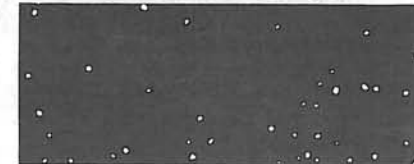
Reduce material according to label instructions; regulate material adjustment on spray gun to cut down flow of material. Do not hold gun too close.

Remedy:

Sand down to smooth surface when totally dry and refinish.

PINHOLING AND SOLVENT POPS:

Pinholing and Solvent Pops



Cause:

Moisture in spray lines; trapped solvents; insufficient atomization of material; settling of pigment.

Preventive:

The drain valve of the filter or compressor tank should be opened daily to allow drainage of collected moisture.

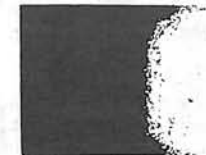
Do not apply materials too heavily but spray in uniform, normal coats to allow proper evaporation of solvents. Use recommended thinners. Increase air pressure for proper atomization.

Remedy:

Sand down to smooth surface and refinish.

OVERSPRAY - DRY SPRAY:

Overspray - Dry Spray



This condition is usually found where the finish forms a centre line on roof tops or bonnets. If the left hand of the car is sprayed first, overspray appears to left of centre line when the right hand side is sprayed, or visa versa. At this point, gun is held at angle and further from surface than at other points of the stroke.

To overcome, spray the side of the car on which overspraying appears with a wet mist coat, consisting of a mixture of retarder and paint thinners.

DIRT UNDER THE FINISH:

Dirt under the finish



Cause:

Applying finish over dusty surface; dirty and dusty spraying conditions.

Preventive:

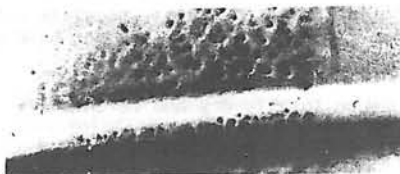
'Tack-wipe' the surface immediately before spraying colour coats in order to remove dust and dirt. Get into the 'Tack rag habit'. They cost little - and save a lot of headaches. Good housekeeping.

Remedy:

Rub with rubbing compound, or in extreme case with 400 grade paper and refinish.

CRATERING:

Cratering



Cause:

Silicone contamination from lubricants, grease, polishes and waxes especially aerosol sprayed inhibitors.

Preventive:

Remove source of silicone: eliminate silicone contamination of the surface by washing off with solvent.

Remedy:

Remove finish in affected area and refinish.

BLUSHING:

Blushing



Cause:

Condensation of water in the film which has cooled itself by the evaporation of poorly balanced or fast drying thinners.

Preventive:

Blushing may be overcome by the addition of a retarder which is a high boiling, slow evaporating solvent, although during excessive humidity this might fail. The only cure in such cases is to stop spraying.

Remedy:

Add retarder to the lacquer and apply another double coat.

BLISTERING:

Blistering



Cause:

Use of improper undercoats and top coats; hands on metal.

Preventive:

Use only recommended undercoats and top coats; keep bare hands off the surface to be painted.

Remedy:

Sand with 400 paper to remove blisters in affected areas, or in extreme cases, remove finish down to bare metal and refinish.

MOTTLING:

Cause:

Too much thinners; very wet coats.

Preventive:

Reduce material according to label instructions. Regulate material adjustments on spray gun to cut down flow of material.

Remedy:

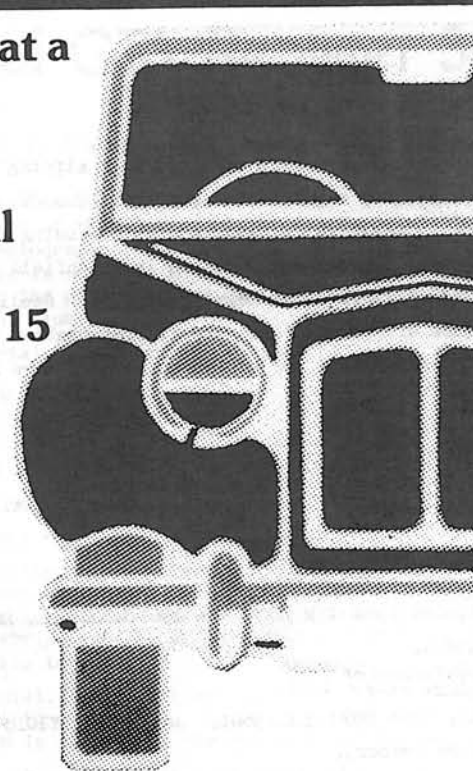
In severe cases, sand down affected areas with 400 paper and apply additional top coat material, reduced according to label directions and spray in uniform normal coats.

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International Marque Secretaries

HERALD REGISTER SECRETARY

We are now nearly up to the 600 mark on the register; a number of early cars are now starting to turn up from Australia and New Zealand and we have a 948 Coupe from South Africa. A 12/50 saloon from 'down-under' is listed as having twin headlights - it seems that the 1600 Vitesse bonnet was standard on this marque over there.

| | Conv. | Saloon | Estate | Coupe | 'S' | Van | Totals |
|-------|-------|--------|--------|-------|-----|-----|--------|
| 948 | 3 | 10 | - | 7 | 3 | - | 23 |
| 1200 | 65 | 93 | 19 | 10 | - | 3 | 190 |
| 12/50 | - | 40 | - | - | - | - | 40 |
| 13/60 | 189 | 107 | 47 | - | - | - | 343 |
| | | | | | | | 596 |

Herald Rescue Squad into Action !

Thanks to Kevin Atkinson's sharp eyes and John Kipping's rapid action another Herald 948 'S' has been added to the register. UDB 209 was found 'abandoned' on a building site in Cheshire by Kevin and is now being tended by John ! Like the other two 948's on the register this one is Litchfield Green. The car, which is probably of 1961 vintage, is nearly complete; needing some welding, rear valances and lots of 'tidying' to make it presentable. If anyone is interested in a worthwhile restoration project contact the Spares Secretary, John Kipping.

Commission Number Guide - 948 cc Cars.

This list is to help you date your car if the log book has 'gone missing' or Swansea are not sure of the date of original registration.

Saloon (single carb. 1959 -1961).

May 1959 G1DL, Jan 1960 G23651DL, Jan 1961 G60024DL, March 1961 G64435 (final commission number).

Saloon (twin carb. 1959 - 1961)

Sept 1959 GY1DL, Jan 1960 GY1158DL, Jan 1961 GY10184, June 1961 G11392DL (final commission number).

Coupe (all twin carbs. 1959 - 1961).

May 1959 Y1DL, Jan 1960 Y5267DL, Jan 1961 Y22098DL, June 1961 Y23428DL (final no.). Side ridges in the roof were introduced in ca. June 1960.

Convertible (1960 - 1961)

March 1960 Y5632CV (export only until August), Jan 1960 Y22096 CV, June 1961 Y23428CV (final commission number).

948 'S' Saloon (1961 - 1964)

Feb 1961 G60471SP, Jan 1962 G60646SP, From May 1963 G71462SP production was to special order only. Jan 1964 G73568SP, the final commission number G73571SP was also produced in Jan 1964, a massive production run of 4 cars in 1964!

948 'S' commission numbers run in parallel with ordinary 948 saloons and are distinguished by the suffix SP.

Information Still Wanted

Fitting Mk IV Spitfire rear suspension to Herald. I'm also still looking for a 948 cc Parts manual - I can arrange to obtain a copy if you are willing to lend it to me !

Chris Longhurst.

International GT6 Register Secretary

New Book

'Triumph Spitfire and GT6' by Graham Robson. Published by Osprey, 192 pages, 200 illustrations, £9.95.

This long awaited book will be available on 24th June. It promises to be the most comprehensive treatment yet of the history of the Spitfire and GT6 and contains many previously unpublished photographs. The author, Graham Robson, is well qualified to write such a work since he is not only an accomplished motoring historian but he also worked for Triumph during the period of the works rally Spitfires. Incidentally, Graham is an honorary member of the Club.

If you have difficulty obtaining a copy, write to:

THE SALES MANAGER
OSPREY PUBLISHING
12 - 14 LONG ACRE
LONDON SW2E 9LP

TEL: 01 836 7863

Adding £1.50 for postage and packing.

GT6 MK111 Windscreen Frame:

I have received several letters from people asking how they can deal with the rusting that occurs along the seam between the top edge of the windscreen frame and the front edge of the roof. This appears to be caused by rain being forced between the screen frame and the finishing strip over the seam. Rusting then takes place along the seam, causing the finishing strip to swell.

If the damage is superficial, it's worth attempting to force 'Waxoyl' underneath the strip in the hope of arresting the rust. However, perhaps the only really effective way of curing the problem is to cut out the rusted metal and weld in new steel.

Although the damage may not appear to be very great, when cutting out the rust you may well find that both the front edge of the roof and the top edge and sides of the windscreen frame are also corroded. So you may have to replace both the windscreen frame and the front edge of the roof. Obviously the latter part will have to be obtained from another car or be fabricated. The final problem is obtaining a useable finishing strip, since this is no longer available from BL and does not seem to be stocked by any of the specialist suppliers. The part number is 814628.

If you would like further information from somebody who has effected a repair as outlined above, contact: BRIAN LEES, 36 SHAFTESBURY WAY, ROYSTON, HERTS.



THE DONINGTON WEEKEND MAY 1982



PEN TO PAPER

LETTER FROM ARTHUR, BELFAST:

You may remember reading a letter from me about my 13/60 Herald Convertible, last year, before it had been put on the road again. I now continue my story but as it is a little sad at the end, I warn sensitive readers to have a handkerchief ready.

I managed to beat out all the sheet metal patches where were then riveted in place to fill up floor holes. With a blue body, green bonnet and driver's door and a white passenger door, I submitted it for MOT again. This time it failed because of defective brake pipes but successfully passed the retest. Incidentally, our vehicle testing service here is government-operated and very stringent. All centres have brake effectiveness machines as well as pits for the inspectors and it's good value having the test done as they often see things the ordinary OD would miss.

To continue, I had it painted, inside as well as out with a baked-on enamel in the original dark blue shade. Eventually I refitted the back seats and trim and got it taxed in September. My wife and I really enjoyed travelling in it - oh, I forgot, I bought Bertie Hallam's hard top and fitted it because I had no time to fit the new hood, which is still in its wrappers - and it was much admired.

We did a couple of 400 mile round trips to Tipperary and back and had absolutely no trouble. Then came a change for us. My wife's mother, now 80, suffered a disablement which prevented her walking. As she would no longer have been able to keep house in her home in Hampshire, we offered to bring her here with us and she accepted. We took her out in the Herald a few times but it was difficult to get her into the seat, either front or back and after her own house had been sold, offered to pay for a new car which would be easier for her to get into. So now I have another Citroen a Visa 11 which somehow pleases my wife far better than the DS, ID and GS had done.

Well, I can't afford to run two cars, so must dispose of the Convertible. The engine and box have only 45,000 behind them and there is a spare engine and bar with about the same wear. I must have spent £350 on welding, £200 for the baked-on paint job, not to mention the time put in and Bertie's hard top.

Who's interested? Why not come over and see it?

LETTER FROM OLIVER ST JOHN, COVENTRY:

I thought I would share a recent experience with fellow members: Whilst replacing my worn rear dampers on my Vitesse, I noticed that the spring clamp plate, which holds the transverse road spring down onto the diff., was split completely in two. Further investigation revealed the break as an old one and had resulted in one of the six studs shearing off. On visiting a car breakers' yard, I found a dead Spitfire with its plate badly cracked, before obtaining a sound plate from a Herald.

I can only assume that this fault might be fairly common on Club car, and suggest that a quick peek by members at their rear spring may save heartbreak in the future.

Incidentally, I would like to thank Jack Halliday and Barry Heeks for their advice on my petrol sender (March Courier), the same Herald also contained a lock-ring version that worked, so problem solved!

Finally, if anyone has 16 of the long wheel nuts, plus spacers, used to hold on the hubcaps (and wheels) of GT6's and Spitfires, for sale, could they please contact me at 25, Westminster Road, Coventry (until July) or on 03954 2621 anytime.

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LETTER FROM JOHN THEWLIS, STOCKPORT:

I have discovered some photographs of the 12/50 Herald Saloon (sunroof and re-designed grille), owned in its early days by a late uncle of mine. I would be interested to hear from any member of the Club who has since owned it at any time, or knows of its whereabouts. It was registered in Cambridge and was used in the Ely area in its first few years. Colour: Signal Red. Registration number: GVE 220E.

It could still be somewhere in the Anglia Area. Correspondence to JJ Thewlis, 12 Albion Street, Hyde, Stockport, Cheshire - please.

LETTER FROM TIM DAVIES, MID. GLAMORGAN:

I have only recently joined the TSSC and I own a MK111 GT6 in reasonable condition. I spend most of my time and money on the car and I am forever to be found fiddling about in the garage.

Every month I look forward to seeing the Courier posted through my letter box and within a day, I have read and thoroughly enjoyed it - great mag! However, as I live in S. Wales, I am a bit bewildered not to see any TSSC Club meetings in my local area. There are quite a few GT6's and other Triumphs in S. Wales and I was wondering if anybody knew of the existence of a Club. If anyone is interested in forming a Club in The Cardiff area, (plenty of local 'Fleshpots' available), could they contact me after 6pm on Llantrisant 223509. (sorry Tim, I couldn't read your writing, but I hope that is right - typist).

THE REAL ORIGIN OF THE CLOTH CAP:

send in by A. Joker

The origin of the cloth cap (Latin - Bowler Andycappus) has been expounded by some, ridiculed by many.

However, what is not generally known is that the cloth cap can be traced back to the East Pakistan and Dymchurch Light Railway in the late 19th Century - in particular to a cloakroom attendant, Mahatma Coat.

Young M Coat was posted to Wherami Halt, near an army camp which housed the Plymouth Argyle and Sutherland Foot and Mouth and happened to find on a deserted track, a discarded, manky sporran.

Poor unknowing dimwit that he was, he thought it was a hat and walked off down the road wearing it. He hadn't gone far when he was passed by a Triumph Sports Car whose driver was quite taken with this strange headgear and gave 4 rupees (£118) for it.

Hence this strange garb found its way back to Europe where it soon became THE thing to wear in all the best concentric circles.

Now people may scoff at this landmark of attire, this pinnacle of our society, nay, cornerstone of the British Empire but many don't realise what you have to be to wear one.

Yes friends you too can own a cloth cap - really there's nothing to be worried about. All you have to do is to send away today for the free cloth cap catalogue (in colour) - with it you will receive our free plastic record which will tell you the truth about what you have to wear under the cloth cap (including VAT).

Well friends that's it for now.

Watch this space next week for news of the special memorial LP - J.V.C. 25 years on.

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SNIPPET FROM ALAN CAYLESS, BEDFORD:

I was recently going through some of my old car mags and having a general 'clear out', when I came across the enclosed article in Car Mechanics 1972. (March)

My knowledge of specials is a bit shaky to say the least but perhaps some other Club Members might be able to identify the car?

Triumph heralds the way ahead



Peter Bird is hoping his latest venture will be something of a triumph — with a capital T.

He hopes there are enough owners of old Triumph Heralds to take advantage of unique car kits he is selling from a Warwick factory.

He said: "The

Triumph Herald is a marvellous little car, but it had a tendency to rust quite badly.

"I am offering the chance to turn rusty old heaps into a sporty little roadster with plenty of character."

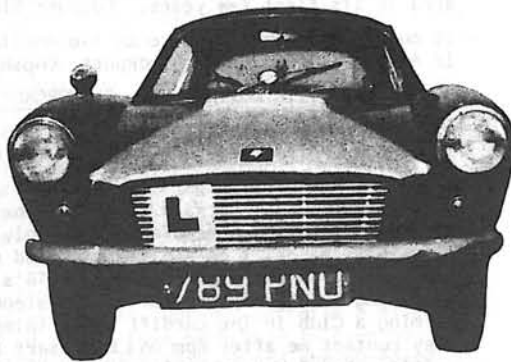
The company, Stevens, of Wharf Street, sells basic kits of glass fibre which bolt

on to the chassis engine of a Triumph Herald for as little as £325.

Mr. Bird said: "I am offering the chance to turn rusty old heaps into a sporty little roadster with plenty of character."

The company, Stevens, of Wharf Street, sells basic kits of glass fibre which bolt

CUSTOM OF THE MONTH



GLASS FIBRE "HERALD"

Strange as it may seem, this sporty looking saloon is basically a Triumph Herald!

Its owner was B. Nichols of Barnsley, Yorkshire, and a very nice job he's made of restoring it. He tells us that he first saw the car "rotting" round the back of a local garage, and at that time it was badly in need of renovation. It was then painted a "grotty green" and was generally looking pretty sorry for itself.

"The salesman seemed quite pleased to sell it, in fact I just saved it from the scrapman," says Mr Nichols.

He completely repainted the body with a brush, with I think you will agree, very creditable results. He also made and fitted the leather roof, as he could not buy one to cut to the correct shape. In fact he was never able to discover the origin of the glass fibre body, so if any CM readers have any ideas, perhaps they would care to drop Mr Nichols a line c/o Mercury House, Waterloo Road, London S.E.1.

Mechanically the car was completely standard, with the exception of a reworked head, 1½ in Stromberg carburettor and

Spitfire silencer. As the car has a light fibre glass body, it was, in Mr Nichols' words "fairly nippy".

The car was particularly well appointed, complete with rev counter, bucket seats and Motorola radio and a host of other dials. A particularly smart feature were the 12 inch alloy wheels which gave the car something of a "sporting" flavour, polish up well too!



Unfortunately after he had completed all this hard work, Mr Nichols had to sell the car, and it's since passed into other hands. So if the owner of 789 PNU is reading this issue, we'd be pleased to hear from him. Perhaps he can shed some light on the identity of that rather smart body as well?

David Willmott tells how, when he needed a second car, he rediscovered a reliable old favourite

Triumphant Herald

WE hadn't intended to become a two-car family. Nothing had been further from my mind, until my wife went back to work and her destination lay in a different direction from mine. I needed a vehicle of some sort in which to drive to the tube station.

I scanned the local paper and in amongst the description of good runners with long MOTs an advertisement caught my eye. Triumph Herald, 1969, used daily, £250. That was it. Just what I wanted. Back in the late fifties and sixties we'd had a succession of Triumph Heralds and I knew each and every one of them intimately.

Here was a car that at least I knew something about. I telephoned the number given on the Friday night, and got no reply. I tried again over the weekend and several times during the week. All without success.

The next Friday the local paper arrived with the same ad for the same car, only this time the price had been reduced to £200!

Straight away I dialled the number and was amazed to get a reply. "Oh yes, the car's still for sale," said the young man who answered the phone. "Come and see it tomorrow morning."

I cycled over to where the car was kept. There was no mistaking it. Just as I remembered it, a Venetian blue 13.60 Estate with a "G" registration, and a steering lock that turns on a sixpence. The bodywork looked good, although I could see it had new sills and the tyres looked "above the legal limit."

"Jump in" said the young man and with the engine starting at the first touch of the button, we sped off down the by-pass at a fair old lick. The gearbox had that "sewing machine rattle" in low gears that I remembered from before, but the rack and pinion steering seemed positive and when the young man jumped on the brakes the discs on the front wheels brought the car quickly to a halt and in a straight line.

"Why are you selling?" I asked suspiciously, thinking about all the tricks of the car trade I'd read about. The young man explained that he'd recently got married, his wife also had a car, and they wanted to raise enough cash to put down a deposit on a flat. It seemed plausible, so I made a perfunctory examination of what was under the bonnet, and I looked around for rust.

There were a few bubbles

at the bottom of the doors but by and large it was rust free, and even the silencer seemed secure.

It transpired that there was no spare wheel or jack. "Never needed them" said the young man nonchalantly. I decided to buy it and looked over the road tax and MOT papers. "Will you take £190 for cash?" I asked tentatively. "Done!" said the young man.

The journey home brought memories flooding back, and like being with an old girl friend again everything was still in the same place. The stubby gear lever clunked into third as I changed down for a roundabout, and the engine responded. There were times when the car showed its 13 years. The springs tended to be soft and the rubber moulding round the doors had long since

radial tyres which being wider were too broad to fit freely into the well. The tyre had expanded and blown out in the restricted space. A new tyre was no problem, but it meant carrying the spare wheel loose in the estate back.

Our two young boys took to the car immediately with its "real leather" seats and wooden fascia, and were quick to appreciate the wide visibility, which is so restricted in the back seat of a modern Japanese car.

I made a list of the small items that needed replacing: a door handle, pedal rubbers, an interior light bulb, and found most of them climbing over wrecks in the breaker's yard. Surprisingly there were few Triumph Heralds to be found at the breaker's. Have they all survived and are still running?

After a few weeks of cautious running to and from the station I became more daring and took the Herald for longer runs. Petrol consumption of the 1296cc engine remained at around 30 mpg, but the oil in the sump needed topping up after a spell of motorway driving. Seventy mph was easily attained, but it felt much faster.

The great joy of using the Herald has been not having to worry about the odd scratch or dirty mark. Pieces of furniture and bags of cement have been carried in the back without a quail. How can you lower the value of a car whose initial cost was so low? I've realised that driving the Herald reduces the mileage and so keeps up the resale value of our two year old Datsun. Why drive around in a car worth £4,000 when the £190 job gets you from A to B just as easily.

"What if the engine falls out tomorrow" you might ask. If it does, the car certainly doesn't owe me a penny, and the way it passed the MOT last month suggests that it's not yet likely to shed its engine.

We get friendly waves from drivers of similarly aged Heralds, and although some other motorists cut across in the mistaken impression that "here comes a slow old banger" by and large we are treated with respect on the roads.

Should times be hard and we need to go back to being a one car family again, I could probably sell the Herald for what I gave for it, but I would be more likely to sell the Datsun and keep my true and faithful friend for another 13 years.



Triumph Herald Estate

perished allowing a sizeable draught to blow round the back of my neck.

Arriving home safely I telephoned my insurance broker and told him the news. He laughed. "Bit different from your gas guzzling Datsun. I'll get you a quote. You won't need comprehensive, just third party fire and theft." He was back within minutes. "As long as it's just you or your wife driving, it'll be fifty quid." "A month?" I queried. "No, a year, and it'll be even less next year. That's if the car lasts that long. I'll send you a cover note."

I was surprised to learn that even though I had a full no claims bonus with the same company on my existing car, my second policy would be treated as if I were a new customer. However at that price I wasn't going to quibble.

So it was £190 for the car and £50 for the insurance. On the road for £240, the tax and MOT still had some time to run.

At a jumble sale I found the original maker's handbook going for 10 pence and in a second hand shop I bought a jack and wheel brace for £2. I then investigated the spare wheel situation. The wheel was there in the well at the back, but the car had been fitted with

THE T.R. SPITFIRE

It was in 1969 that an up-market Spitfire MK111 was unveiled to the American public. The basic MK111 shape was retained but there were numerous differences, including the introduction of a new dashboard with the dials in front of the driver, later to be standard in the MK1V. Under the bonnet there was a 1296cc engine with either single or twin Zenith-Stromberg carburettors which were more efficient for the very strict exhaust emissions regulations. The gearbox was the standard three-synchromesh type although some were given the prototype four-synchro box to be used in later models. On the trim side the seats were special high-backs giving more vertical support.

Two speed wipers were in this package but not electric washers. Chrome wheel emblems were fitted to cover the whole wheel centre.

This car was not available to the British public as it was intended to see how the American market would accept the new developments. However, this car is a collectors item in the USA as only about 500 were manufactured.

LETTER FROM STUART JACKSON, DORSET:

I recently fitted a full sound-proofing kit to my 1979 Spitfire 1500 and members who were considering such ventures themselves may be interested in my opinion.

For £35, I purchased a 'Super Acoustikit' and with its accompanying full instructions, fitting proved surprisingly straightforward. The end result was very impressive with engine and road noise being dramatically reduced to a much more acceptable level. (Yes, I still get the wind noise but you cannot win them all!!). I really would recommend this kit to members as being a very worthwhile investment, besides which, it will help the car to retain its value.

On another theme, as a relatively new member, I am surprised that the Club does not issue advertising cards to members so that we can place them under wipers of any other Spitfire/Herald/Vitesse etc., that we see in carparks and the like. To me this seems an excellent way to recruit members and spread the word of the Club around. Has this been tried before and failed? (Believe me, the MG Owners Club does this). It would be interesting to know what other members think.

(Stuart, I suggest you get in touch with the Stationery Officer, Chris Squibbs, who has a plentiful supply of these leaflets. Alternatively, there is to be our annual Recruitment Drive which is due to be commenced soon, organised by Jonty Wild and you will be receiving window leaflets in due course. Jo).

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| Spitfire IV boot lid (Full) | 36.95 |
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| Hardtops for Spitfire, Herald, Vitesse | from 140.00 |

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NORFOLK AREA NEWS, IAN EASTWOOD & PHIL HUDSON REPORTING:

We had a very good turnout last night - never seen so many new faces at one time. Welcome to everybody. About 5 people decided to join, having come for a look. Mostly 1500 and MK1V Spits but also a Herald (1961) and a MK1 GT6.

Local Events Diary

Sunday 18th July: Visit to Caister-on-sea Motor Museum

Leave at 10 from Zaks. Visit to museum and beach. Entry to museum will be about £1 per head (party rates not yet finalised by museum) payable in advance to me.

Lastly, a note of clarification. The Sunday meeting is always 12 days after the Tuesday evening meeting.

ANGLIA AREA NEWS, BARRY NEWITT REPORTS:

Meetings, 1st Thursday of each month at the Old English Gentleman, Harston.

Monthly meetings are very well attended, a little better turnout for our weekend runs, that we have been doing still would like to see more.

By the time you read this, the National Barbeque here in Cambridge will be only days away. Hope you have all got your tickets by now. Our monthly meeting at the Old English Gentleman, 1st July, when I hope to have lots of people volunteering to help to set the B/Q up on Friday 9th July; to help run it on Saturday 10th July and most important, help clear it all up again on Sunday 11th July - without your help, this big event could not be put on. Hope to see you at Wells Farm, Friday/Saturday/Sunday. SEE MAP IN 'WHAT'S ON NEXT' FOR DIRECTIONS TO B Q.

LEICESTER AREA NEWS, IAN MCKEGGIE REPORTS:

I cannot help but to start by congratulating Bill Sunderland and John for flying the flag so well for the Leicester Area on Saturday. John, with an overall second place and best GT6 and Bill with overall third and, consequently the Best Vitesse. Well done fellas!

My thanks to Janis and Tony Spicer, Bill Hower and Bill Sunderland for doing a terrific job on Wednesday 25th, judging the first Leicester Area Concours. The scores were very close but Chris Lane was clear winner of the modified class with his GT6 and Brian was first of the original with his very attractive Spartan - congratulations to both.

As the area is becoming so strong, it is now self evident that we cannot continue without forming a committee. This will be discussed at the next meeting.

I am disappointed in the slow reaction to the Leicester/Milton Keynes joint meeting. This is to be held in August (see What's on Next) and if this day is to be a success, as it deserves to be, and we are not to appear a weak Club to the TR and MG Owners, we must pull together. This will be a super day, so come on, lets motivate.

September 26th - The Cotswold Convey

July 4th - Silverstone, Club Race Day.

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CARS FOR SALE *** CARS FOR SALE *** CARS FOR SALE *** CARS FOR SALE *** CARS FOR SALE

Herald 13/60 Saloon. Tidy, taxed and tested but engine smokes. C/W spare engine. Offers? Contact: Hugh Robinson, tel: Potters Bar (0707) 50167.

GT6 MK111, 1971. Taxed and MOT'd. Saffron with black interior. O/D. £1,350 o.n.o. Tel: Redruth 215655.

1967 1200 Herald Estate. Very good condition, MOT, original paint and trim. Five new Radials, new exhaust and battery. Servo brakes and quarter head-lamps. Hydraulics recently overhauled. £275. Contact: Alan Jarvis, tel: 01 679 5872.

THE ULTIMATE MARLIN? Rolling chassis, all new suspension parts, recon. O/D box, diff. New 185/70 G800S on 4 new Wolfie slots, Hammerited, wiring loom, insturments, almost everything needed to complete. 2.5 engine totally rebuilt, never run. £1,650 o.v.n.o. Why? ring John, tel: 0924 815973 and ask!

Vitesse MK11 Convertible WTD 600H. Damson with Tan interior. Extensive mechanical overhaul - rear suspension, wheel bearings, prop., gearbox, carbs., electrics and full service, so now very reliable. New MOT and tax. Extras without spoiling dash-board - FM radio, ammeter, clock, oil pressure guage and SAS car alarm system. £640 o.n.o. Good home wanted. Contact: Steve, tel: 0959 64229 (Kent).

1966 Vitesse 1600cc. Sound but scruffy. As running car or for parts. Best offer around £100. Tel: Bedford 771016.

GT6 MK111, 1971. Valencia Blue, 12 months MOT, taxed. Smart appearance, mechanically sound. £1,200. Contact: Stephen Gee, tel: 0636 813695 (Notts).

Vitesse, registered 1:5.72. New chassis. Built from Vit. 6 with 2L MK1 engine. Vit. 6 O/D gearbox. Very sound but tatty (bonnet poor), £225 with MOT. Vitesse 2L MK11, no. 278. Believed only 60,000 miles. Very good interior, new outriggers. Car sound but bonnet very rusty. Towbar fitted £225. Contact: John Kipping, tel 0203 83926.

Vitesse MK11 1969. Fitted TR5 engine on 175 Strombergs (not injection). Overdrive, servo, uprated brakes and suspension. SAH exhaust, towbar, new 195 x 60 Goodyear Rally Specials (cost £150) on Cobra alloys. Flared arches and front spoiler. Fantastic performance and handling. Body of chassis rebuilt 5 years ago. This car has had two previous owners and has lived in the same village since new. Must be sold due to GT6 rebuild proving more expensive than anticipated. £450 o.n.o. Tel: Little Haywood (0889) 882237.

1969 Vitesse MK11. O/D, new hood, Radials and clutch and respray and new carpets. Gun Metal Grey. Excellent condition, as new. Lady owner. £1,750. Tel: Twyford (Berks) 0734 343551.

1970 Vitesse MK11, 2L Convertible with O/D. Years MOT, taxed until October. Excellent condition. Reconditioned engine, gearbox and may new parts. Good home required for this much-loved motorcar. £650 o.n.o. Tel: Milton Keynes (0908) 655428 (day) (0908) 311380 (evenings). Cheryl Hodge.

PARTS FOR SALE *** PARTS FOR SALE *** PARTS FOR SALE *** PARTS FOR SALE *** PARTS FOR SALE

Bootlid - brand new, in primer to suit Heralds/MK1Vittesses. Contact: Hugh Robinson, tel: (0707) 50167.

Leaf spring for 1971 MK111 GT6. Reconditioned. Never used. £15. Few more parts for same. Contact: Robert Harley, tel: Doncaster 726558.

Vit. bonnet. No rust or dents. v.g.c. £40. Boot lid, v.g.c., £10. Front and rear seats (black) conv. £20. front seats Saloon (blue), £10. Contact: Steve, tel: 01 801 4577.

Vit. MK11 Conv. spares: 4 dorrs complete, £5 each. 2 rear body sections, £10 each. 2 boot lids, £5 each. 1 boot lid (new in primer from BL), £15. 2 bonnets, £10 each. 1 bulkhead section, £10. 1 windscreen, £3. 2 heaters, £3 each. 2 radiators, £8 each. 4 wheels (fitted with Michell 2 x's fair condition), £6 each. 1 sheel (fitted new remould), £8. 2 hood frames, £12 each. 2 sets of seats (one black, one tan), £15 each. 2 dashboards, £13 each. 2 sets of running gear, £20 each. 1 gearbox, £15. 1 chassis (finished in grey primer, wants new outriggers??) - must be one of the best around, if seen viewers will buy, £80. 1 engine complete, including:- carbs., manifolds, dynamo, water pump, distributor, clutch. This engine is in good running order (58,000 miles only, one owners from new) Money back if not happy, £150. This a genuine abandoned restoration project. If anyone is interested in the lot, £350. Exactly what it cost me. Contact: Bob, tel: Lincoln 686969.

Breaking MK1 Spit. due to accident damage. Bonnet complete with lights etc. (only one year old), £50. O/S door, £10. F/valance, £10. Boot lid, £5. Hard top, £50. All as new and Signal Red. Also F/bumper and overriders, £15. Rear N/S bumper, £7. Seats, £25. Engine, £25 and distributor (new), £12. Plus many more bits and pieces. Contact: M Anderson, tel: Maidstone 45450.

New and unused towing bracket, complete with wiring kit and towball to fit Spitfire MK1V or 1500, £20. Contact: Alan Drake, tel: Doncaster 845113 after 6pm.

Used spares from 1970 13/60 Saloon: Most mechanical parts, engine in v.g.c., gearbox and diff., stripped chassis. Complete tan coloured interior, seats, trim etc. in mint condition. Will sell as job lot or split. Also unused original Leyland door skins and bonnet side panels, £15 each plus carriage. Parts manual, £6.50 plus post. Contact: Dave Turner, tel: Hull 634181.

GT6 MK1 body and chassis complete with bonnet, rear opening lid, both doors, all lights except headlamps, tow bar etc. Contact: Tim Seccombe, tel: Padstow (0841) 520270.

Five wire wheels with four adapters and spinners. All in perfect condition. Wheels recently overhauled and finished in Sliver, £80. One pair of steel sills as new in primer, one Vitesse bonnet, usual rust around the sidelight area but a good, renovatable bonnet - never dented. The pair £20. Contact: Mr Brown, tel: Farnworth 708800.

Vit. chassis, Spit. chassis, front Spit suspension/wishbones, Spit. diff., 12/50 Convertible minus N/S rear H/shaft (complete car). N/S Spit. door. Twin carbs for early Herald (998cc?). Contact: Ray, tel: Northampton 20102. 10% discount for Club members.

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We have recently introduced a Works Pattern Fibreglass Herdtop for the MK1V Spitfire. Each hardtop comes ready assembled. All the windows are safety glass as opposed to perspex. In addition, the hardtops are fully lined and are available in a choice of Black or White glass exterior finishes.

These are on offer at £145.00 +VAT. (see overleaf)



I would also like to advise that we have recently uncovered a small quantity of Triumph Herald/Vitesse chrome rear overriders. These are chrome, mint, new and boxed, which we are able to offer to the members at £12.00 +VAT+ postage. This is a once only offer and will not be repeated - HURRY!

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O/D gearbox and prop. for 1600 Vit. ALSO negative camber rear spring for same.
Collect reasonable distance. Contact: Gary Morton, tel: Saffron Walden (0799) 22715.

Beige footwell carpets for Vit. MK11. 2 Vit MK11 4½J wheels or set of Spit. 1500 5J or Dunlop 5½J's. Contact: Hugh Robinson, tel: (0707) 50167.

Vit. MK11 steel front valance. Must be v.g.c. Contact: Robert Harley, tel: Doncaster 726558.

GT6 MK11 front roof finisher for seam between windscreen and roof. Contact: L MacFarlane, tel: Garelochhead (0436) 810317, anytime.

Full or part interior trim. All seats, door trim, backrest for rear seat for Herald 13/60 Conv. Any Herald/Vit. front seats and door panels will suit. Also carpets. Colour preferred black/tan. What have you? Will collect. Car almost complete. Contact: Denis, tel: Porthcawl 065671 2759/2572.

GT6 Hardtop wanted, or BL standard will do. Contact: Michael, tel: Sunderland 44929.

ADVERTISING IN THE COURIER

All advertising in the motoring sections of the Courier is free of charge for club members.

Non-members can advertise in the Courier for a donation, from £3.00 upwards.

Advertisements must be written, not phoned, and MUST reach me by the 15th of each month, to appear in the following month's issue.

ALL magazine material MUST reach me by the 15th of the month to be included in the following month's Courier.

BILL SUNDERLAND — EDITOR.

CLUB SPARES

OFFERS FROM OUR SPARES SECRETARY - JOHN KIPPING:

I am writing this the day after a successful time selling spares at the Concours and next weekend is the Kent Area camping weekend. Therefore, I have no idea what spares I will have left - hence no specific list. However, by the time of the next issue, I should have all the spares from Roland Drew - my predecessor. Watch out for a big list with low prices.

Metal panels:

I find all sorts of metal replacement parts very useful and much cheaper than filler. My supplier is proving very helpful and he can handmade virtually any panel if a (rusty) pattern is supplied. Get in touch with me if you have any specific requirements - the prices are not excessive.

Help Required:

In order that I (and any future spares secretary) can do the job properly, I need a full set of parts manuals. The ones that I still require are: Herald 1200, Spitfire 111/1V, Vitesse 6/2L MK1 and GT6 1/11.

Desperate Plea:

Due to a total lack of response to my last enquiry, I would appreciate help in locating the following:

Gearlever gaiter - Grey
Handbrake gaiter - Grey
Rear carpet - Alpine Mauve
Horn Button - Grey
All parts for a 948 Herald

Amusing Incidents - Concours Weekend:

After a frantic few hours loading parts on Saturday morning and proceeding a quarter of a mile down the road, a throttle cable on my 948 decided to snap. Fortunately a combination of myself, Chris Longhurst and his car, another local member and a spares shop, proved equal to the task of replacing it.

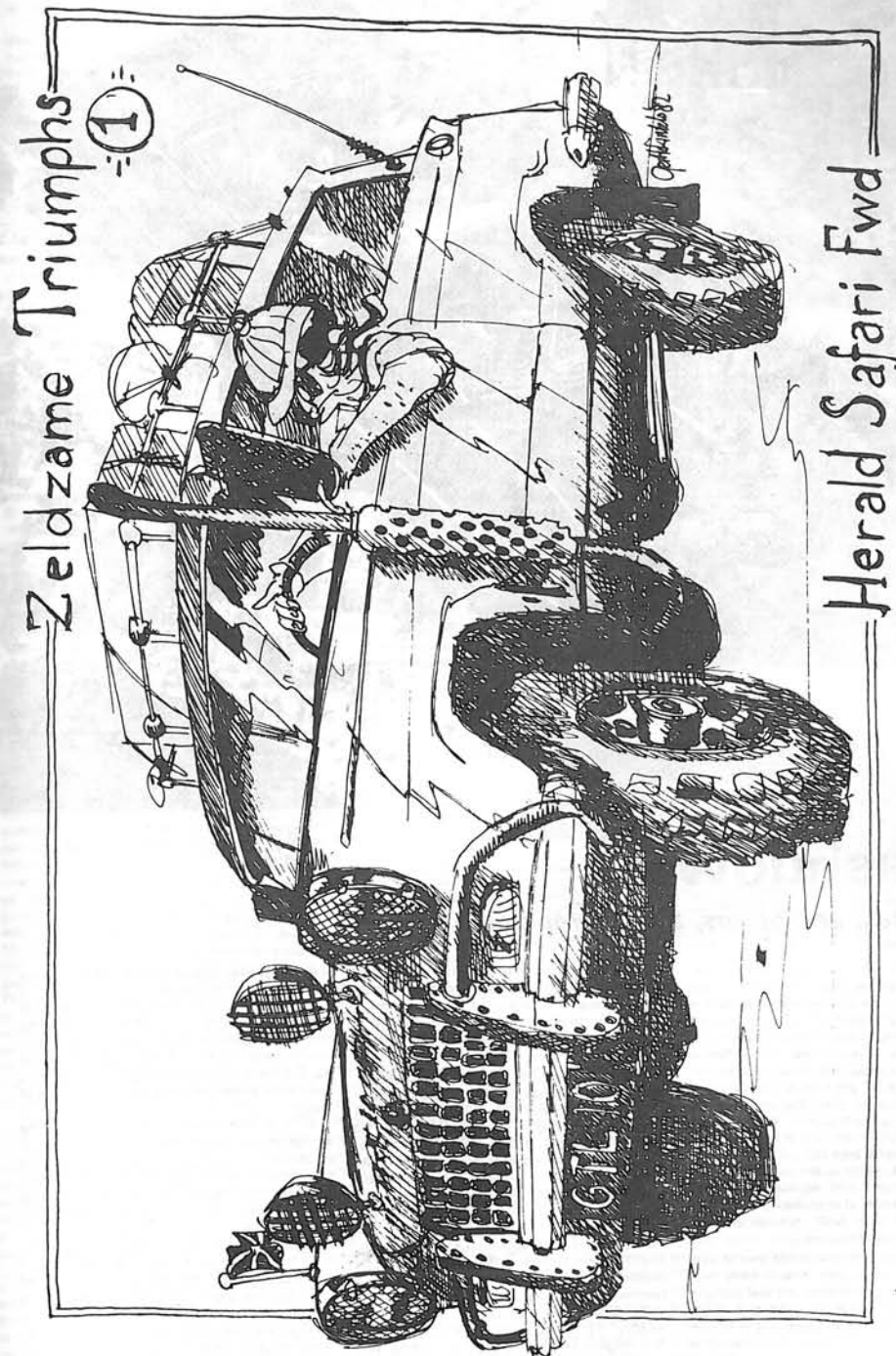
The following day, whilst just South of Lichfield, the O/S halfshaft sheared. (See also April Courier, page 34) - again the AA took the car home. Does anybody else have a problem with O/S halfshafts failing to transmit drive in such a dramatic way?

OFFER: Reconditioned exchange rear springs for Vitesse MK11 available - £25 + £30 surcharge until return of old unit.

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Cartoon taken from Club Triumph Holland's excellent magazine

SUMMER MOTORING!!



The Amphicar will churn along at a steady 6 knots; the blunt nose and prop turbulence causing a considerable wash.

Splashdown

Roger Bell, and others, try an Amphicar

PORR thing—it's not only amphibious, it's schizophrenic, too. No wonder people laugh at it. The Amphicar is not really a joke, of course, it's just that the wretched craft gets its identities all topsy-turvy by taking on the appearance of a sinking convertible in water and a pop-eyed tadpole on land. Somehow, it looks a bit alien to its surroundings whatever they are. For this reason, we wouldn't quite go along with the brochure which claims that it has "the driving qualities of a modern, sporty type car...". But having read with some alarm in the same pamphlet that "the hood and side windows sink completely out of sight" it is perhaps the English translation that is at fault, not the integrity of the German manufacturers.

As a car alone, no one could give it very high marks even though it will carry four adults in reasonable comfort and loaf along at a respectable 65 m.p.h. As a boat, it is not exactly in the hydrofoil class but a couple of Amphicars did once cross the Channel in a gale. Our own less enterprising exploits in the sea proved it to be a clumsy craft, though safe and stable enough despite the scepticism

of the young salts from our sister magazine, *Motor Boat and Yachting*, about the effects of four buoyancy bags—the tyres—so low in the water. In practice, we found nothing to discredit the makers' claim that they act as keels.

Amphicars are made at Wuppertal-Elberfeld, West Germany. They come in one size only—the medium perpendicular 770 model—and while little thought has been spared for streamlining the upper deck, the hydrodynamics of the massive steel hull are said to be based on science, with water-tight seals where the propeller and axle shafts penetrate the skin. Looking at all the protrusions and local breakwaters one can't help thinking that the hull might be even less of a drag in places.

The Triumph Herald engine was apparently chosen on merit alone after trials with several German power packs; and a stout and dependable job it does, too, against heavy odds—roughly 1½ ton's worth when fully laden. The engine is back-to-front in a deep well behind the back wheels which it drives through a special all-synchromesh four-speed gearbox under the rear bench seat. A com-

bination gearset tagged on the housing drives the two Nylon propellers through a pair of double jointed shafts. Virtually incompressible coil spring/damper units control the trailing arm all-independent suspension; presumably the firmness of the ride is necessary to counter the inherent rolling tendencies of a vehicle with such a narrow track and high centre of gravity.

A 10½ gallon petrol tank half fills the wedge-shaped front boot, the lid of which is secured against rubber seals (as is the bonnet) with a T-handled key like a tin opener. Similarly, the two doors are clamped on to rubber strips—and not a drop of water gets past, either, although there is a self-lubricating electric pump to suck any water from the bottom of the hull. Except for one or two odd controls, the open cabin—protected by a weather-tight hood that is fairly easy to erect—is just like that of an ordinary car though the trim and equipment is not so meticulously finished as on most other German cars. But then the makers can afford to pare the price by skimping here and there since they have no competition. And the price

is really quite moderate, too, at £1,093.

To go boating, all you need is some fairly deep water. First, choose the launching pad with care, avoiding steep cliffs and mud flats because the Amphicar isn't much good at flying and it doesn't have four-wheel drive. A concrete ramp is ideal but any sloping approach with a firm footing will do—even a rocky one because the big wheels give a full 10 inches of clearance beneath the hull and the short wheelbase is ideal for clambering. Having remembered to check that the bilge plug is in (unlike a German customer who didn't and sank ignominiously to the bottom—hood, side windows and all), and then to clamp the doors shut, approach the water at a bold gait in first gear and, if the hood is down, brace yourself for the splash—preferably singing a suitable sea shanty to boost morale during what suddenly seems to be a foolhardy exercise.

Perhaps it is the high perch on land that accentuates an awful sinking feeling as the nose plunges into the water which wells up and over the bonnet to cascade against the windscreen. For a brief moment, the car is surrounded by water and mostly under it. You crane upwards only to encounter the last sheet of spray that might otherwise have passed harmlessly overhead. Next time, fit the auxiliary shield above the screen, put the hood up or don't go so fast—though if the slope dips sharply speed is essential to aquaplane the nose rather than bury it. Suddenly, the Amphicar is bobbing peacefully up and down, low in the water (you can dangle a hand in it over the side) but truly afloat; miraculously, you will probably be almost dry, too—though a couple of reckless fellows among us did manage to land the entire bow wave on their laps to the eternal amusement of a bunch of Putney spectators.

Apprehensively, you switch on the bilge pump which immediately screams because the bilge is dry; there are no dribbles leaking through the doors either. Recalling that this was an unscheduled exercise, anyway, you return to handbook routine. In the same de-clutching movement, one gearlever is persuaded into neutral to stop the wheels paddling, and the other engaged to spin the twin props. Full throttle—hand or foot applied—and there is a great rushing noise astern as the whooshing engine fan duets with a gurgling mushroom of water that gushes up with such ferocity that you must be doing 50 m.p.h. Not so. A glance forward reveals not a foaming wake from the bows but a gentle swell slopping over the blunt nose. You are away at a cracking 6 knots—a knot, in case you have mislaid your Sea Cadets diary, being a nautical mile, or roughly 2,000 yds., or one minute of latitude which, come to think of it, is a better unit of measure than the landlubbers' 1,760 yards, the product of some miscalculation in Ancient Times.

The wake will rock every dinghy within 400 yards but no one will book you for speeding. Careless driving, maybe, because a beginner needs lots of room to manoeuvre. There are two rudders, otherwise known as front wheels, but response to the helm is pretty lethargic. Most boats steer from the stern, of course, allowing self-centring "hands off" steering which isn't possible in the Amphicar. Talk about understeer: on full right lock, it needs a clear 60 feet to turn round and almost 90 feet to go left about on account of the propellers which both spin anticlockwise and therefore induce a permanent pull to the right. All this, mark you, doing a sort of nautical power slide on full throttle: part throttle U turns needs even more space.

It takes some time to curb an instinctive

Splashdown. Despite the spray, fast launching assaults do not normally drown the passengers.



Scrambling out of the water up a steep, slimy ramp is perhaps the most adventurous part of amphibious motoring.



High ground clearance and short wheelbase give the Amphicar a good scrambling performance over a rocky beach.



reaction to use the footbrake to stop. Shutting the throttle provides instant and quite rapid deceleration but, for panic stops, you just slam the thing in reverse and open up. It is about as effective as hitting a whale head on. The hull may be as tough and watertight as a turtle shell but the tinware of the body is, we discovered, not only vulnerable but pretty fragile too, despite the flimsy rubbing strip round the waist and yellow plastic fenders (extras) like puffed-up peppers which can be dangled over the sides. The twin tail fins, which seem to have a magnetic attraction for quay walls and steel marker buoys are not the misguided decorations they appear to be but spray deflectors for the engine. Not that much spray can enter the louvred bonnet because there is always a blast of pressurized air on the way out from the fan.

To motoring scribes it was a nice change to be just messing about in a boat with the top down and a fresh westerly sloshing coolant in our faces; with the sea going slop slop and the Amphicar going whirl, whirl: with the sun peeling our backs and the odd fisherman yelling to get off his line... yes, we got

the bug all right. Even MIRA's watersplash now evokes a nostalgic urge for a dip.

With a full tank, the Amphicar will waddle around in the water for about 7½ hours on two-thirds throttle, allowing a range of about 40 ordinary miles depending on the current, tide and wind. Even if the "Esso Queen" is within hailing distance you must return to land for a fill-up so to avoid using the paddles (optional extras) it pays to log one's journey times. The dashboard clock is presumably for just this reason. Landing drill is just the reverse of taking the plunge: you aim at the ramp or beach, making due allowances for the cross current that is intent on docking the Amphicar further down stream, and then swap gearlevers just before the wheels make contact. You scramble out and moor amidst the inevitable tittering spectators, inadvertently squirting the bilge water at them in retaliation. And there the Amphicar rests, solemnly ejecting sea-weed from the headlights and water from the tail.

If there is time for a long rest so much the better because until the brakes dry out you

Continued on the next page

Splashdown

continued

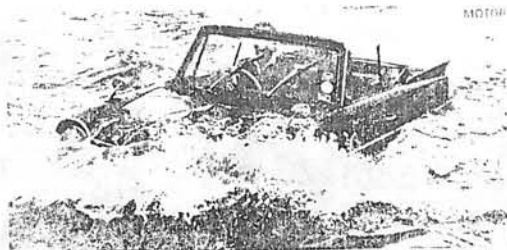
haven't got any. You might just as well chuck an anchor overboard in the hope that it hooks a pedestrian or something, as apply the brakes. True, the mariners' handbook does acknowledge this discrepancy by recommending that you drive around for a bit with the brakes on but it does not suggest any alternative means of stopping should an emergency crop up during the airing process. You can't whang it in reverse on land. It is odd, really, that the craft does not have disc brakes which drip dry much quicker than drums. Even when they were dry, those of our test car were not very good: the best recorded stop of 0.75g is about 20% below saloon par from a pedal pressure that must be beyond the powers of most women. Why no servo?

Having aired that grumble, let us deal with the other one—the steering. It is quite light, sensibly geared but, oh, so sloppy. On a good road the Amphicar scuttles along as straight as a torpedo but on the twisty bits—and especially when aiming for a narrow gap in traffic—you have to see-saw the wheel, searching for the right amount of positive lock from what feels like a lot of negative free play. To be fair, this vagueness does not seem much of a handicap after a few miles and the concessionaires said that our car was not typical in this respect. Curiously, there is more feel in the steering in water than on land: presumably the forces acting on a rudder are greater than those on a tyre. Despite the perpendicular build, narrow track and heavy tail, the roadholding is adequate though it will oversteer like an early VW if you treat it as a "modern, sporty type car". The solid springs do not allow any body roll and even the steering acquires a more positive response when it is on a good lock.

The front bench seat looks a bit spartan but is actually quite comfortable, with a thumb-screw rake adjuster and adequate fore and aft movement—though if it is right back, legroom behind is hardly enough for a fishing rod, let alone a wading boot. The hood and side windows that "sink out of sight" certainly do disappear—into a luggage well and body sides respectively: releasing the two very stiff over-centre catches on top of the screen needs strong fingers but otherwise the hood concertinas easily and neatly once all the press studs and zips have been released—a task which is best done out of the car so unless you happen to be boating in shallow water, it cannot be done easily afloat. Even in a choppy sea, with waves breaking over the top, little spray gets inside with the hood and windows up.

The sealed well harbouring the engine gets very hot (you have to check the battery electrolyte frequently because of rapid evaporation) and seems to act as an amplifier to the incessant whirr of the big fan which drowns all mechanical and exhaust noise. As the revs build up, so the whirring gets louder, though not higher pitched or more hysterical so there is never any audible indication from the engine itself that it is working hard. With the bonnet louvers only inches away the noise is loud from the back seat—especially if the hood is down or the back window zipped open—but modest enough in the front.

The driver's view forward is a little unfamiliar, what with the mooring warp coiled on the boot lid around brass clats and a

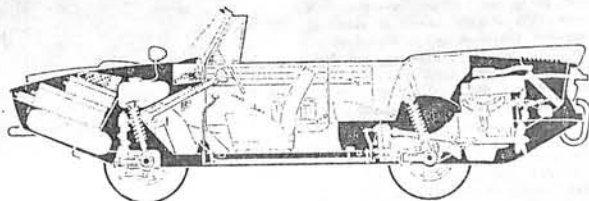


In heavy seas the bonnet is awash but little water gets inside and the door seals are completely effective.

green and red navigation light in the middle of it. The dashboard, finished in spartan matt-black crackle paint, has a cluster of large white plastic knobs (lights, heater, bilge pump, etc) on the right of the round instruments which include the aforementioned clock and a speedometer that is actually pessimistic about the car's performance on land. There is no "knotometer". Despite a lot of floppy movement in the floor gearlever, you can stir it about smartly and the effective synchromesh prevents any cog clonking. The clutch is light and smooth and gear ratios—especially the three lower ones—are all very low. Even so, the car will not start on a 1-in-3 hill and it is staggering on a 1-in-4. The handbrake, incidentally, would not secure the car on either.

The owner's manual suggests that the hull

be treated with red oxide paint if it is going in the sea often, acknowledging that the craft is normally finished to car standards rather than those of a boat. You're even supposed to hose it down after a dip in salt water. Not surprisingly, the car needs frequent grease-gun attention to keep water out of all the vulnerable joints though the Herald engine simplifies maintenance in Britain. The Amphicar has plenty of snags, none of which are utterly intolerable but so long as it remains unique it is the best amphibian you can get. It's a fascinating toy for those who can afford expensive playthings—unrivalled family transport if you happen to live on an off-shore island or have a farm with a river through its middle. If you want to take the plunge, contact Ian Metcalfe of Sydney Marcus Ltd, 33 Sloane St., London, SW1.



This cutaway shows the basic layout of the Amphicar: the Triumph Herald engine is mounted well behind the back wheels, the front well being reserved for luggage, spare wheel and petrol tank. All four wheels have trailing arm independent suspension.

Water test

Performance figures recorded in Langstone harbour, Sussex.
Conditions: High tide (no tidal current), light breeze. Water: very slightly choppy.

Test Data: World copyright reserved: no unauthorized reproduction in whole or in part.

Maximum speed

| | m.p.h. |
|--------------------------------------|------------------------------------|
| Mean | 6.3 |
| Best | 6.3 |
| Fuel consumption at full speed | 2.85 gall. per hour or 2.2 m.p.g. |
| Range at full speed | 23.2 miles |
| Cruising speed (two-thirds throttle) | 5.3 m.p.h. |
| Fuel consumption at above speed | 1.38 gall. per hour or 3.85 m.p.g. |
| Range at above speed | 40.4 miles |

Turning circle

| | ft. |
|-------|-----|
| Left | 87 |
| Right | 59 |

Road test

Performance figures recorded at the Motor Industry Research Association proving grounds, Lindley.

Conditions

Weather: Fine and dry, no wind.

Maximum speed

| | m.p.h. |
|------|--------|
| Mean | 70.0 |
| Best | 71.0 |

Acceleration times

| m.p.h. | sec. |
|------------------|------|
| 0-20 | 4.1 |
| 0-30 | 9.1 |
| 0-40 | 13.7 |
| 0-50 | 24.5 |
| 0-60 | 42.9 |
| Standing quarter | 25.4 |

| In top: | m.p.h. | sec. |
|-----------|--------|------|
| | 20-40 | 17.5 |
| | 30-50 | 21.6 |
| | 40-60 | 32.1 |
| In third: | m.p.h. | sec. |
| | 10-30 | 6.7 |
| | 20-40 | 9.9 |
| | 30-50 | 16.5 |

Brakes at

| lb. | g | ft |
|-----------|------|-----|
| 25 | 0.10 | 390 |
| 50 | 0.27 | 111 |
| 75 | 0.37 | 81 |
| 100 | 0.51 | 59 |
| 140 | 0.75 | 40 |
| handbrake | 0.15 | 200 |

Turning circle

| | ft. |
|-------|------|
| Left | 37.5 |
| Right | 37.5 |

Speedometer

| | 20 | 30 | 40 | 50 | 60 |
|-----------|----|----|----|----|----|
| Indicated | 22 | 32 | 42 | 52 | 62 |
| True | | | | | |

TRI BOND SPARES

GRANADA and RIBBLE Areas have amalgamated their spares stocks and are now offering these for sale within the Club.

We have available:—

BONNETS
TRIM

BOOTS
SEATS

GLASS
and MANY OTHER PARTS

ALSO, dependant upon response, we can have remanufactured:—

DOOR SKINS, WINDSCREENS, REGLAZED FIXED QUARTER LIGHTS, SEATS RE-UPHOLSTERED, and HOODS, TONNEAU COVERS and HOOD WELL COVERS remade by the original manufacturer.

Having built up contacts with many ex-Bond personnel, we are in a position to offer a free information service, based upon factory records, to club members. N.B. PLEASE write enclosing a s.a.e.; we cannot afford postage.

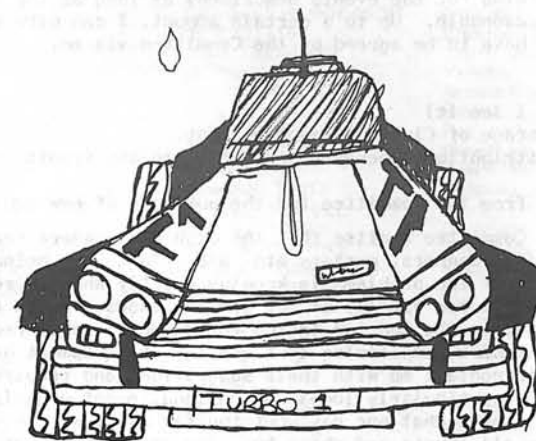
For information please write to:—

Mr. C. GARDNER,
3 Frenchwood Knoll, PRESTON,
Lancs.

Spares enquiries:—

ANDY on Blackburn (0254) 71624 or CHRIS on Preston (0772) 54469

or JIM on BLACKBURN (0254) 56835



Pet Vit

Matthew Squibbs,
Access 9

ATTENTION ALL EVENT ORGANISERS:

Club Event Co-ordinator & Club Equipment Secretary
JONTY WILD

When I took on these jobs sometime ago, I wrote in the Courier explaining the operation of each of these posts. However, it is clear from comments I have heard and letters that I have read, that many members and event organisers are not clear on who holds these posts (i.e. me) and what help I can be when they are organising events. I hope to make everything clear by writing a brief description of each job below:

Club Events Co-ordinator

Job description (as I see it)

1. To avoid any clashes of national events.
2. To produce a Club calendar of events for printing in the Courier.
3. To provide the Club PRO with this calendar.
4. To distribute this calendar to all Area Organisers (if I get all information early enough).
5. To obtain financial backing from the Club for both Club national events and Club participation in other national events such as Stoneleigh Town and Country Festival, Bristol Classic Car Show etc., wherever requests for backing are reasonable.
6. To provide a reference service so that Area/local events organisers can contact me to avoid clashes with national events.

This job has been difficult this year because it is a new post and organisers have not previously had any one person to contact about events and, therefore, have not been in the habit of doing so. It is vital for the smooth running of the Club events that organisers of events such as the Concours or Barbeque or the shows already mentioned to contact me (most, in fact did so). This must be done on at least two occasions, firstly when the event new or old, is talked about and a provisional date agreed (even if only the month it will take place in) and secondly, as soon as a fixed date is known.

Committee approval must be obtained via the Club Event Co-ordinator (i.e. me) for any events wishing to be known as a National Club Event or which will promote the Club at a national event or show and, of course, if financial backing is required.

I can obtain financial backing for the events described) as long as the amount required and its proposed use is reasonable. Up to a certain amount, I can give an immediate decision, larger amounts have to be agreed by the Committee via me.

Club Equipment Secretary

Job description, again as I see it)

1. To arrange for storage of Club display equipment.
2. To arrange for distribution (whenever practical) to any events, both local and national.
3. To obtain finance from the Committee for the purchase of new equipment.

Both I and the rest of the Committee realise that the Club has nowhere near enough quality display material i.e. banners, posters etc. and efforts are being made to reduce this situation. One of the problems is knowing exactly what is required by event organisers, particularly for display at the various shows. I was disappointed that after my initial letter in the Courier asking for suggestions, I received none at all. It is pointless members complaining about quality of equipment and displays unless they are prepared to contact me with their suggestions and requirements. So please anybody, members and particularly local and national event organisers, contact me at the address below. I hope that one day, not too far away, we can not only have enough equipment to supply all events and shows but also provide centres around the country to enable easier distribution. All I would like to see is all Area Organisers have some equipment such as a banner and magnetic vehicle signs. Any comments or suggestions would be very welcome.

12 MACEREL HALL, ROYSTON, HERTS SG8 5BS TEL: (0763) 42058 (between 6 - 7pm is best).
IF A REPLY IS REQUIRED, PLEASE ENCLOSE AN S.A.E.

CLUB DIRECTORY ... 1982

AREA ORGANISERS, names, telephone numbers, meeting place of area group and meeting day(s).

| AREA | AREA ORGANISER | VENUE | MEETING DAY |
|-----------------------------------|--|--|-----------------------------|
| ANGLIA | BARRY NEWITT 0223 - 841407 | Old English Gentleman Harston | 1st Thursday |
| AVON | JAMES STURGEON 0272 - 568170 | | |
| CORNWALL | RICHARD CUNNINGHAM 0872 - 78549 | Various | Last Friday |
| DERBYSHIRE | K. SINGLETON/K. GREEN 0246 - 68941 | Elm Tree | 1st Wednesday |
| DEVON | STAN WALTERS 0752 - 700555 | Heath Village Dartmouth Inn Totnes | Last Sunday |
| EAST BERKS | JOHN REED 0628 - 33365 | | |
| ESSEX | DAVID COOK Rainham | Dukes Head Little Burstead Dog & Partridge | 2nd Sunday |
| GRANADA AREA | JOHN BINGHAM 061 - 477 1907 | Stockport Royal Oak | 2nd Tuesday |
| HANTS & SURREY | PAUL WATERKEYN Farnborough 512074 | Pirbright | Last Sunday |
| HEREFORDSHIRE | JIM RICKARDS | Green Dragon Bishops Frome | 1st Wednesday |
| HERTFORDSHIRE | ANDREW FFOLKES Hatfield 69783 | The Woodman West End. | 4th Wednesday |
| KENT | MARTIN RADFORD Dartford 21056 | | |
| KENT (EAST) | BRIAN BUTLER Ramsgate | Cock House Inn Detling | 2nd Monday |
| LEICESTER | IAN McKEGGIE Mkt. Harboro' 63934 | Shoulder of Mutton Great Bowden | 4th Wednesday |
| MILTON KEYNES | GEOFF KING Milt. Keynes 567263 | Various | 3rd Wednesday 1st Sunday |
| NORFOLK | IAN EASTWOOD Norwich 663855 | Kings Head Hethersett | 2nd Tuesday |
| NORTH LONDON | STEVE WILLIS | Rising Sun Whetstone | Last Monday |
| NORTH MIDLANDS | DON HALLIDAY | The Three Crowns Stone | 3rd Tuesday |
| NORTH WALES | MIKE STEWART 0270 - 625322 | Various | Various |
| NORTHERN IRELAND | BERTIE HADDON Hollywood, Co. Down. | | |
| NOTTINGHAM | CHARLES HENDERSON 0636 812115 | Bulls Head Breaston | 2nd Wednesday |
| OXFORD | JOHN CUDMORE Stonesfield 555 | The Grapes Yarnton | 2nd Wednesday |
| RIBBLE AREA | CHRIS GARDNER 0772 - 54469 | Anchor Hotel Esprick | 2nd Monday |
| RUGBY | ANDY JONES 0203 452541 | Fox and Hounds Claycotton | 2nd Monday |
| SALISBURY | HUGH DAVIS Amesbury 23517 | Greyfisher Salisbury | 1st Thursday |
| SCOTLAND | NIGEL WADDELL 041 - 427 4340 | Beech Tree Inn Dumgoyne | 2nd Wednesday |
| SOMERSET | NICK BRADBURY 0278 - 662698 | The Rising Sun Knapp | Various |
| SOUTHERN | TONY FARBY Fareham 232605 | The Good Intent Horndean | 1st Tuesday |
| SUSSEX | COLIN HARRISON | The Five Bells Chailey | 3rd Sunday |
| SWINDON | PETE BOYAR Swindon 22768 | | |
| THAMES | CHRIS CHILDS 01 - 947 0426 | The Bell Hampton | Various Thursdays |
| WARWICKSHIRE | CAROLYN TOCKER Warwick 494398 | Racehorse Warwick | 3rd Thursday |
| WESSEX | STEVE ELLIS 0202 - 693797 | The Skittles | 2nd Tuesday |
| WEST MIDLANDS | Tony & Janis SPICER 021 - 353 9961 | Various | Various |
| WORCESTER | TREVOR BROTHERTON Evesham 6547 | Coach & Horses Harvington | 4th Tuesday |
| YORKSHIRE | D. Stringman/J. Genders 0302 - 770742 | Oakville Hotel South Milford | 1st Wednesday |
| NORTH & SOUTH YORKSHIRE (WEST) | NIGEL WEEDON | White Bear Norwood Green | 1st Tuesday |