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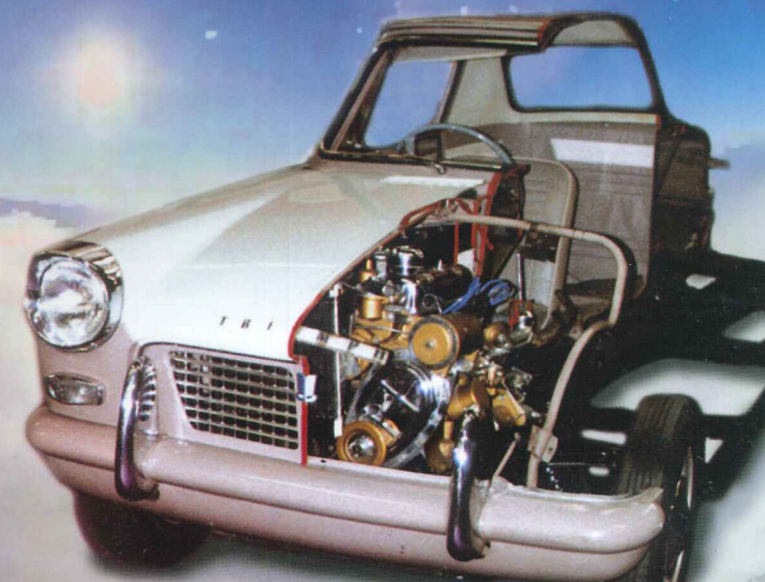
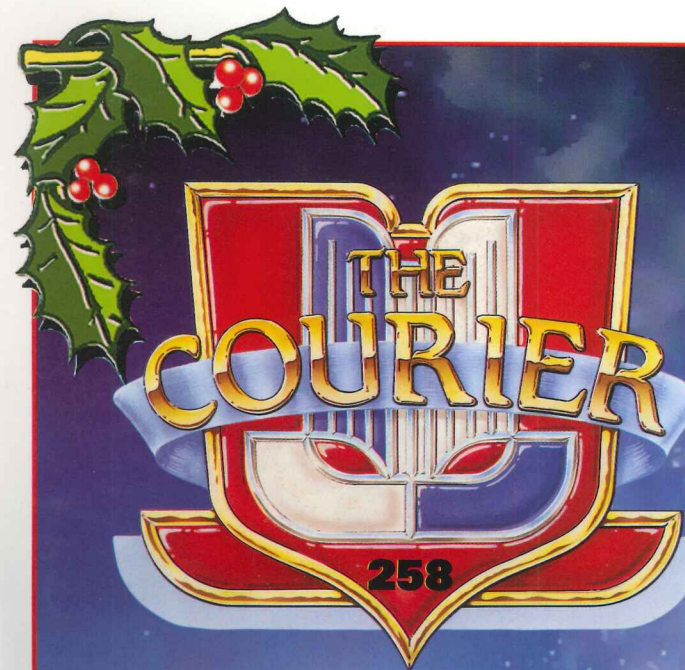
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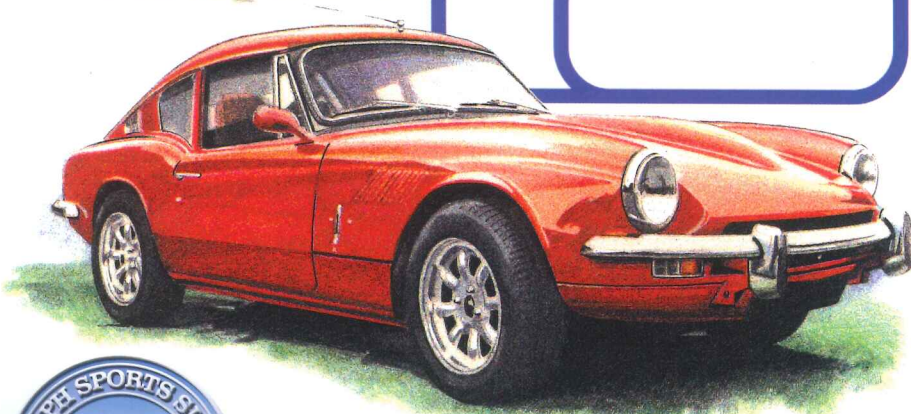
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# The Courier

The Official Monthly Magazine of  
THE TRIUMPH SPORTS SIX CLUB

No.258 Vol 22. DECEMBER 2001  
Price £2.25 Free to Club Members.

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John Muggleton, Stuart Newbould,  
Simon Roberts, Vivien Thompson,  
Bill Sunderland, Trudi Prettyjohns,  
Brian Waters, Peter Williams.

For a full list of TSSC officials see page 8.

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



Cover Pic:  
A Very Merry  
Christmas to you all  
from all at TSSC  
Headquarters!

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# T.S.S.C. Events Calendar

PLEASE SEND ALL EVENT INFORMATION TO  
TRUDI PRETTYJOHNS AT THE CLUB H.Q.

## NATIONAL EVENTS

Contact Club H. Q. for more information

### July 2002

SATURDAY/SUNDAY 13/14 JULY 2002  
TSSC SILVER JUBILEE  
INTERNATIONAL WEEKEND  
STAFFORD COUNTY SHOWGROUND

## TSSC ORG EVENTS

Contact Local Area for more information

### February 2002

SATURDAY/SUNDAY 2/3 FEB 2002  
AVON AREA CLUB STAND  
AT BRISTOL CLASSIC CAR SHOW  
ROYAL BATH & WEST SHOWGROUND  
SHEPTON MALLET  
CONTACT: COLIN 01179 691322

### May 2002

SATURDAY/SUNDAY 11/12 MAY 2002  
SOUTH OF ENGLAND MEET  
LEATHERHEAD SURREY

SUNDAY 26 MAY 2002  
STANDARD TRIUMPH MARQUE DAY  
HERITAGE MOTOR CENTRE  
GAYDON WARKS

### May/June 2002

FRIDAY 31 TO TUESDAY 4TH JUNE 2002  
AVON AREA PRESENTS  
BREATHE BEACH PARTY  
5 DAY EVENT UNITY FARM  
CONTACT: COLIN 01179 691322

### June 2002

FRIDAY/SUNDAY 14/16 JUNE 2002  
LAKES TRIUMPH WEEKEND  
KESWICK RUGBY CLUB  
CONTACT SHIRLEY 01946 832080

## CLASSIC CAR SHOWS

(CLUB INVITED)

### February 2002

SUNDAY 10 FEB 2002  
THE INTERNATIONAL TRIUMPH SHOW  
& SPARES DAY  
NAC STONELEIGH WARKS

### March 2002

SATURDAY/SUNDAY 9/10 MARCH 2002  
THE LONDON CLASSIC MOTOR SHOW  
ALEXANDRA PALACE

### October 2002

SUNDAY 27 OCTOBER 2002  
THE INTERNATIONAL RESTORATION SHOW  
NAC STONELEIGH WARKS

## TSSC SILVER JUBILEE 2002

## INTERNATIONAL WEEKEND

SATURDAY/ SUNDAY  
13/14TH JULY  
2002

STAFFORD  
COUNTY SHOWGROUND

# Comment

by Bill Sunderland

## CAN CHRISTMAS COME SOON ENOUGH?

I suspect for most of us Christmas can be a logistical nightmare, sitting down after the turkey, dustbin full of wrapping paper etc., taking a look at the goodies you received. Were they from the Christmas Brochure enclosed with this issue of The Courier? For me, and I suspect for many of you, seeing out 2001 will be no bad thing. I hope the

we have the perfect platform for this to continue.

We have a major new appointment at TSSC HQ in Nigel Whale, our new Sales Manager for TSSC Offers and HQ development. Nigel is well known to many members as he has worked with us for some 20 years. He comes to us from a

October, John Muggleton and his team will run the Club on a day-to-day basis. I will still take overall responsibility for TSSC affairs, along with some new ventures. I wish the team much of the success that I have enjoyed over the past 20 years and I will still be there to help them keep the Triumph Sports Six Club in front.

## STOP PRESS

We had a superb weekend at the Classic & Sportscar Show at the NEC on 10/11th November, the Club deservedly winning the award for the Best Club Web Site. Many thanks go to Craig Gingell, our Hants and Berks Area Organiser for all the hard work in creating such a superb site. Congratulations are in



world can return to a more rational environment. For the TSSC, 2002 is the Club's Silver Jubilee, surely only to be upstaged by the Queen in her Golden Jubilee year... or of course the fact that Jo and I have just celebrated our 25th wedding anniversary, so we will all start the new year full of energy to make 2002 a TSSC year to remember. The Club has worked extremely hard to push the name of Triumph to new heights and next year

VW/Audi dealership, where he ran their Parts Operations. Between John, Liz and Nigel, we should see much happening within TSSC Offers and HQ Development.

Having completed our HQ team and reporting at our last TSSC Council Meeting in

order for the TR Register for not only winning the inter-Club quiz but also winning 'Car Club of the Year 2001'. All-in-all a Superb weekend for Triumph.

On behalf of all at TSSC HQ, have a Merry Christmas and a gratifying New Year.





# TSSC NEWS *Review*

**Your Monthly round up  
of all News of a Triumph Nature**

## Annual General Meeting

Notice is hereby given that the Annual General Meeting of the Triumph Sports Six Club is to be held on Sunday, March 10th 2002. Any member wishing to put forward a resolution to be considered for inclusion in the AGM agenda is required to put said items in writing, to be signed by at least two members. These should be forwarded to the General Secretary to be received by 23rd December 2001. Any item received after this date will be regarded as null and void. General issues can of course be raised at any time through, for example, the General Secretary or Area Liaison Officers for discussion at Council of Management meetings. Alternatively, issues may be put forward for discussion at the Area Organisers' Seminar to be held in the morning prior to the AGM - see your AO. In the past, a number of wide ranging issues have been discussed and implemented during this more informal meeting. If any member (of at least three consecutive years' membership prior to the AGM) should wish his or her name to be put forward as a candidate for the Council of Management please give me a call and I would be happy to inform you of the duties and responsibilities involved. Please contact me - again by 23rd December. A few lines describing prospective candidates will be published in the Courier along with the AGM agenda. All enquiries

regarding the above should be addressed to the General Secretary, address and telephone number as given in the inside front cover of the Courier.

**Peter Williams,**  
General Secretary.

## Technical Secretary

As members will have read in last month's Technical Secretary column, Carl Heinlein has decided to retire from his position as the Club's Technical Secretary, a post he has held since June 1988, then as Technical 4-Cylinder Secretary. There's no doubt that in Carl's case the idea of retiring at the very top cannot be seen as more true. Carl has done a fantastic job and especially over recent years has established the column with great knowledge and enthusiasm to what it has become today - together with responding to many members' enquiries outside of The Courier. The appreciation that we all feel for his efforts cannot be over stated. But retire Carl has and therefore we are looking for another like-minded member to take on this challenging role. At the same time, it is a pleasure for me to take this opportunity to publicly thank Carl for all the hard work and commitment that he has put into the Technical Secretary role over a period of over thirteen years and to offer him our very best wishes for the future. Many thanks Carl.

Briefly, the job entails both a commitment to produce a regular column in the Courier (preferably but not necessarily every month) and to answer members' enquiries which may come by phone or by mail (snail- or e-mail as may be possible). As the successful candidate, you do not need to know all the answers but you must be prepared to seek them out. The style of your Register page will be very much down to you, your imagination and the effort that you put in, and very rewarding it will be too. So, if you think you've got what it takes to become the TSSC's next Technical Secretary please contact Peter Williams, General Secretary - address and telephone number as on page 3 of the Courier.

**Peter Williams,**  
General Secretary.

## Cop Shop Ammendment

In Courier 257 (November 2001) I mentioned the new V5 and may have confused some readers. When you are selling a vehicle with the new V5 to another person the vendor fills in the blue section and sends it to the DVLA, whilst the purchaser fills in the green section and sends it to the DVLA. If you are selling the vehicle to a trader, the vendor fills in the red section and sends it to the DVLA and hands both the red and green sections to the trader unused. These sections will be used when the trader sells the vehicle on. I hope that this clears up any confusion.

**Mike Crewes**

## Triumphs across America

### NEW 70 MINUTE DOCUMENTARY VIDEO

British Car Films has launched a new documentary video celebrating 50 years of Triumph history in the United States of America - historically the company's biggest and most important market.

The film combines a large amount of revealing archive footage, including early films, novel US radio commercial and 1950s and '60s magazine advertising, with contemporary footage of Triumph cars all across the US today.

A number of very rare cars have also been featured. These include an original TR2 still driven by its original owner in California, a gloriously restored Vitesse in Los Angeles, a couple of Amphicars with their Triumph Herald engines, the unique Triumph 250 K race car built in the US in the 1960s and a beautifully restored Triumph Renown 2000 now kept in Chicago.

Also featured are interviews with Bruce McWilliams who designed the Triumph TR250 and Dorothy Deen who was the first Triumph distributor on the West coast during the 1950s and who also lent her name to the exotic Swallow Doretti sports car.

The 70 minute video took more than four years to complete and is available direct from British Car Films priced at just £14.99 (+ £1.90 P&P) by calling 020-7281-4777 or going to :-

[www.british-car-films.com](http://www.british-car-films.com)



**SEE FLYER WITH THIS ISSUE**

## DSA Approves IAM Advanced Driving Test

I The Institute of Advanced Motorists (IAM) Advanced Driving Test has been approved by the Driving Standards Agency (DSA).

The move was announced by DSA Chief Executive Gary Austin at the IAM's National Conference in Birmingham and will mean that - for the first time - agreed minimum standards for advanced driving tests will be applied throughout the UK. The IAM is the largest provider of Advanced Driving Tests and has been conducting them since 1956. It has always received informal support from the UK Government and Agencies, but this is the first time that IAM advanced driving tests have been formally recognised as meeting the nationally agreed standard for advanced driving.

Discussions have been going on for some time between the two organisations. The breakthrough has been made possible by an agreement between the DSA and IAM whereby the DSA will monitor the IAM's management and quality control processes.

IAM Chief Executive Christopher Bullock said: "The contribution that advanced driving makes to road safety is now well established. This agreement and recognition by the DSA will be welcomed by the wider road safety community. The DSA and IAM share the firm belief that people should continue developing their driving and riding skills after they have passed the 'L' test. This agreement is another step forward in making UK roads safer."

Gary Austin told the IAM National Conference: "The Government has said in its Road Safety Strategy that there is a wider role for the advanced driving test as part of developing a safe driving culture. With the IAM's input, we can now monitor the standards of advanced driving tests as well and ensure the quality of delivery." For more info:

**IAM HOUSE, 359 CHISWICK HIGH ROAD,  
LONDON W4 4HS Telephone: 020 8994  
4403 Fax: 020 8994 9249**





# Chains!

By John Thomason

We often hear about a lot of things that affect the performance of our engines, carburetors, ignition timing, camshafts etc. but one item that rarely shares the limelight that can also affect performance, is the hard working and often neglected timing chain.

The timing chain transmits the drive from the nose of the crankshaft to the camshaft which in turn drives the valve train, opening and closing the valves against the pressure of the valve springs. It also provides the drive for the fuel pump, distributor and oil pump. Obviously doing all this work, with time it is going to wear by stretching. A simple tensioner takes up this stretch, preventing the chain from becoming noisy and jumping teeth. However what the tensioner doesn't do is maintain the angular relationship of the camshaft to the crank as the chain stretches. Now this obviously doesn't affect the performance of the oil and fuel pumps but it does directly affect the camshaft timing with a knock on effect on performance. Timing chain wear happens over a long period of time and so any change in performance is gradual and isn't noticeable. However I know that when I changed

the worn timing chain on my Vitesse, it was as if it had a new engine, being much sharper and responsive. It was also not as noisy.

So the timing chain not only just drives the camshaft but is also responsible for setting and hopefully maintaining the camshaft timing to the crank ie when the valves open and close relative to piston position. Fig 1 shows the

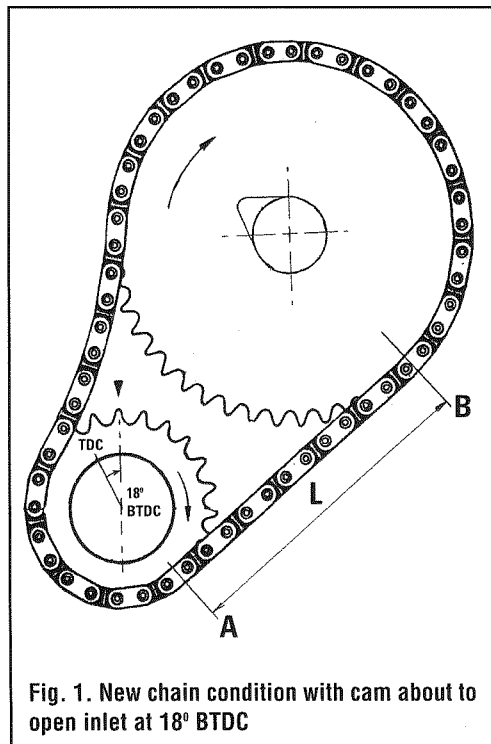


Fig. 1. New chain condition with cam about to open inlet at 18° BTDC

situation with a new timing chain and the correct angular relationship between the crank and cam for a Spitfire 1500. The crank is at a position of 18° BTDC and the cam is about to open the Inlet valve. L is the length of chain (say 12 links) between the cam and crank in this condition. Fig 2 shows the exaggerated situation when the chain stretches. The tensioner has taken up the slack in the chain but not maintained the angular relationship.

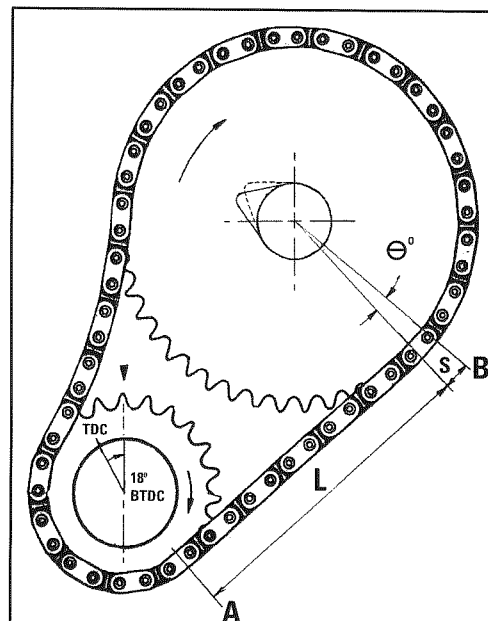


Fig. 2. Stretched chain condition with exaggerated chain stretch 'S' with crank at 18° BTDC cam must now rotate  $\theta^\circ$  before opening inlet valve

The 12 links between the crank and cam have now stretched to a longer length  $L + s$ . This means that when the crank is at 18° BTDC the cam still has a distance "s" to rotate before the cam starts to open the inlet valve. ie the crank must rotate a few degrees more before the cam opens the inlet valve - the inlet valve is opening closer to top dead center. The cam is said to be retarded.

Retarding cam timing generally has the effect of reducing peak power and increasing torque. The standard 18-58-18-58 cam fitted to the Spitfire 1500 is already a fairly "tame" cam for low emissions with plenty of torque. An increase in torque is not going to be noticeable but a decrease in power is - depending on how you drive.

A little bit of geometry and maths shows that for a 1% increase in chain length, cam timing will change by approx 1.2°.

This begs two questions, how much variation in cam timing and hence stretch is acceptable and how long will it take to stretch that much!

Firstly the acceptable variation in cam timing will depend upon the type of cam fitted - performance cams are far more sensitive to the correct timing than 'tame' road cams. The standard timing wheels only allow the cam to be set up to an accuracy of  $\pi$  of a tooth which is equiva-

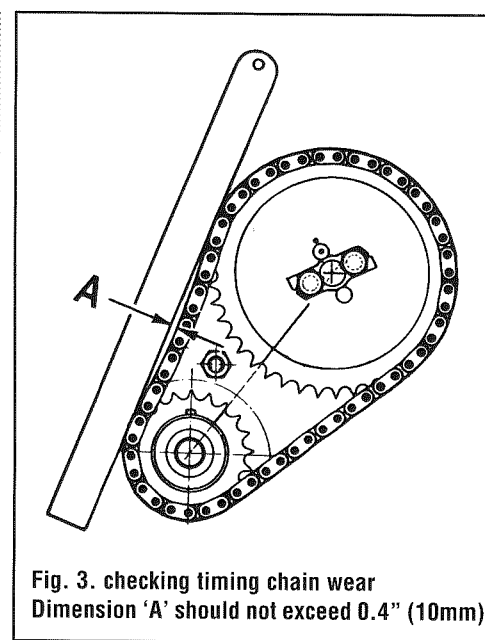


Fig. 3. checking timing chain wear Dimension 'A' should not exceed 0.4" (10mm)

lent to approximately 2.1° and so for the standard cam, Triumph would appear to be happy with this accuracy for initial timing of the cam.

On top of this there will then be a variation due to stretch. The workshop manual recommends the chain is changed when dimension A in Fig 3 is 10mm. Given that for a new chain, dimension A is typically 6 mm, again with a little bit of maths, by the time the chain has reached the 10mm dimension, it will have stretched by approx 1.1%, affecting cam timing by approx 1.3°. Consequently, for the standard, mild cam, Triumph would appear to consider the performance of the engine to be sufficiently affected once the cam timing variation reaches a max of approx 3.4 deg (2.1 from initial set up and 1.3 from stretch). If the chain is allowed to continue to wear, for every 1mm increase in dimension "A" cam timing will retard by approx a further 0.3 degs.

Such a large variation in cam timing would be unacceptable for high performance cams, where cam timing becomes critical for getting the best out of the engine, as little as 1 - 2deg can make a difference on full race cams. This is why most of the racing fraternity use a Duplex (Double) chain rather than the standard Simplex (single) chain, to minimise effects of stretch as well as coping with the increased valve train loads. It is also the reason why vernier adjustable timing wheels are used as they allow the cam to be set to within a degree. The penalty to be paid for such accuracy however is



increased weight and inertia.

How long it takes for a chain to stretch to this extent I wouldn't like to hazard a guess, but I wouldn't mind betting there are quite a few timing chains out there where dimension A exceeds the recommended 10mm. There are a number of factors that will accelerate this chain stretch:-

- 1.. Obviously a poor quality replacement chain is not going to help matters.
- 2.. Stronger valve springs and performance camshafts.
- 3.. A 6 cylinder engine will be worse than a 4 cylinder - half as many again valves to open and close.
- 4.. Hard driving. A fast road or race engine is obviously going to be more prone to chain stretch

It's also an interesting point to ponder on how much stretch occurs within the first few miles of a new chain being fitted as it "beds in" and whether or not this should be allowed for in the initial timing of the cam! Should a little advance be built into the initial cam timing such that with a little chain stretch the timing is spot on ??

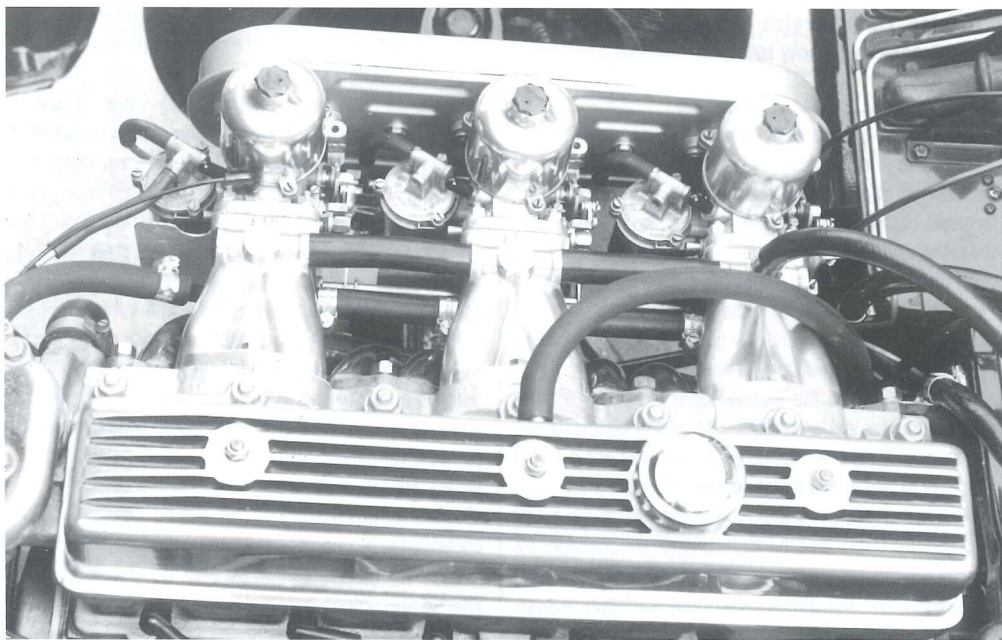
I will be interested to see if the timing on my race engine has changed after a seasons racing.

to changed at specified intervals. However the next time you remove the front pulley to change that worn timing cover oil seal that is responsible for covering the front of the engine in oil, it would be well worth checking the condition of the timing chain.

Changing the timing chain on our engines is relatively easy and is more than adequately covered in the workshop manual. It is well worth removing the radiator to give yourself more room and prevent inadvertently damaging the core. Be wary of cheap repro timing chains and tensioners that come in unmarked boxes or plastic bags. If you can find them use Stanpart, but AE still produce them. I have also seen around the shows quality Japanese and German chains.

The means of retiming the cam is also adequately covered in the workshop manual, and the method of using feeler gauges on rocking valves 7 and 8 is remarkably accurate.

That's all for now except for a quick foot note. I have received a number of questions regarding the photo of triple SUs fitted to a GT6 engine, that I included at the end of one my articles a couple of months ago. The triple SUs



No doubt you're not all going to rush out and change your timing chains - after all we are fortunate that on our engines if the chain stretches / breaks at most we will suffer a loss of performance / stop, whereas on many modern engines it can be an expensive bill with the valves hitting the pistons - and why the timing belt has

were fitted to a set of manifolds that I had cast for myself and featured in Couriers 149 and 150. They can take either 1.5" or 1.75" SUs or Strombergs.

If anyone is interested in these manifolds I could have some more sets cast at a cost of £125 inc pp."



# HQ OPENING TIMES

## DECEMBER - OPEN AS USUAL

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

**CHRISTMAS OPEN WEEKEND**

**SAT/SUN 8<sup>TH</sup>/9<sup>TH</sup>**

**CHRISTMAS BREAK HQ CLOSED**

**Between Monday 24th until we re-open on Wednesday 2nd January**

## JANUARY - OPEN AS USUAL

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

**SAT/SUN 5<sup>TH</sup>/6<sup>TH</sup> - JANUARY SALE**

**SATURDAY 26<sup>TH</sup> - 9.00 AM - 1.00 PM**

## Christmas Open Weekend

**SAT/SUN 8<sup>TH</sup>/9<sup>TH</sup> DECEMBER**

**SATURDAY 9-4PM SUNDAY 11-4PM**

**All items discounted in shop to visitors**

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**See page 14 for Full Details**



# TSSC January Sale

**Saturday and Sunday 5th and 6th January**

**9 - 4 pm Saturday and 11 - 4 pm Sunday**

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*Technical Tip  
of the Month*

## Dodgy Flashers

If the indicators on your club car flash too quickly, slowly or intermittently, check the indicator bulbs. Often the wrong wattage bulbs are fitted, which affects the load on the indicator flasher unit, causing it to flash incorrectly.

All four indicator bulbs should be 21 Watts.

It's also important that the dash warning light for the indicators is working, as this has a similar effect on the flasher unit.

**All the best**

*Mike*



# TSSC Christmas Open Weekend

Saturday and Sunday 8th and 9th December  
9 - 4 pm Saturday and 11 - 4 pm Sunday



The TSSC HQ located in the pleasant village of Lubenham, Leicestershire, contains what many regard as the widest single point collection of Club Cars and Triumph Memorabilia to be found anywhere in the world and is worth a visit.

No one who has visited has been disappointed and as a Triumph enthusiast you are sure not to be too!!

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Door trim panel GT6 state model	£27.61
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# But is it a Sportscar?

By Trevor Collett

**Jackie had been thinking about changing her car for a while.**

**T**he really obscene charge for the service and MOT levied by the Nelson (Nelson Mandela - main dealer, get it?) made her certain that the time had come to make use of the remaining residual value and upgrade. Next question, what to? Normally I would resist the temptation to venture any suggestion - you all know me well

with cogent observations on matching her requirements with what's available.

Two of her main must-haves were four doors, she does most of the picking up and dropping off of the two teenage progeny, and power steering, parking is hard enough after all. As the predictable main contenders were mooted and mulled over the seed of a cunning plan was germinating in my motorhead. We already had a four door car with power steering and everything - my company Laguna,

commuting to the office. Settled.

Hang on, how was I going to get to work? You solve one problem and just get landed with another. I'm far easier to satisfy (don't go there) - a car for me has to satisfy one main requirement, it has got to be interesting. Of course this car, unlike my little collection of Triumphs, would not be just for fun - it would have to do a job, reliably and with manageable outlay. Having two soft top cars already I decided it would have to be a fixed head



MAZDA MX3

enough to know the sort of totally unsuitable models I would come up with. Obviously I would help her

obvious. Jackie always drives this evenings and weekends anyway and I don't need such a big (and boring) car for

coupe. Occasional rear seats would be handy, for ... occasional use. Possibles: Toyota Celica, Nissan 200ZX, Honda

Prelude? The Japanese really have had this sector sewn up for years. The Porsche 944 is cheap as chips to buy, but the servicing?

What I plumped for is the Mazda MX3, a 1.8 V6 SE of 1994. Must admit that I didn't know much about this model, just the bit in the Parkers. There's a Mazda dealer just round the corner and they had this one on the forecourt, it fitted the bill. It's nothing too wild, a smooth V6 with enough horses to be brisk if really needed. It's got alloys with

has got some, not as pretty as a GT6, but it has its angles. Talking about the GT6, at the risk of sounding clichéd, isn't this the sort of car the GT6 should have developed into? Of course I did consider a GT6 but the one thing that stopped me? I would have worried about it too much slogging on the commuter run day in and day out.

Just one more thing to consider, is the MX3 a sportscar? I suppose to most people that is an entirely pointless question to ask but to me, and to a lot of you I suspect, it's very important. I know many would disagree but I think it just qualifies - I'm looking forward to getting to know it.

I'd be extremely hard pushed to find a good reason to call my latest car a Triumph special - same light bulbs? The other featured car this month definitely is a Triumph special and is also definitely a sportscar. The photos were sent to HQ by Paul Parker who lives in Harrogate. His accompanying letter went:

*As the owner of a Burlington SS I was interested to read Trevor Collett's article in the August edition of the Courier.*

*My own vehicle is constructed on a Herald 12/50 that I acquired as a rolling chassis in 1983. By 1986 the vehicle was almost complete save for painting and*



Burlington SS

lowish profiles, suede and leather seats and looks? Well it

*final trim. Work then stopped when I moved home and concentrated on the renovation of my new house. It was 14 years later, in 2000, before I was able to return*



to my labours on the Burlington. During the whole of that time the car stood in the garage completely neglected, even to the extent that the engine was not turned over once! Despite this the (1200) engine fired up as soon as new plugs, coil and contact breaker points had been

describe the build time as protracted but Paul has to be congratulated on completing a very fine and rare motor car. I think we should hear more about this vehicle, a report and pics from its next hill climb?

What about it, Paul?



fitted. Last year saw the vehicle sprayed (Old English White) and a few months ago a hood of my own design was fitted. So far, over 4000 miles have been covered with no problems apart from the need to renew the radiator thermostat and a core plug. The earlier 1200 engine is a little tired on hill climbs but a speed of 55-60 mph can be achieved on the flat (especially in favourable wind conditions).

Some recent photographs are enclosed in case they should be of interest and I hope to read soon that other vehicles of this marque have been identified as result of Trevor's article.

Paul's SS is the only one that has surfaced as a result of my August article but what a looker it is. Some might

What about the rest of you? Any more Burlington SSs? Anyone done anything interesting with their Triumph kit car lately? Send me your stories. I seem to have asked loads of questions this month. Why?

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# Drinking & Driving

by Mike Crewes

A  
'COP SHOP'  
Special Report



**A**lthough a cartoon of Chas apprehending an offending drink driver may be humorous to some degree, the subject itself of course is no laughing matter. As we approach the season of office parties and yuletide celebrations, it makes sense to remind ourselves of the consequences of that festive drive to the pub.

## THE CONSEQUENCES OF DRINKING & DRIVING ACCIDENTS . . .

**ONE TENTH** of all injury accidents result from driving with excess alcohol in the blood.

**ONE THIRD** of drivers and motorcycle riders killed have alcohol levels above the legal limit.

On Friday and Saturday nights, between 10am and 4am, **TWO THIRDS** of drivers and riders killed have alcohol levels above the legal limit.

More than **ONE THOUSAND** people are killed each year as a result of drinking and driving - equivalent to three 'jumbo' plane loads of people.

## THE EFFECTS OF ALCOHOL ON PERFORMANCE

Alcohol may give you a feeling of well-being; actually it is a depressant, slowing down the processes in the brain.

- It lessens muscular control and co-ordination, and lengthens reaction time.
- It also impairs your judgement of how fit you are to drive, so that under the influence of alcohol you may genuinely believe yourself to be driving better than you really actually are.
- Alcohol in the blood is measured in milligrams (mg) of alcohol per 100 millilitres (ml) of blood: the legal limit is **80mg/100ml**
- It blurs vision and decreases awareness, especially in the dark.
- The corresponding limit for urine is 107mg/100ml.
- It impairs the ability to judge speed and distance, and to deal with the unexpected.
- The consequence is a higher risk of accident.
- Alcohol in the breath is measured in micrograms (ug), the legal limit is **35mg/100ml**

Young and inexperienced drivers, or those who drink infrequently are seriously impaired well below legal limit.

After taking a drink the liquid passes quickly from the mouth into the stomach, and then into the small intestine, where it is absorbed into the blood.

**Absorption** of alcohol is rapid if a drink is taken on an empty stomach: it will be slowed if the route to the

small intestine is impeded by food, taking up to ninety minutes to be complete.

From the small intestine the blood first passes through the liver where a small quantity of alcohol is constantly removed, and then on into the general circulation; so to the heart,

lungs where a small amount passes into the breath and the brain.

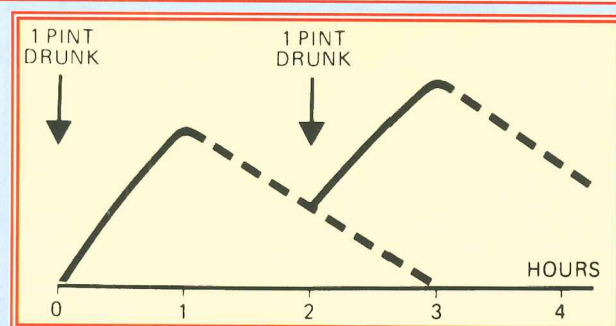
The **elimination** process is slow, but eventually most of the alcohol is removed by the liver as the blood flows back from the general body circulation: some finally passes out through the urine.

## CALCULATION OF ALCOHOL LEVELS

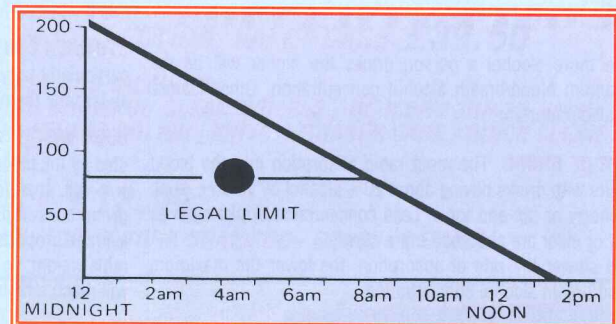
It is not possible to forecast blood alcohol levels reliably on the basis of what has been drunk.

As a rough guide, for an 11 stone man drinking one pint of beer (2 'units') quickly on an empty stomach, the alcohol content of his blood will rise to a peak of 30mg/100ml after about an hour: it will then reduce at the rate of 1 'unit' (1/2 pint beer) per hour. Another pint drunk quickly after 2 hours will again increase the level.

This is an idealised picture as rates of absorption vary so much.



The elimination rate is more predictable at 1 'unit' per hour: so the only sure guide to being free of alcohol is to calculate the number of hours from the time of drinking on this basis. This may take several hours: someone who has had a heavy drinking session during the late evening may still be over the limit when he goes to work at 7am the next morning.



## ALCOHOLIC CONTENT OF DIFFERENT DRINKS

	Volume of alcohol	Normal English measure	Quantity of alcohol
Beer or cider - ordinary	4%	1/2 pint - 284ml	11ml
	6%	1/2 pint - 284ml	17ml
Table wine	10%	glass - 125ml	12ml
Port, Sherry, Vermouth	20%	Glass - 50ml	10ml
Spirits (whisky, gin, vodka etc)	40%	Glass - 25ml	10ml

Scottish measures of spirit are 20 per cent greater than English ones: measures in Northern Ireland are 50 per cent greater.

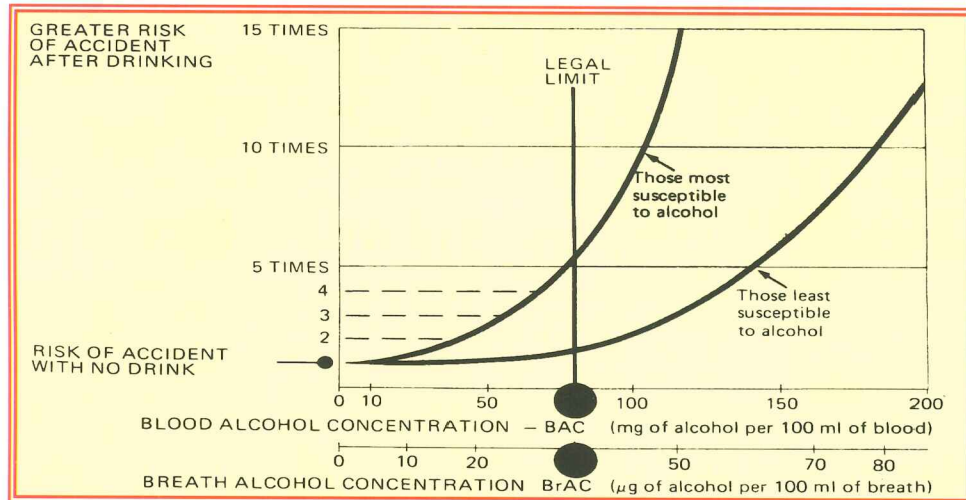
Measures in the home are frequently more generous than any of these. Comparing **NORMAL** measures, the following are roughly equivalent.



Each of these equals 1 UNIT



## RISK AND ALCOHOL LEVELS



## FACTORS WHICH AFFECT ALCOHOL CONCENTRATION

The more alcohol a person drinks the higher will be the maximum blood/breath alcohol concentration. Other factors are also important:

**TYPE OF DRINK:** The most rapid absorption into the blood occurs with drinks having about 20% alcohol by volume, such as sherry or gin and tonic. Less concentrated drinks such as beer or cider are absorbed more slowly.

The slower the rate of absorption, the lower the maximum blood/breath alcohol concentration.

**TIME:** Alcohol is eliminated from the body at a rate approximately equivalent to half a pint of beer or a single measure of spirit each hour. If alcohol is consumed at a greater rate than this it will lead to increasing quantity of alcohol in the body.

**STOMACH CONTENTS:** The presence of food in the stomach, particularly fatty substances, slows absorption of alcohol and so lessens the maximum blood alcohol level attained.

**BODY WEIGHT & FATTY TISSUE:** Absorbed alcohol is distributed by the blood and mixes evenly with the water in the body, and will, therefore reach a higher blood alcohol level for a given consumption than would a heavier person. Women average proportionately more fatty tissue than men of comparable weight; so for the same amount of drink they will reach a higher blood alcohol level.

## THE CONSEQUENCES OF DRINKING & DRIVING 2 CONVICTION OF OFFENCE

- Legal Penalties:** ● Minimum 1 year's disqualification from driving (first offence) plus fine up to £2000.  
**Other penalties:** ● Increased insurance costs. ● Inconvenience and increased costs of travel.  
 ● Possible loss of livelihood (professional drivers).

### DRIVING AFTER DRINKING...

Ideally don't drink and drive: even small quantities of alcohol can impair performance. Wait until all alcohol has been eliminated from the body. **Sensible guidelines to follow are:**

- DO NOT DRINK ON AN EMPTY STOMACH.
- DRINK SLOWLY AND LIMIT THE AMOUNT YOU DRINK TO NOT MORE THAN 3 'UNITS'.
- EAT WHILE YOU ARE DRINKING. ● STOP DRINKING ALCOHOL SOME TIME BEFORE DRIVING.

**REMEMBER:** ● Elimination of alcohol cannot be speeded up: coffee may keep you awake, and make you slightly less impaired, but it does not reduce the alcohol level.

- Self-testing shortly after drinking is NOT reliable: it takes time to reach the maximum blood alcohol level.

### TRANSPORT AND ROAD RESEARCH LABORATORY.

If you have a query, or topic on Road Traffic Legislation, why not contact **Mike Crewes**, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN (replies require an SAE), or email: [mikecrewes@standard-triumph.com](mailto:mikecrewes@standard-triumph.com)



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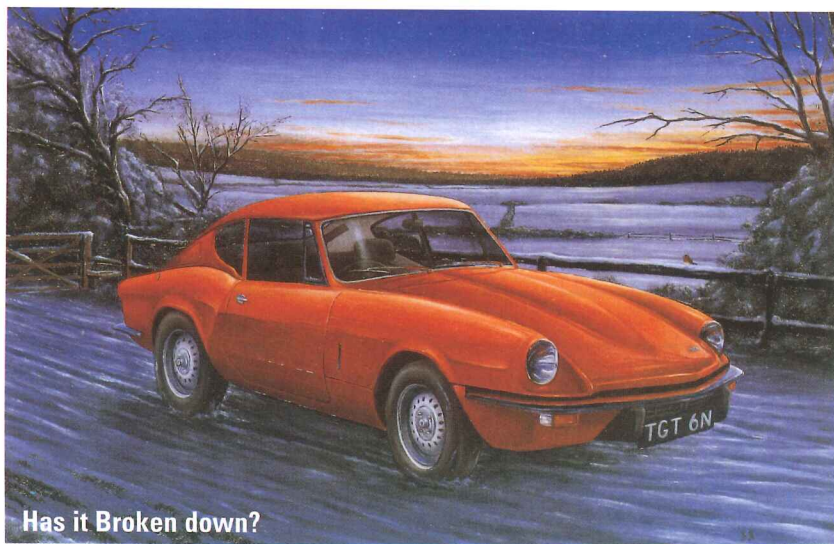
# Christmas Break - Down?

By Colin Lindsay

**"Hark, what light through yonder window breaks? It is the dawn, and I've been working all night in the garage again ..."**

**S**hakespeare would have been a great mechanic. Mind you, so would Coleridge, with his "Rhyme of Ye Ancient Triumph" - 'It is an ancient GT6 and it starteth once in three ... " Seasonal

Christmas cards which I bought some years ago and duly despatched off to all and sundry with even a remote interest in things GT6, showing a red MkIII surrounded by snow and icicles and all things Christmassy. One of the first recipients just had to point out that it's a beautifully drawn rendition of a GT6 - broken down by the roadside! All that is missing are the driver's footprints as he trudges off home ... surely Triumphs don't break down, do



Has it Broken down?

greetings from Northern Ireland to you all, in the time of year where the gas heater starts to earn its keep in the Lindsay garage and a warm fire beckons ever harder, and I become really glad that my car has a proper roof instead of one of those canvas things... anyone whose heater isn't up to scratch, flush it out now, the worst is yet to come!! I have the remains of a lovely set of

they? Anyone had any Interesting break-downs? I left you last month in almost total despair with the sound of grinding metal and the sight of billowing smoke where there should have been overdrive happiness. I fitted the overdrive box to the engine, refitted and refilled all the necessities, and when at last the engine did run, it did so for about 90



Gearbox Over stamping

seconds and then ground to a halt, to start no more. A quick check revealed white smoke coming up past the push rods from the lower end of the engine. Can you guess the reason? The gearbox I'm using is sound, although the overdrive is an unknown quantity in terms of actually working. I bought it as a six cylinder gearbox, believing that with a GT6 MkI using an almost standard Triumph 2000 engine, any box at all coming from a six cylinder should be a straight fit. My trusty John Kipping catalogue let me down on one point, though - the identification number isn't listed. If you look at the picture, you'll see the original number commencing with WE; this has been chiselled out and over-written with a number commencing with GR Indicating a factory rebuild at some point in its history. This in itself didn't concern me; I compared both

gearboxes for size and mountings, and they were both a perfect match except for one small point which I didn't notice ... The gearbox was fitted to the bellhousing and with the help of a friend, offered up to the engine and fitted in place. In my own defence - I was the one inside the car .... bellhousing bolts tightened, all ancillaries fitted, start-up and ... seize. Solid. The gearbox had rotated sweetly in every gear out of the car, so I suspected the engine and a probable recurrence of the old malady that used to break rocker arms with monotonous regularity. I couldn't even turn the engine at the pulley, so starting at the too, I dismantled the engine. Rocker assembly, water pump, starter, head, all came off and we were still stuck solid. The engine had to come out. There's bound to be a joke somewhere: "How many

**Ulstermen does it take to remove an engine?"**

I did it on a static chain hoist by the simple expedient of raising the engine enough to clear the suspension turrets, then sliding the car sideways out of the way. Once free and clear the engine still refused to turn, while the gearbox rotated freely as usual. I removed the sump and saw nothing out of the ordinary, except for a few splashes of what looked like solder splashed around the inside of the block. What to do? By now word had gone out on the jungle telegraph that all was not well chez Lindsay and I had a phone call from Club member and GT6 aficionado Alan French in sunny Donaghadee. Alan is well known over here not only for his devilish Tulip rallies and indoor barbecues but also for his knowledge of things mechanically Triumph. He asked two questions - what car was the gearbox from, and did the bellhousing and engine fit flush when joined? Of course I hadn't seen and couldn't tell, but on Alan's advice I went out to the garage, took a hammer and a lump of wood, put the wood over the pulley end of the crankshaft, and whacked it with the hammer. It worked! The engine was free. Can you guess the problem? The input shaft on the new gearbox was one inch longer than the old.



Thrust Washers Damaged



When fitted together, the bellhousing and block had mated only because the bolts had drawn them together; however, the input shaft forced the crankshaft further and further forward

down and following Alan's advice, inspected the thrust washers. My engine has been fitted with one standard size and one +0.005 oversize and the latter was in a mess. The crankshaft itself was quite badly marked and I feared the worst, but by using a straight



Minimal Scoring was tidied up

edge held at right angles against the face I rotated the flywheel and found to my relief that most of the debris came straight off leaving a clean surface behind. Minimal scoring was tidied up with judicious use of wet and dry. This was a move that I suspected was a home botch and liable to lead to future problems but lo and behold,

jamming it against the thrust washer. There was no way this engine was going to turn under that sort of pressure, and so it seized - but what damage had I done? Once I had fitted the engine to my engine stand I was able to rotate it upside

Practical Classics magazine carried an article on this practice the very same week! I replaced the thrust washers with the same size as removed - a set of four cost £7.50 odd - cleaned up the inside of the block, and since. I can't detect any other problems - yet - rebuilt everything back on. I'll keep my fingers crossed - the same



Lynn and David Gilding's MKII "TIGGER"

copy of Practical Classics claims that things go wrong with a direct proportionality to how difficult they are to replace ...

In August's issue I featured Stafford and pictures of the GT6 which particularly caught my eye there, and lo and behold, not only has one of these same been featured in 'Classics' magazine of November past, but I've received a letter concerning the car - the lovely metallic MkII, CPU 9G, known to its owners, Lynn and David Gilding as 'Tigger'. Tim Morgan of 'Classics' was as Impressed as I was, and it's hard not to be on seeing the car in the flesh. And I never even got to drive it! Owned by the Gildings since 1990, the car gave two years enjoyment before terminal body rust - In David's own words: "It was a heap of junk!" - sent Tigger to a barn In 1992, the first of a succession of barns from which it didn't emerge until 1999 in time for the Gildings' honeymoon! Mark Field, of Jigsaw Racing worked on the engine

head and SU carbs, but at the moment it's just a well used GT6 and a familiar sight at the Northants area meetings. Lynn passes on their thanks to all concerned. Looks great, doesn't it? I know a good 'un when I see one... I've had a query from Club member Grant McMurray concerning his MkIII fitted with the 2.5 litre engine, which he continues to overheat despite trying most remedies. Grant is Interested In fitting a modern radiator to the GT6 In an attempt to give better cooling - so what will fit? Is there a straight - or nearly straight - fit radiator from a current road-going car which can be obtained from a scrapyard and cure the overheating blues for ever? I'd be Interested In hearing what will fit



'Tigger' is Green Metallic with some of the Green left out!

with valves supplied by Chris Witor; Tony Lindsay-Dean overhauled the gearbox and diff, and Mike and his team at MW Restorations worked wonders on the bodywork, finishing off with the lovely Aston Martin inspired metallic green paint, which Lynn says is actually green with 'some of the green left out ...' I think I know what she means, they do say that there's forty shades of it ... Some day the GT6 will be hill-climbed and sprinted and already has fast road cam, ventilated discs, a ported

the GT6s' confined bonnet space, particularly if there is a straight-fit electric fan connected too!

So that's it for this month - the IVRs are flooding In along with some great pictures which will feature regularly as space allows; after all - I can't rattle on forever!!

Happy Christmas to all!

Colin





# 15 Minutes of Fame!

By Derek Giles

It's that time of the year again when most of us start to wonder if we have covered all of the Christmas gifts on our list.

Unless like me you send money and let the receiver have the JOY(?) of getting just what they want and NOT more socks or whatever. I guess it's a bit like that when you run a classic car, people give you things they think are likely to fit the bill. Writing this column is akin to this in some respects as I don't always know what you, the

reader enjoy in the way of reading. It seems so far that I am getting it right as I have **NOT** had any adverse views in my mail over the last year, but I am always **OPEN** to suggestions. What would you like in future Couriers? More cars, more technical info., (better spelling would be Bernard's wish - keep telling him it's my typewriter that can't spell); perhaps even a quiz or two? If you have anything in mind please let me know and I will try to oblige. So when you send me your IVRs pop in some ideas for me to work on.

On the subject of IVRs, can I remind you to let me have copies of **ALL/ANY** paperwork you have that is **RELEVANT** to your car, i.e. original Dealer/Factory/ BMIHT certificate as these help widen the scale of the scheme and also helps me if I decide to do a write-up on your car. If at some later date you get this info, then let me have it to add to your car's file, in other words the IVR scheme will only work to its full potential if you help me.

## JUST WHAT THE DOCTOR ORDERED

Here is a **GOOD** example of what I mean. Darren Groves of



**WEST MOLESEY**, Surrey has sent a copy of his homework and obtained a BMIHT certificate and a DVLA trace and came up with a very good history on his Convertible ULH 926F, with a list of owners going back to 1977. This is when the DVLA took over all vehicle records and as in Darren's case **NO** further (LH in the reg. being **LONDON**) because records were destroyed, still worth having as it shows some interesting subject matter.

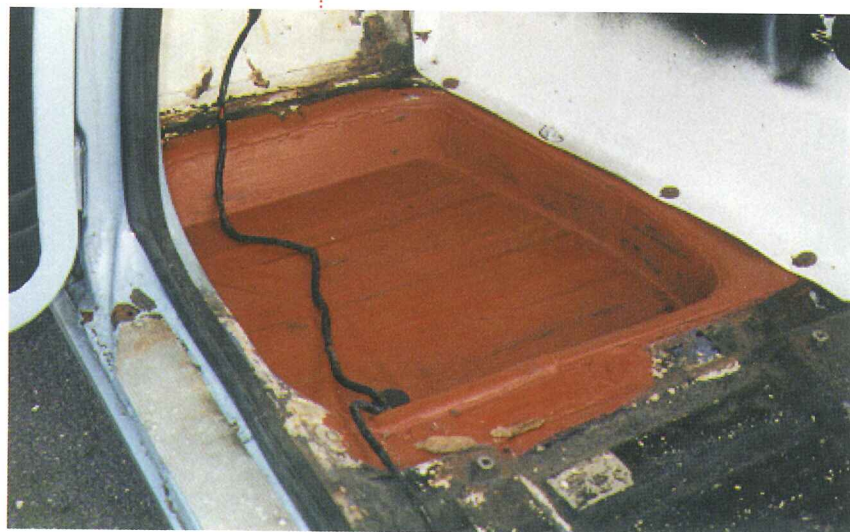
Firstly the BMIHT revealed that his Wedgewood car started off in April 1968 as White when it left **CANLEY** for Berkeley Square Garage W1 in May to be sold on the 16th.

The DVLA trace shows some 11 known previous owners, going back from the present day Darren since 1998/to 98-96 in Berks/to 96-95 Berks/to 95-88 Hants/to 86-77 in London. The first person on the list of owners turns out to be a lady doctor who to some of us older owners will be almost certainly a household name and perhaps still recognisable to you all (Germain Greer).

We all have our 15 min of fame as they say (I wonder if that goes for our cars too?).

See what you can discover if you try and let me know!

Darren has slowly been improving his car over the time he has had it, as well as driving about 2000 miles in two months recently (between company cars) it not being his regular transport. Things done include new footwells, welding to 'B' posts boot and under rear seat. New wiring harness, re-con carb, 4 synchro gearbox, alternator. Plus suspension overhaul, new cross drilled discs/kevlar pads and S/S hoses. The pictures show some of this work plus the car in general Nice one Darren and many thanks for the history.





## What does IVR stand for?

INTERNATIONAL VEHICLE REGISTER is the simple answer, so why are there **SO FEW** cars from other areas of this planet on the Register? I know, if you take into account that **ONLY** about 67,000 13/60s were built between 1967 and 1971 (not I think including any KD kits) not many by today's standards, surely though **SOME** must reside outside the UK. **YES**, I do have some continental cars (10 at the last count) which represents about 2.5% of the whole (410) Register. I do though, feel sure there **MUST** be more out in the wide blue yonder, so why not make it part of your **NEW YEAR** (2002) resolution to send in an IVR to the Club (does FREEPOST work from outside the UK?) and get your car on the list. A photo and some info will get it In the Courier for sure - **DO IT NOW**.

MARTIN LE REDON, FRANCE and NEATH ABBEY, Wales, who sent in their IVR in July together with this photo. They feel sure that the car has been French Registered since new and asked me if I could throw any more light on it. I am not sure I was of much help to them as all I could do was send them a Heritage enquiry form and not much else. If there were **MORE** cars like this on the register I could perhaps use their details to extend the scope for identifying **EXPORT** cars, other than by the Comm No. Suffix, How on the other hand you would go about doing an owner/history trace for a car like this I don't know (do other countries have a system like ours?). So if any world wide owners have done their homework and obtained details of past owners **PLEASE** pass on your findings to me. I am always looking for ways to broaden the scheme. Thank you to Peter and Paula for their IVR and photo, and I hope I was able to help a little with your enquiry.



## French Connection.

One such car is that of Peter and Paula LEE of ST

CHEERS for now and have a wonderful **CHRISTMAS**

*Derek*

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# NAF the Herald

By Bill Davies

To many people, owning a classic car is a passing phase.

A car owned by a single man (or woman) often it then becomes irrelevant as life changes and families are started. Others buy a classic car as a retirement project and to remind them of a time when vehicles like ours were more commonplace. Then there are those of us who have "Herald" running through every bone, just like it says "Blackpool" through a stick of rock - people who can never imagine life without a Herald lurking somewhere in the back-ground. Andy Brooker has owned NAF 738 F long enough to fit into this category, though I'm sure that when he bought his Herald back in 1985, he never expected to own it all these years later. Andy says: "I bought NAF in August 1985, my first car, and the



Ouch! Triumph Herald One, Mercedes Nil!

ubiquitous old banger. I wasn't in the market for a Herald, I just knew that I wanted something other than the Mini / Marina / Escort / Avenger everyone else was buying. I took the train to Felixstowe from Ipswich where I was living and bought NAF from an equally young man who had just replaced it with a Capri! On the way home

I learnt that:

- a) the passenger door flew open on roundabouts
  - b) the speedo needle was missing
  - c) it overheated if driven too hard (about 50mph)
  - d) the rust helped it go faster due to weight reduction!
- I became a frequent visitor to the local scrappies and learnt the joys of filling, spraying and



Final preparations.

bodging repairs. In around 1987 GB Sportscars advertised a convertible back end (for I think about £300). I hitched up the scout minibs trailer behind the Herald and set off down the M25 from Enfield at 50mph flat out. I borrowed a cheap spraygun and a pretty dodgy welder, hey presto - it's a convertible. After a few years, it was apparent that the engine was completely knackered and a replacement engine must be found. An MG driving friend had a Spitty he was scrapping. £100 later and an engine (with poke) was fitted. How much fun it was to be able to keep up with Fiat Unos and 850 Minis. 1989 I moved to Shropshire to pursue a new career, the Herald gained an overdrive to cope with the runs to London. Forward to 1990 and my new girlfriend travels to London with me, Merc pulls out, AA takes us home. Police decide to prosecute the Merc driver for driving without due care and attention. The 3 year old Mercedes is written off (back axle shoved under the car, dents in doors, rear wing.....) The Herald has a badly bent front end. Her insurers deny responsibility. What to do? No problem thinks I, I will buy a rotten old Spitfire and run it for a few months, my insurance policy has legal protection, it will soon be

sorted. Two years later and an offer of £300 from her insurers and my insurer takes over from the decidedly dodgy solicitors. Three and a half years later, all is sorted and a cheque for £1100 is banked. Body restored and resprayed red. Looks lovely. I change jobs again and buy a house, so the Herald starts a career as a carpenters van, carrying all my tools and covering 600+ miles per week for two years. One night the overdrive burns out the loom. I bought a cheap Subaru and gained a wife, the Herald rested outside for two years. Eventually we built a garage and then the kids arrived. Having covered an estimated 70,000 miles in my ownership, I decided that the completely rotten shell should be rebuilt, complete with rear seatbelts and





Restored once more.

*inertia reel front belts. I've just had it MOT'd after it's second rebuild. My wife tells me that I smiled all the way home from the MOT garage. NAF is not the most original*



Family life IS compatible with Herald ownership!

*car ever, but it is the most fun car I have owned. I drive a van for work, so every minute spent in the Herald is worth every hour spent restoring it."*

Andy's comment about doors opening on roundabouts brought a smile to my face - back in 1990 I nearly lost a girlfriend as the door flew open on my convertible while I rounded a hairpin bend on the Gower peninsula! Needless to say that relationship didn't last.

Nowadays, my passengers always get a pre-flight briefing about not leaning on the doors, particularly in the Heralds without seatbelts.

## Parts Wanted

While parts supply for most Heralds is now very good, I still get plenty of enquiries from owners who are looking for elusive bits to complete their early Herald restorations. The recently produced windscreen seals for Coupes and 948 Convertibles have prompted several requests for the wide stainless trim that is used with these seals, many vehicles having been previously rebuilt using improvised seals without the trims. Now there's never going to be sufficient demand to manufacture these trims, but there must be a few second-hand items tucked away in corners of garages. Get in touch if you have any of these surplus and I'll be happy to put you in touch with those who need them.



# JOT 937L

By Sue Bayliss

## JOT'S Second lease of life!

I bought JOT on the 1st October 1972 and drove her out of the showroom with five miles on the clock. She lived on the streets of London for fifteen years and even though we did over 100,000, she never let me down once. Finally, as she started to look like Jaws at the front of the bonnet, I had to make the decision to sell or restore and as she had found me a husband (Dave), and she and I had been together so long, I decided to embark on a chassis-up restoration.

I don't intend to bore anyone with the details of the many years that followed; suffice it to say that we have had some very good times and some very bad times at the hands of some cowboys in the Swindon area. In the early stages of the work we were intending to install a Dolomite 1850 engine but plumbing in the exhaust system caused major headaches and with the possibility, then, that 4 star fuel would disappear completely (this obviously did not happen), but we didn't know that then, we decided we should go for a modern engine and that is why JOT now has a 1800 Ford Zetec under her bonnet with a 5-speed Ford gearbox. Not very Triumph, I hear you say, but looking at her she still looks like a MkIV Spitfire. As you can imagine we encountered some problems with the installation, mainly the ancillaries, but John Yarnell of JY Classics came to our aid. He fitted us into his very busy schedule and was so diligent in doing all the necessary work to get JOT back on the road - **WE WOULD DEFINITELY RECOMMEND HIM TO ANYONE**



On the Seafront in Bournemouth after completing the Bath to Bournemouth Classic Car Run

## HE CERTAINLY KNOWS HIS TRIUMPH SPITFIRES.

On 12th May, I collected JOT from JY and drove her to the South of England Meet - our first TSSC event with a Club car for many a year.

I am taking things gently at the moment as the engine is running in but the potential power is there (approximately 120 BHP) and the TSSC stainless steel exhaust system complements this well and with new GT6 suspension and up-graded brakes courtesy of

TSSC offers, the car now handles as if it's on rails.

Since going to Leatherhead we have been to the International Weekend at Stafford and taken part in Greenwood Exhibitions Bath to Bournemouth Run.

In October we are joining various other classic cars and owners on a French trip.

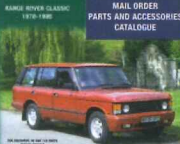
I am now looking forward to another 100,000 miles of motoring which should keep me going at least until I get my bus pass!



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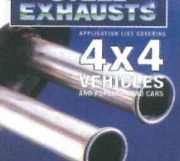


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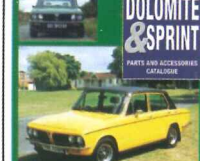


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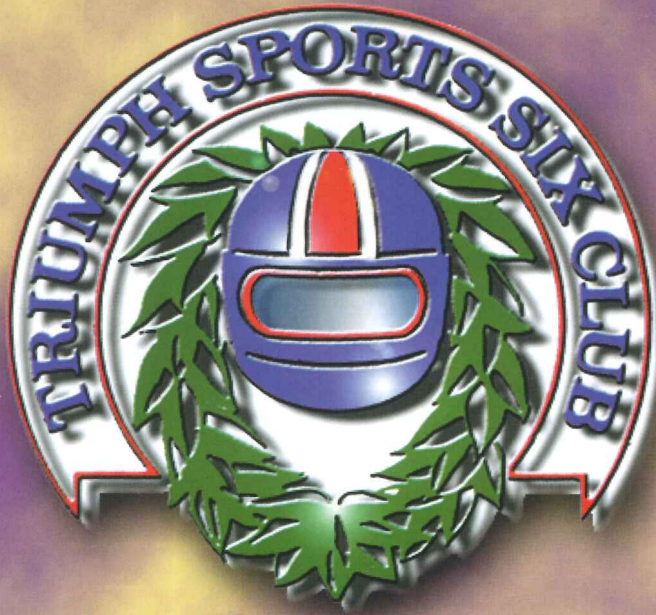
# herald

PARTS AND ACCESSORIES CATALOGUE



76 PAGES





TSSC  
Race Champion 2001  
John Thomason  
&



Congratulations John on  
Winning in your first Full Season

The Silver Bullet





Hi!... this is still  
so strange after all  
these years!



By Mac Reynolds

Register

**S**easons Greetings! (I'm writing this in October !!)... so, you win some, you loose some !... tomorrow we are off the the big city (London) Sue has a course there on Friday, then we intend to browse the travel agents to find a warm (not hot) spot!... but just in packing /excited mode, I have just dislodged a crown, so now with wobbly tooth, the first visit in the morning is the dentist! Ow! (not sure if that will be for me or my wallet)... so there you go! all adds to this tapestry of life!

So what has developed over this past month?... my printer is still non operative, even after several 'Flying Doctor to Wollambulla base' phone calls and discs from Lewis... but on the up side I have had a few responses to my request for info on 'Heated rear windows'... to begin with I will start by saying that I have spoken to Rimmers re

the entries in their catalogue for, Heated rear window switch part No 156467, and the Heated rear Window part No 571380 both are N/A and have been for some time (if ever ?)... so I drew a blank there... But... and a big but... if you look in the Vitesse MKII Parts catalogue (page 88) you will see listed a 'Backlight Heated' with the words 'Special Orders' opposite... so they were available from new ! and the following members have e-mailed me **(BRILLIANT! THANKS!)** to let me (us) know of their's... the first comes from Nigel Martin (Oswestry)... *"My first Vitesse had one of these when I bought it in 1975. It was made by Triplex as far as I can remember. The elements were embedded in the glass (not on the surface as in modern ones) and ran vertically down the middle two thirds of the window; in fact they were very fine wires that were only just visible. The switch was mounted below the dashboard and was one of the standard Lucas illuminated push/pull switches. The window was very efficient, I presume it was a Triumph option. The Vitesse in question was a Cherry Red MKI 2 Litre Saloon with overdrive a sunroof and black interior; Reg, PXC 10E, unfortunately the car ended in a ditch on The Isle of Lewis in Scotland, after swerving to avoid a sheep in 1980, the car was taken to a garage in Tarbert and was a write off! I often wonder if it is still there... if so it had a newly rebuilt engine and a rebuilt gearbox!"*

*My current Vitesse which I have had for nearly three years is a MK2 Convertible, overdrive, Sienna Brown, light Brown interior and a Black hood; Reg, SDO 195J, it is very original and my pride and joy, I use it on good days for my 12 mile commute to work and for pleasure."*... Thanks for that Nigel... the second response comes from Paul Morris... *"I recently purchased one of these from member Dave Hawcroft. He told me that it was on his car when he purchased it, second hand of course, complete with the period switch. The screen is by Triplex, and of the modern type with the wires very fine and running vertically, buried in the glass, I have seen the same set up for example on the front screen of current Mondeos. Unfortunately my example does not work despite careful attention to the wiring where it enters the glass laminate. Looks from the cooked wiring as though when it*

# Heated Backlights . . .



Ian Preece's Vitesse - looking good in Black

*did pass current that local overheating in this area was a weakness. Like other Herald / Vitesse owners, I think it is a desirable item for the rear screen as the ventilation in the back of the car is poor "... Thanks for that Paul... it really is great that members do respond to My/Our requests for information... and finally (on this topic) Thanks to Jonathon Barnes, for information on his white 13/60 reg LOT 952F (which he sold a good few years ago) "the Heated window had been stuck on by a previous owner, and was a rubber rectangle with heating elements, the two connecting leads ran under the rear seat, under each front seat and were connected to the switch under the steering*

*wheel, the switch was a small black rectangle, housing a light, which worked, the rear heater didn't work,... nor did it come off the car when I sold it as I knew it was rare... the car has been seen since as a complete rust bucket! (do I detect a tad of derision there? Mac)... I now have a White Vitesse MK2 OUF 415G which Dick has been trying to get on the register for a long while! I am useless however and have never done so! "... Jonathon, What can I say? It must have taken you several times over the time to write to me, than it would to fill out an IVR for Dick!... do it today and make an ageing Vitesse enthusiast happy!! ... Thanks again for all your information guys... as I*

have been known to say before... we all hold a piece of information that can complete the big picture... so don't delay... write today!... ( You now have a jealous Vit Reg Sec... I want a heated rear window!... or at the very least to see one!!)... as I only have a convertible now, it is a rather pointless dream!...

OK... onto our featured Vitesse (IVR'd at that!) PDE 941G belonging to Ian

Preece (Street, Somerset) who comments that it's finished in a non original colour... now as I don't have the IVR at this stage... and there is no mention of the colour... I can only assume from the photographs that it's black! (am I right?) (Dick, according to his answer machine is 'in the shower'... no comment!)

**( Yes it was White originally now Black, Still dripping! - yours, Dick)...** so, Ian has

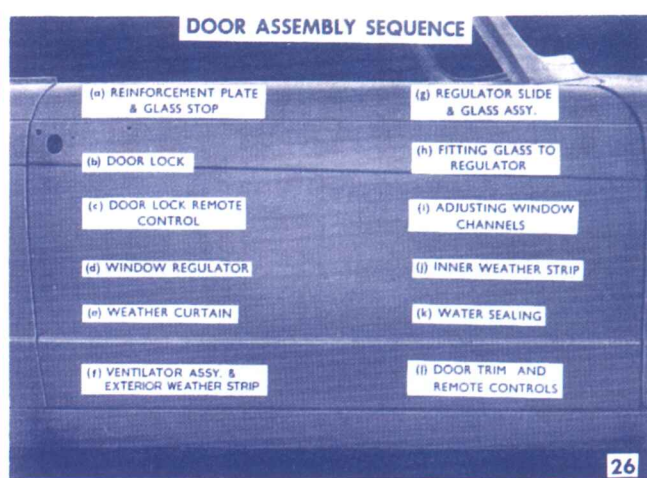
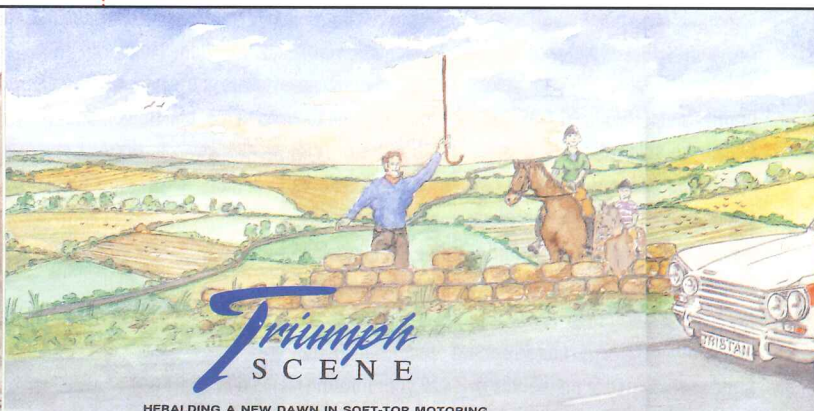
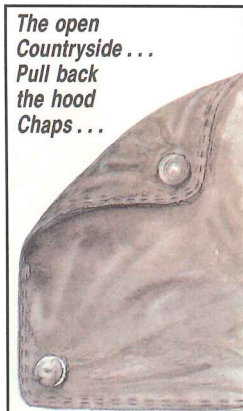




owned PDE from May of this year, previous owners have completed full restorations... and ongoing work, Mileage is just over 84,000, he has done 2000 miles in the last four months alone! The car has just got to be driven! Some more work is needed to re-align the doors slightly as well as fitting of the new accelerator pedal (as featured on the September courier... page 6 )... very nice... Ian's final comment was that he has completed an IVR form... Magic! Thanks Ian... we often pass through Street (visiting Clark's Village) maybe we can co-ordinate a visit at some future date?... that would be good...

Back now to the wonderful booklet that was sent to me by Alan Forde (Co Cork)... the Triumph, Service training notes... (as mentioned last month... Valance adjustment)... I have decided

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 TRIUMPH SCENE  
 FRANKLY I WOULDN'T LEAVE HOME WITHOUT IT!



FRAME 26

### DOOR ASSEMBLY SEQUENCE

It is desirable when carrying out these operations that a definite sequence is followed owing to the restricted space for manipulation of the various components.

- Reinforcement plate and glass stop
- Door lock
- Door lock remote control
- Window regulator
- Weather curtain
- Ventilator assembly and exterior weather strip
- Regulator slide and glass assembly
- Fitting glass to regulator
- Adjusting window channels
- Inner weather strip
- Water sealing
- Door trim and remote controls

to 'serialise' in the next twelve or so registers... the Door Assembly Sequence... starting by Frame 26... the actual sequence itself!... see A to I... and illustration... what an interesting period book this is.... and as I have some doors to dismantle/assemble... it's rather apt at the moment!...

A thought from nowhere... Anyone know if the company producing the

### As Easy as ... 1,2,3!



1 Remove the original roof section by simply undoing 8 bolts, and store in a safe place.



2 Attach the Tristan header rail, frame assembly, rear deck panel and hood.



3 Drive away and ENJOY YOUR NEW SOFT TOP CAR!

for excessive speed is given to the bystander. So much is this the case, where a very forward position is assumed, that policemen invariably add on a few more miles an hour in the case of prosecution, feeling no doubt, sure that such an attitude is only compatible with great speed. The backward position is also wrong, as there is then a loss of power over the pedals and a greater strain upon the arms in steering. The middle position is the correct one, the driver having easy control of his steering, pedals and speed levers, which latter are worked with the right hand.

As "Push" pedals are

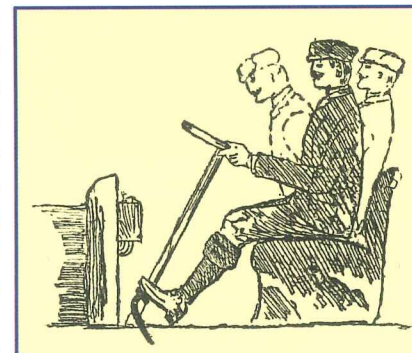
TRISTAN convertible conversions are still going (I think that I may have asked this before ) here is their advertising brochure to jog your memory!?

And... another passage (in time ) from the old 1906 book

### 'The Art of Driving a Motor Car'

#### 'How To Sit For Driving'

The following diagram shows the proper way to sit when driving a motor car. If the driver bends too much forward, not only are the eyes in the wrong position for seeing well ahead on the road, but the idea of straining



now coming into fashion the back of the front seat should not slope too much backwards. In fact the drivers seat should be in any case more upright than the other seats."... See illustration!... amazing how we have progressed (or have we ?)... this book is such an insight to what it was like, how seriously it was taken... maybe we should take a leaf out of their book today!!

Oh! I forgot to mention earlier... (as in an earlier register) did you all see the article in the Telegraph (Saturday 28th July) entitled . "A Triumph over time"... a very positive, pro Triumph write up... I like that bit... 'The most highly prized is the Vitesse two-litre MKII Convertible'... but maybe that is obvious to us... but only if you like convertibles... each to his own... beauty is in the eye of the beholder... on that note... it's getting late, raining outside, I still have to pack,... Have a good Christmas, it's a great time for friends and families to catch up... just do it !

So I will leave you with... "Only by leaving the beaten track, will you smell wild flowers"...

Thanks ....take care .... Cheers ...

Mac

PS A mega thanks is due to Steve Phillips... for sending me some packets of Potato Puffs (Foc)... Magic... Childhood revisited... I was there back in the playground, the tuckshop... sixpence in hand!! I have to apologise at this stage... for the non appearance of me with hair... trying to locate the photo!... so much to sort through! and I didn't want to spoil your Christmas!! you will have to wait for the new year!...

**Tristan** CONVERTIBLE  
 How many times have you wished that your Herald or Vitesse saloon was a convertible?  
 Sunny days, warm breeze blowing by as you drive along winding country roads. There's nothing to compare with owning a soft top car.  
 Well you don't have to wish any more. Triumphscene have developed the Tristan convertible kit which allows you to turn your saloon into the car of your dreams. Using existing mounting points (with no modifications), a few hours and simple hand tools will transform your car. And when winter draws near, you can use the fully weatherproof hood supplied with the kit, or replace your original roof. Unlike owners of factory convertibles, you've got the best of both worlds.  
 Produced from finest quality materials, and to exacting standards, the Tristan convertible is one purchase you simply can't afford not to make for your favourite car.





# Time Capsule Coupé

By Philip Willcocks

This month's article comes from **Michael Moenstermann** in Germany.

International Liaison Secretary

**T**his name will be familiar to many of you as the owner of the works rally Spitfire ADU 7B. Michael is also the proud owner of another works rally car 00M 512R which is the first TR7 V8 works car; a 1964 Morris Cooper S (oops, not a Triumph!) and the fantastic original Herald 1200 Coupe which he describes here:

*When I got my driving licence my first car was a Spitfire MKIV 1500, 20 years ago. Since then I've always had a Spitfire and progressed to the earlier models. I raced*



*a MKI for two years some years ago and in 1998 I bought the works rally Spitfire ADU 7B which is undergoing a full restoration at the moment. I am self employed in a fashion retail business and I am married and have a 8 month old daughter which I try to teach to speak the word Triumph (hopeless at the moment!) I joined the local Triumph club here in Osnabrueck 20 years ago and we are still going strong. We are a local group of the German*



*the London area bought the car in 1978 with a mileage of 4900. He stored and maintained the car very well and when I bought the car it has a total mileage 5084 miles after 38 years. I can't think of another Triumph of this age in such a condition and with such a very low mileage.*

*Spitfire club now (about 300 members) where I am doing some publicity work. I bought the 1200 Coupe after it was advertised in The Courier in 2000.*

*The car was first registered on 24th October 1963 for a Mr. Higgins from Twickenham. He was a clocksmith and he added the two clocks to the dashboard. The car had the 500 miles service in November 1963 and the 6000 miles service at a mileage of 3340 in January 1966. Sometime after that the owner became ill*

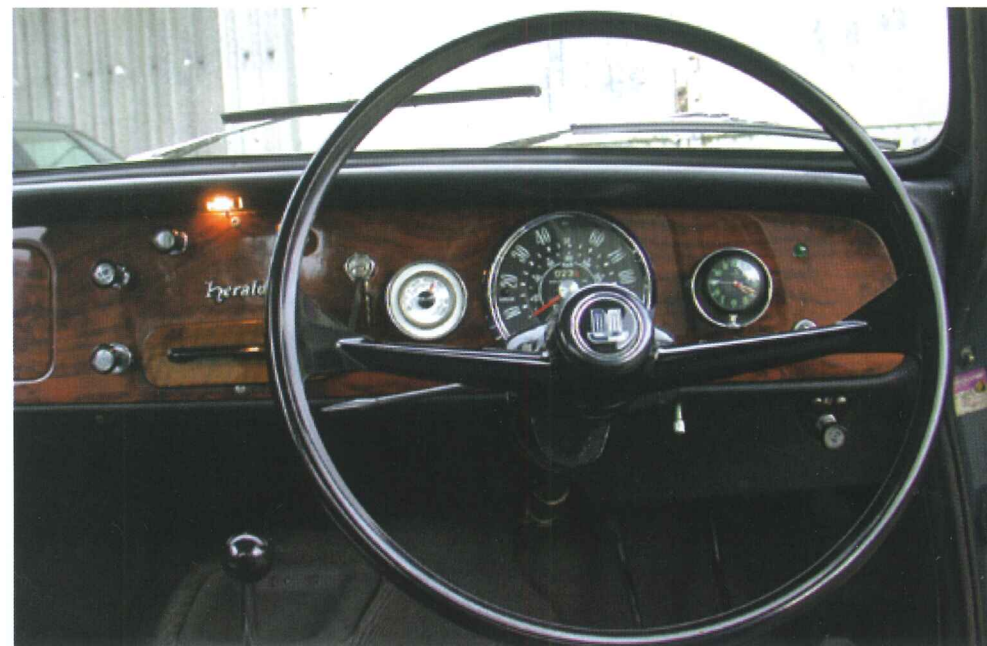
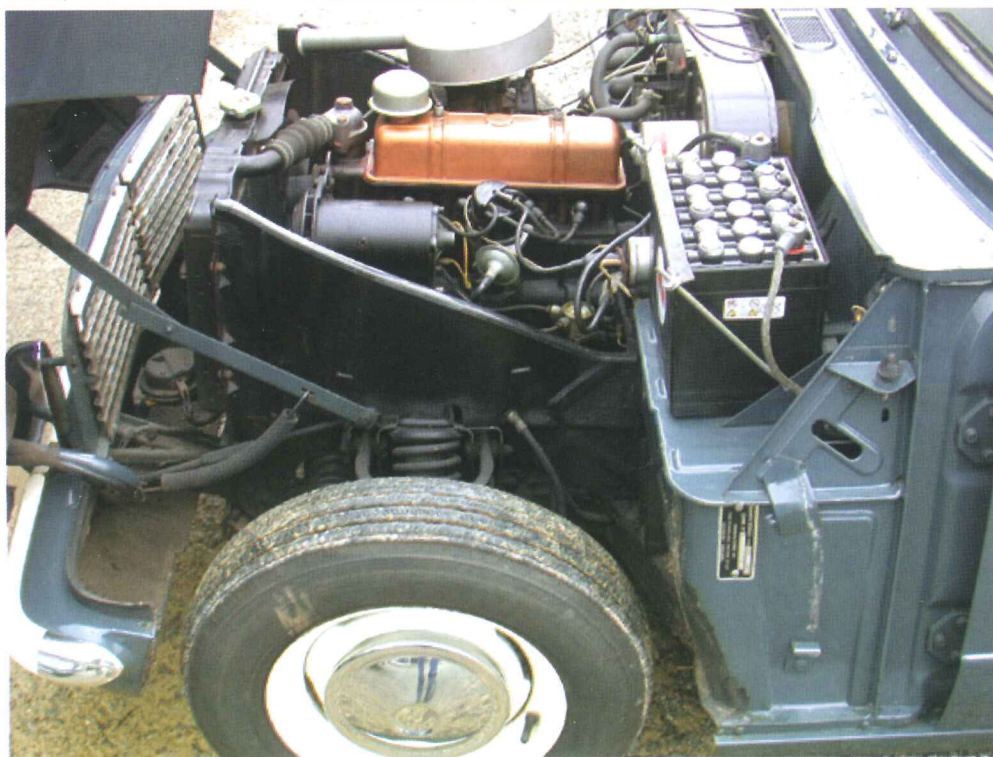
*and died in the early 70's and the car was stored by his family. A car enthusiast from*

*When I saw the car for the first time it was buried under sheets in a garage in the*





outskirts of London. Normally a car seller is always over-enthusiastic about the condition of the car he wants to sell, but the Herald was in amazingly original condition. Except from maintenance items like the battery, spark-plugs or contacts the car is in perfect original condition. I am still checking the details but I can't find a nut, bolt or clip which has been replaced. The paint and interior have no marks on them at all, it must be kept and maintained very well because I can't find any signs of wear, even all the rubber seals are in as-new condition. The steering wheel is shiny black as it was never

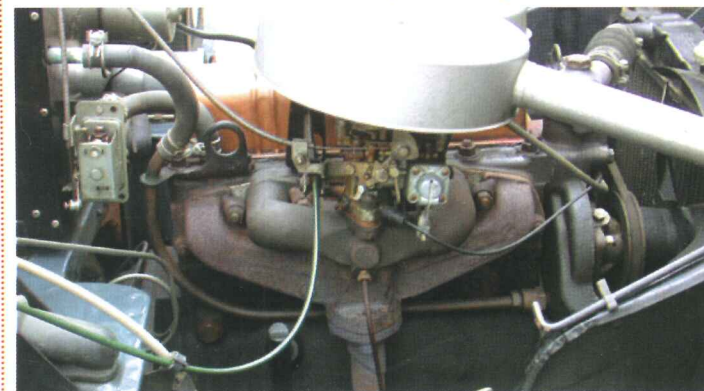


touched. It still sits on its first Dunlop crossply tyres and drives like a new car. I acquired lots of paperwork with the car, handbooks, servicebook, vouchers and the original Triumph keyfob which is really a beautiful item. I



found in the glove box a shopping list that seems to be from the 60's. I just changed all the fluids and made some

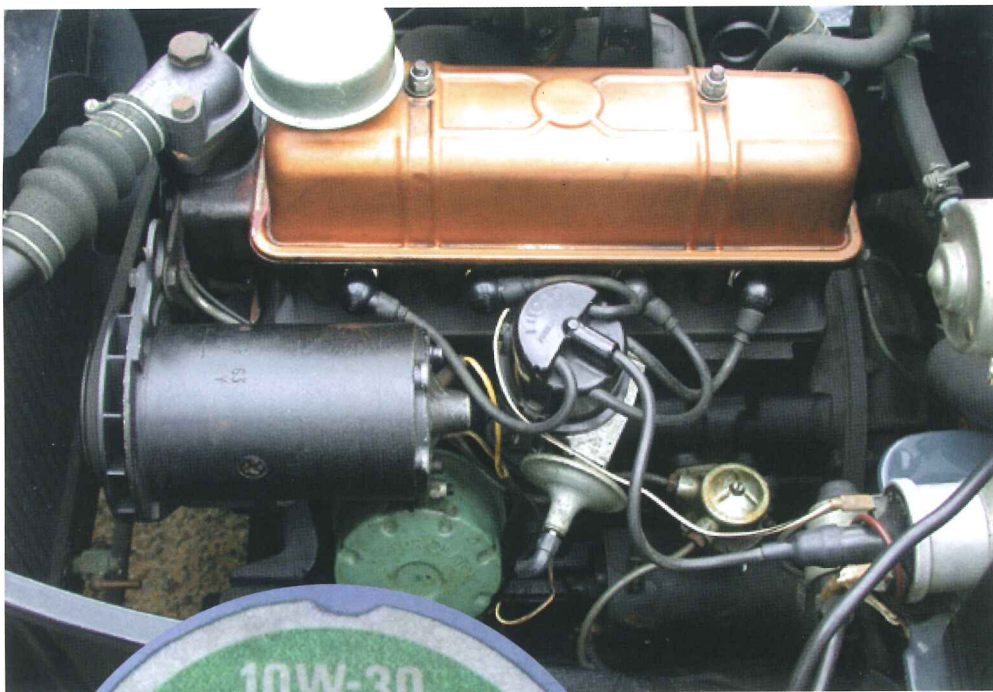
not to register it here because this would now require some alterations like headlights, mirrors and hazard warning equipment which would spoil the originality. For now I will



adjustments and the car past the MOT with no bad remarks.

The car is now in Germany and I decided





overhaul  
the brake  
hydraulics and go  
for some new Dunlop  
crossplys soon to keep it in a safe  
driveable condition. I can't imagine that  
all the brake seals are still perfect after  
38 years although everything is working  
properly. Compared to Triumphs of the  
late 70's the build quality of the car is  
very good.

Thank you Michael, the car is a combination  
of two-tone Gunmetal & Wedgwood Blue  
which is rare, particularly on Coupes. It  
was a real treat for everyone who saw it  
on the Saturday at Stafford this year.  
Unfortunately I missed it but Craig  
Gingell was very enthusiastic about the  
car and said, "The best original unre-  
stored Herald I have ever seen. Carpet  
pile like new. Window rubbers and seals  
great. Nice touches with the extra clocks  
and gauges. I was lucky enough to sit in it, and  
it was like a time capsule." Praise indeed!,

*Philip*



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# Derwent Valley - A French Diary Part 1

By Peter Rose

## 'Who fancies going to France in club cars?'

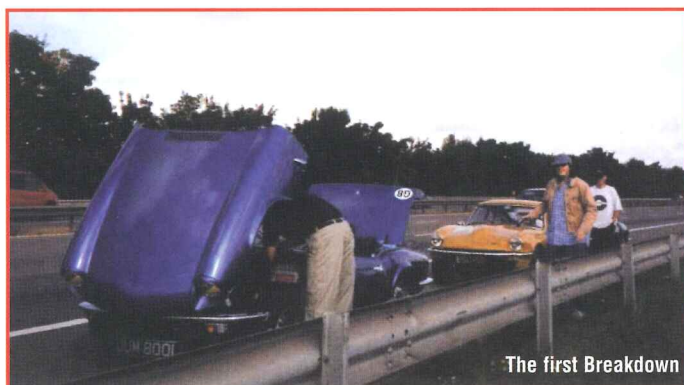
Seems only like yesterday that Pete Rose, AO for Derwent Valley, asked that question. It has however back in January and suddenly our trip to France was upon us. In total 9 people and 5 Triumphs were going to travel the 1400 mile round trip to Carnac in Brittany to stay in 2 static caravans for a week. The group comprised of the following: Pete and Louisa Rose in their Carmine Red Spitfire 1500; Don and Pearl Heathcote in their Saffron GT6 MK3; Kirsty Lovering and Chris Guy in their 'Subaru Blue' Spitfire MK4; Kev and Amy Stubbs in their British Racing Green Spitfire MK4 and an infiltrator from Norfolk, Richard Warner in his Saffron Stag. It was decided that the best way for us all to stay in contact whilst in our convoy was to use CB's and of course have individual handles for each car: Polly for Pete and Louisa due to the amount of pollyfiller found on the car during it's recent restoration; Colonel for Don and Pearl short for Colonel Mustard because of the colour of the GT6; Jumbo for Kirsty and Chris on the account that Kirsty is mad about elephants and their car registration is JUM800L; Queenie for Kev and

Amy or account of their registration starting ERH - Er Royal Highness; Purdy for Richard which was an existing handle. These proved worth their weight in gold. So that's the background, now the diary.

### SATURDAY 1ST SEPTEMBER

We decided to meet at Leicester Forest East Services on the M1 at 9.30 am to start our journey to France with the exception for Richard who we planned

The week before we had chatted between us as to what spares and tools to take. Kev, as it happened had brought a spare coil. Between Kev and Don the new coil was fitted and we were off again. We were now 15 minutes behind schedule. Just pulling off the hard shoulder in the first lane of the motorway and Kirsty's voice was heard again on the



The first Breakdown

to meet at Thurrock Services. So we are off, onto the M1 accelerating away when over the CB we heard 'wait a minute.' 4 Miles into the start of the journey Jumbo has broken down. We are all now on the hard shoulder with Kev and Don looking under Jumbo's bonnet to fathom out what had gone wrong. The car just "died" on the motorway it would not restart, but would turn over. Fault found - the coil was the guilty part. "Have you brought a spare?" asked Kev. Spares. Spares?

CB, back to the hard shoulder. Bonnet up on Jumbo this time is was a loose connection on the distributor to the coil. Fixed, and we were off again - third time lucky. From the M1 we took the A14 through Northamptonshire to the M11, then onto the M25 to Thurrock Services. At Thurrock we had started to make their way to the petrol station when, "Help. the car's not going



Dover Seacat assembly

anywhere. It won't start" came across the CB from Louisa in Polly. Kev to the rescue again.

A push start for Polly to the petrol station did the job. A Push start off the petrol station, a push start onto the Seacat, push start off the Seacat, well in fact a push start every single stop was required.

We crossed to France using the SeaCat from Dover on the 4.00 pm sailing. We did have visions of having to unload the cars so that we did not bang or shunt the exhausts (all of which were close to the ground). Not one scraped exhaust on

destination was a Hotel in Cleon near Rouen. We decided to stay overnight in a hotel so that we could drive leisurely and take in the French air and views. We finally arrived at the hotel at 9.00 pm and was greeted by French speakers only. Pete spoke his best French and found out the restaurant closed in 15 minutes time and that we were in the annex rather than the main hotel. We decided to eat before being escorted to the annex. The Annex, we thought, would be close to the hotel, but we followed Sebastian (from the hotel) around 8 kilometres. It was in the middle of nowhere and in the words of Don

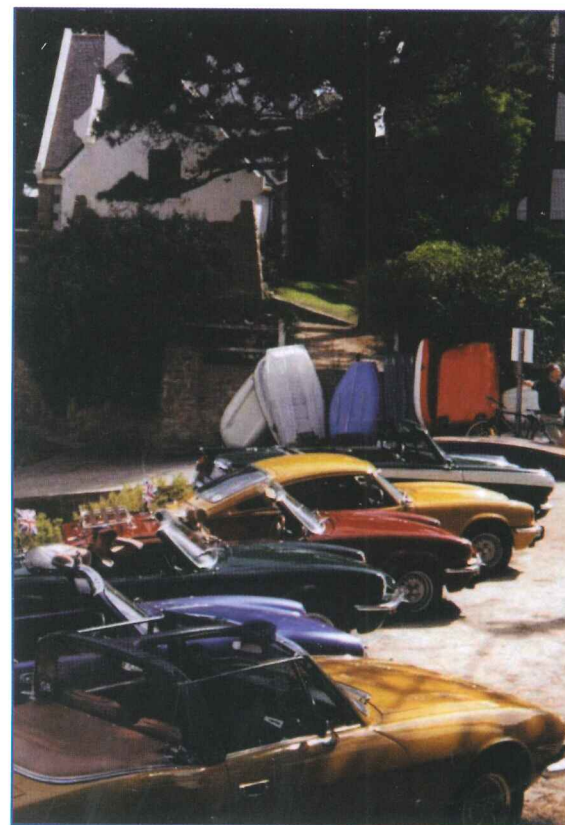
was like an octagon of beach huts with no beach.

The rooms however were just fine.

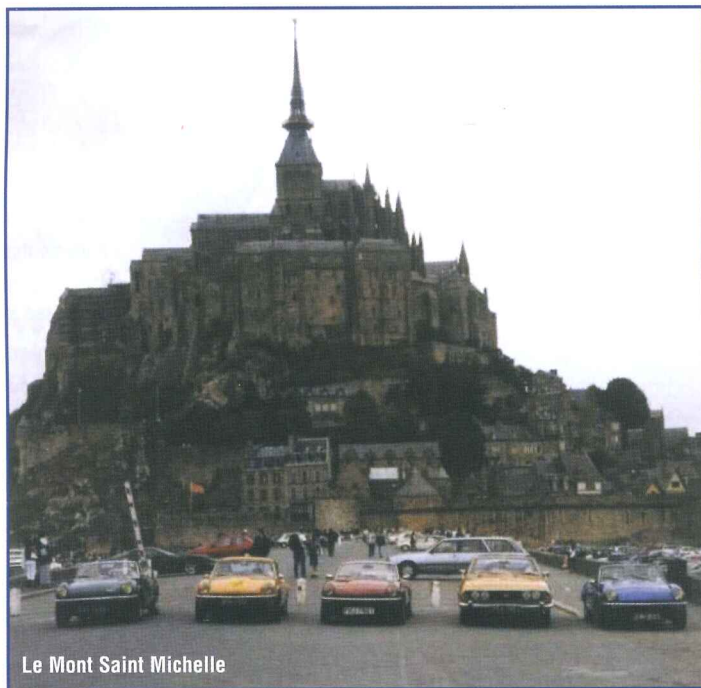
### SUNDAY 2ND SEPTEMBER

We met outside our beach huts at 8.00 am to drive back to our hotel for breakfast. Polly started on her own without being pushed from the Annex and the hotel. We stopped for petrol at a closed petrol station. Don and Pearl were worried about getting to the petrol station on the motorway as the tank read empty. As Polly had plenty of petrol Don took the spare gallon from the boot and suddenly the gauge was nearly up to half way.

Several stops and more push starts for Polly we







Le Mont Saint Michelle

arrived at Le Mont Saint Michelle for our lunchtime stop. We parked all together in the car park and had many admiring looks from other visitors at our cars. We walked to Le Mont Saint Michelle and had a look around the tourist stops. Next stop Carnac. We drove through some lovely French villages again with people we passed admiring our cars. At one point we even saw a white convertible Herald (on French plates) parked outside a house so we all beeped as we passed. One wrong turn and we were going through rather than round Rennes and it was a series of traffic lights. Colonel's temperature began rising in the heat and the needle was verging on the red. An impromptu stop in a McDonalds car park allowed Colonel to cool down. Just outside Carnac, following signs for Carnac, Don took a wrong turn. We decided the best policy was to all sit tight and wait for Don and Pearl rather than go looking for a GT6, which would have been in a hurry trying to find us. Eventually Don found the correct

way and met up with the rest of us 15 minutes later. Going through Carnac Colonel did overheat and Don pulled over with Kev to give it a chance to cool down whilst the remainder found the final destination for the rest of the week. The reps were bowled



Don and GT6

over by our cars and asked why we had come all the way in them to which Richard responded by saying "we had to get here from the ferry somehow". Booked into our respective caravans we all looked forward to a nice cup of tea for tomorrow was going to be a day for mending our cars.

### MONDAY 3RD SEPTEMBER

A bit about the cars that needed to be fixed: Polly, as we know would not start (unless cold). The bendix on the starter motor had ceased so Richard took everything required apart, greased the shaft with high melting point grease as we had no graphite grease, and put it all back together. Richard seems to enjoy working on other people's cars and got completely carried away and proceeded to service the entire car. He tidied up the oil pressure gauge pipe, cleaned out the fuel pump filter,



The Gang with Christine and Philipe and French Vitesse

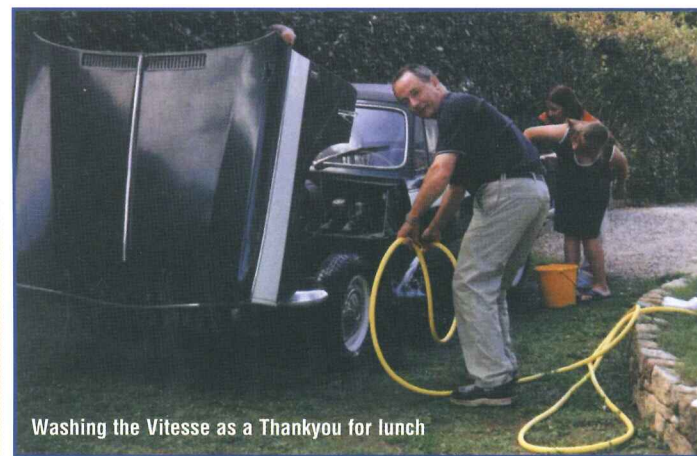
replaced the secondary in line filter, replaced some fuel hose, adjusted the tick over, added some overflow tubes to the float chambers, re-wired the coil power supply, adjusted the Kenlowe, re-set the carbs and was then made to stop while the car still worked. Jumbo (apart from the coil) has a sticky choke and the radiator top hose was loose, which Richard set about fixing as well. Colonel finally had his CB fitted by Kev but declined to move his number plate moved down to allow more cool air to the radiator. Don was sure that the overheating was due to the timing being a little off. Don reset the timing and had no more problems, mind you we never got stuck in any more traffic. Queenie only had a loose wire on a rear indicator.

Finally, Purdy was 100% fit with no problems whatsoever. So all in all the mileage did not take its toll on any of the cars too badly.

When just getting ready for our evening BBQ, a green and white mark 2 Vitesse appeared. The owners and members of the TSSC, Philippe and Christine La Fontaine had seen

Everything else is original. Having admired each others' cars Christine invited us all to her house for lunch on Tuesday. Philippe and Christine said they were planning to come to Britain in the Vitesse to get it resprayed as the paintwork was dull. Unbeknown to them, we were plotting to T-cut and Mer their car at lunchtime tomorrow as a thank you for their hospitality.

### MORE NEXT MONTH!



Washing the Vitesse as a Thankyou for lunch





# Ooops! We've Done it again!

By Neil Hicks

**The Trans Cymru Figure of Eight Classic.**  
Those of you who read Practical Classics, and Classic Car Mart will no doubt have read about the exploits of Bob Randall and I last October in the Trans Cymru Classic (Chepstow to Hollyhead) Rally.

**W**here Bobs' red Spitfire retired with a blown head gasket the first day. Intent on restoring pride, and searching for a little more horse power, we intended entering the Naked GT6, my late Mk3 rebuild project, but although it flew through an MOT only days before it was now suffering some rebuild teething troubles.



Ready for the Start - Just look at the variety of entrants.

With this in mind we resorted to Bobs' current Mimosa Spitfire MkIV. I should point out at this stage that Trans Cymru events are non competitive, and can best be described as a cross between a classic run and a treasure hunt! Dave and Jane Saunders of Triumph Spares of Worcester stopped at just about every Antique shop on the route and finished boasting a new Welsh Dresser! Others pick their car, and are determined to stay in front of it! At the end of the day it is a very friendly, and very, very well organised event you do in your own time, but what fantastic scenery! The type you never

ever see travelling from A to B. So back to the figure of Eight, it all started to go pear shaped on the way to Llandridnod Wells our base for the event, overheating 10 miles short of the start. A Quick stop, a little water, and once again we were heading for the start, the conversation in the cockpit turned to likely causes, with Bob remarking that he never liked that Thermostat!

Plenty of familiar faces greeted us at the Metropole Hotel, from Octobers Rally, with a fresh sprinkling of new ones who we would get to know later. The cars entered vary immensely, ranging from the pretty Austin 7, which if not



Steve Gill to the Rescue!

the fastest car in the rally, did finish in October trouble free! The 1930's Riley, two TR3's, Kevin Hadfields gorgeous 13/60 convertible from Chesterfield, Chris and Carroll Dudley's lovely GT6 Mk2 from Sidmouth Devon, my best pals, I'm trying not to let my GT6 bias show honest! At the other end of the scale we have two 911 Porsche and a monstrous V8 Aston Martin, his biggest problem was plotting the filling stations on route and ensuring he could make it between them!

With a short speech from Robert Morgan our event organiser, and Herald Convertible owner from my home South Wales Area, the

route books were issued and the cars started to depart at minute intervals, the first days drive saw us loop towards the West Wales coast, cross the Brecon Beacons, drop into Hayon-Wye were incidentally Bill Clinton was also visiting, and returning North towards our Llandridnod Wells base.

Only ten minutes out and the temperature is rising! Another watering stop and several offers of assistance from fellow competitors, I said they're a friendly bunch! And we're off again! Climbing into the mid Welsh mountain ranges, the temperature gauge really doesn't like the ascent, Bob and I decide that the thermostat has to go, so next

garage we'll get some jointing compound and ditch the offending article. But first another water stop, fresh top quality Welsh spring water, you'd pay a fortune for it in the shops! But only the best for our Radiator. Next thing you know he's got that thermostat housing off, I thought we were waiting for a garage?... but Bob's having none of it!

Dropping down the lush green mountain side the view is fabulous this is what it's all

about! roof down, only a light drizzle (Welsh Mist) and some of the most awesome scenery in Europe, and the temperature gauge is playing ball to boot! But not for long, inspection shows bubbling in the water system, a sure thing we've blown another head gasket, as Britney Spears would say "oops we've done it again!" on the bright side the car's still running so we take the decision to abandon the scheduled lunch stop at Sennybridge, which is included in the package, and head South East on the Heads Of The Valley Road for Abergavenny. With any luck, and we're not having much! Steve Gill, Triumph Spares of Abergavenny 01873 852751, would be in and able to supply a new Head Gasket.

As we pull into the drive of his converted mill, Steve can be seen enjoying his afternoon off with a little Motor Racing on TV, he's soon out of the chair and up to his arms in oil as he and Bob remove the offending article, refitting brings to light a stripped thread on one of the



corner head studs, a sure cause of our problems! With all refitted and a temporary solution until our stud is helicoiled, we retire to the mill for a coffee, well in the debt of Steve since at least this time we will be mobile for the second day, even if we do have to take it a little easy with the Spitfire.

We say our fairwells and head off to Llandrindrod Wells and The Metropole Hotel our home for the night. Once again in the package is included a four course dinner where

the main hall at Stafford, just in front of the Naked GT6, it really is a nice car and great to see it out and about where it should be, it just goes to show that the majority of these Show Cars and Concours ones are used! We're off again this time North towards Rhyader and beyond to Llandiloes, following a 1934 double over head cam Riley,

coffee! Llandiloes gives way to Machynlleth where many of the cars stop for a saunter around the many tea rooms and Antique shops.

Along the coast we motor through Borth, it really is so nice to motor along empty pot hole free roads, a far cry from those I am used too around Gloucestershire and the

Midlands where I live and work, hang on a minute the temperature is rising again! Bob and I look at each other in disbelief, not again! Another

stop in the cover of some huge Rhododendrum which grow almost like weeds in this area, but provide a fantastic show of colour, shows a split hose as

predicted by Steve Gill the previous day, it looked fine! Steve's perception was almost eerie, but thank god he had insisted in making us take a spare! More of that fine Welsh Spring Water and we're away trouble free to our lunch stop at the George Borrow

Hotel near Llangurig, this is one of the few meals not included in the two day package but all take advantage

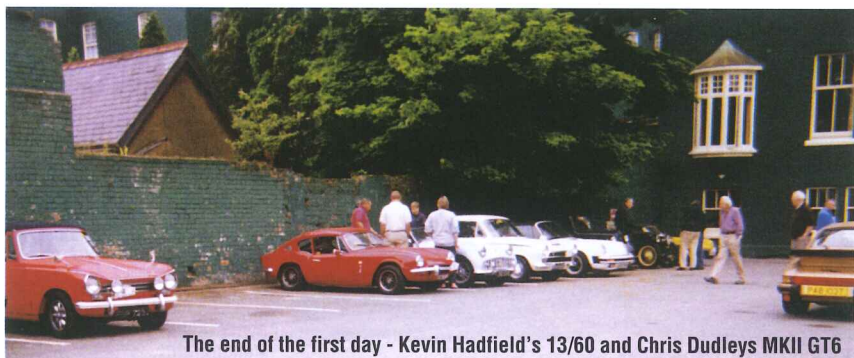
see it's nothing new this technology, it's setting a blistering pace up a very steep incline to summit overlooking one of the most wonderful lakes, no one

all have the opportunity to swap stories of the day's events, predictably most centre on our continuing inability to complete a first day, and heroic endeavours to ensure we're in the second! The meals over, and what good company, the beer's flowing, not too much though we still have the second day ahead!

A full English Breakfast sets you up for the day! Bill and Ben the Head Gasket Men, head off to stir some life into the sleeping 1300, all looks good for the day ahead! Time for a good look around that carpark, at

the first opportunity I had tore over to Chris's fine GT6 Mk2, so this time I made a beeline to Kevin's 13/60 Convertible, a beautiful job! Some of you may have seen it more recently in

can resist stopping in the car park and taking in the view for a few minutes, a good excuse to get the flask out and enjoy a



The end of the first day - Kevin Hadfield's 13/60 and Chris Dudleys MKII GT6



Steve said that hose would split! Spooky!



Who could resist a view like this?



The twin cam 1934 Riley - You try keeping up with it!



AAHH! Chris's MKII from Devon - wish I brought mine!



Lotus Cortina at one of the many lakes on Route

of the hospitality on offer.

It is a short run of around an hour back to Llandrindrod Wells via Rhyader, one of the Porche's a Mini Cooper and that Riley all in sight as we enter the Metropole in precession.

A short speech from Robert Morgan our organiser, a light buffet, followed by the issuing of completion certificates and plaques to all entrants brings the proceedings to a close, an excellent weekend and fantastic way to enjoy the car you love!

Robert has organised several other rallies, The Next being The Christmas Tour on the 9th of December and more events next year starting with the EASTER RUN with some TSSC entries as well as other marques. Robert can be contacted on tel/fax; **01443 815559** all proceeds go to charity.





# Put the Boot in!

By Mervyn Stoneman

No - definitely not road rage  
but the fitting out of the  
Spitfire for touring.

**What progress  
overall?**

**S**ome may recall my  
previous writing  
regarding the renova-  
tion of my Spitfire  
1500 which I have named

the checking out of some 'elec-  
tricity' I am are just about  
there. The MOT and a trip to  
TSSC headquarters to get an  
Agreed Value for insurance  
purposes still loom in the not  
too distant future. But there it  
is, the end is in sight; and at  
that point the members of the  
Devon Area meeting will have  
to find someone else to rib.

**Stowage space**  
Midnight is being equipped as

when we were travelling from  
Shropshire to London down  
the A5 and I found myself  
almost at the East coast. This  
is usually at the point of  
maximum embarrassment for  
me. In my defence it was at  
night and she was sleeping  
while I was losing us. Besides  
why shouldn't a passenger  
earn their keep?

In this car, maps and other  
necessaries for the navigator

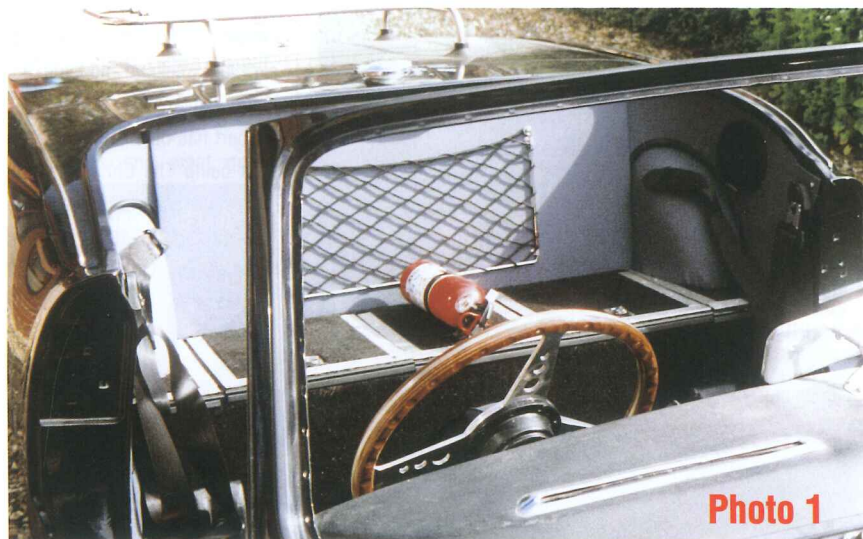


Photo 1

Midnight The rebuilding clock  
has ticked on, a guess now  
stands at something like ten  
minutes to....

Apart from the finishing of the  
headlining for the hardtop and

a touring machine for my  
personal use. I will be happy to  
take a passenger providing  
they are able to accept the role  
of navigator. My wife  
sometimes tells of an occasion

will be stowed in a stowage net  
which was sourced from a  
Mercedes 280 E. This excellent  
item was more usually found  
on the rear of its front seats.  
As those cars were numerous

and are now coming to the end  
of their usual life these  
magazine nets should be  
available to those of us willing  
to ferret around local scrap  
dealers. As it has a lightweight  
chromed frame and is fitted  
with netting - it makes an ideal

originally intended for I have  
emphasised rather than tried  
to disguise their presence.

The luggage rack (photograph  
two) will be fitted with a zipped  
and squared-off sack which  
will be fitted and secured to the  
rack. I have decided to fit the

there are indeed two twigs for my radio. Why?  
Because I like it and I think it looks good I have  
no other excuse.

**Breakdown and stowage**

With touring in mind the rebuilt Midnight will  
be equipped against what might be reasonably  
expected but unfortunate on-the-road break-  
downs. A comprehensive service schedule



Photo 2

fitment for our cars. Fitting is  
by the use of four chrome  
dome headed screws (see  
photographs one and two for a  
view). It is very practical item.

Photograph one also shows  
the finished security lockers  
which I first wrote about as  
long ago as November 1998 in  
Courier No. 221. The finishing  
of these was finally not as was

rack the 'wrong' way round  
because it will aid the fitment  
of the sack with a pocket over  
the upward end and locking  
straps to the front bar. It will  
hold a tent and two sleeping  
bags when touring and should  
mean that the tent can be  
erected without having to  
disturb other things.

Oh yes, for the sharp-eyed,

(Courier No. 246, December 2000) will help to  
prevent this but cannot be a guarantee. I know  
that the roadside emergency services in this  
country can be relied upon for extensive  
mechanical expertise. The age of our cars will  
determine what is or is not reasonable to expect  
them to have in terms of parts. So I shall have  
to carry some spares when touring.

But where to stow them within what is a limited  
bodytub in terms of space?

I have equipped the boot and prepared other



places to provide additional stowage space and there plan to stow items. The space aback of the boot's petrol tank cover and within the rear wing spaces are two such areas. Within the wing spaces items can be stowed without causing rattle if surrounded with bubble wrap. Properly planned these spares should not get in the way during the normal use of the car.

A further consideration must be to determine what it is that I should carry? So I made contact with the experts - The Club itself and in my case the RAC. Between them I should be able to determine what must be carried and what can be expected to be readily available for the Spitfire 1500.

### The Rear Floor Space

Again The Courier (August 1989; No. 110) has provided useful information - on this occasion my thanks to John Jonson his helpful article. It provided me with the basis of the ideas I was to incorporate into Midnight's boot.

What rear floor space do I hear you cry? John has shown within his article that the levelling of the floor across the step at the extreme rear of the boot achieves just that. The addition of a floor extension, making use of ply and blocks of wood, provides a stowage area for small parts which will not be often needed. Spark plugs might constitute such items. To make access to this area easier I have chosen to equip the step with a trim panel which is in two parts rather than John's single panel. It will be less of a hassle to move things around than if a whole width panel has to be moved to gain access.

This is of importance because the step panels are held secure by the bottom of a rear valance trim panel. It is necessary to remove the trim to released to boot space flooring to get at the spares stored there.

So, like John I have equipped the inside of the rear valance with a new trim panel but have chosen to use longer 'through bolts' which pass all the way from the rear number plate. These have inner securing nyloc nuts situated behind

the body panel itself to hold the number plate in position. Then the inner rear valance trim panel is held in place with the aid of small spacers and an additional set of nuts to the through bolts. I am, therefore, able to remove the inner rear

and a Parts Catalogue. Additionally a spares location record and the TSSC 'members' handbook' not be forgotten.

(Incidentally, I have recently received, via the Self Help Scheme, a request for an 'out

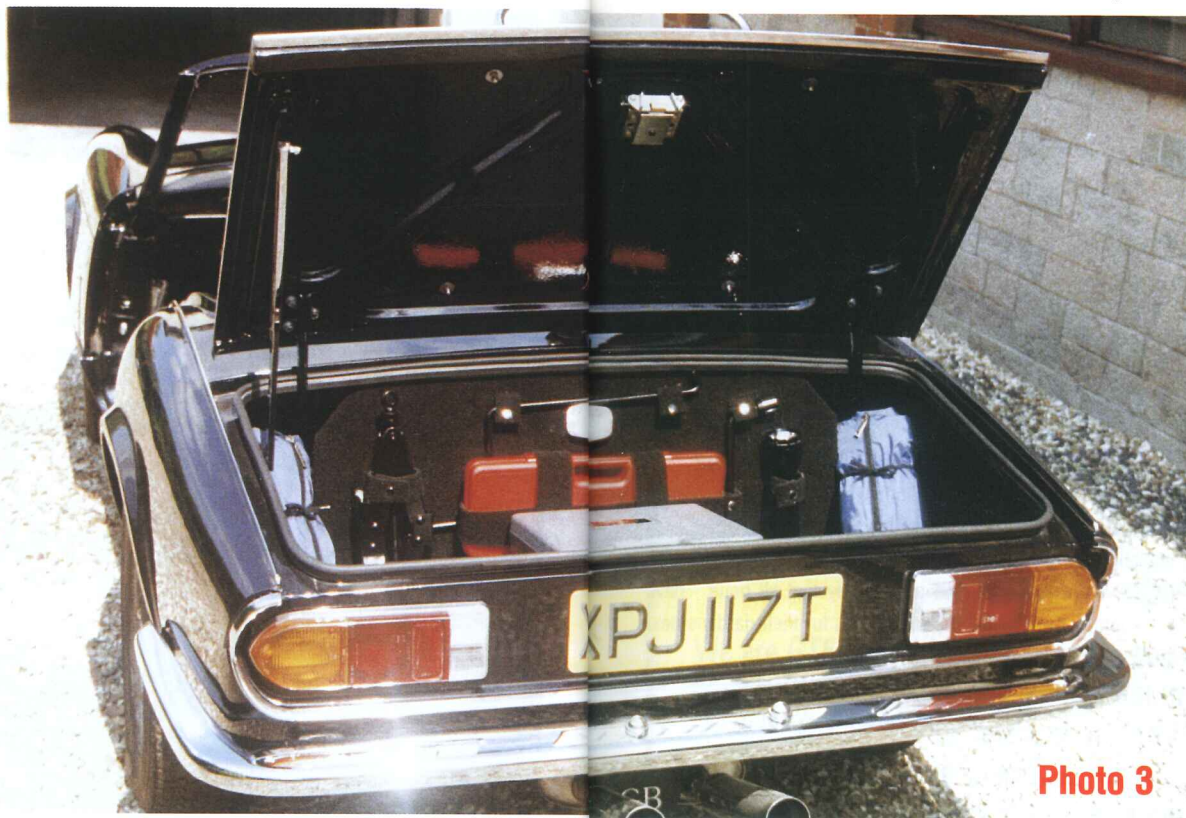


Photo 3

valance trim panel without effecting the security of the number plate itself.

### Rear Valance Document Stowage

The inner rear trim has also been fitted with a Mercedes magazine net into which will be placed a Workshop Manual

of hours' telephone number for the Footman James' European breakdown recovery service - it wasn't there and perhaps it should be?).

### The Inner Wheel Arches

Fastened to each of the inner wheel arches (see third photograph) is an emergency wet

weather cape the type usually used by cyclists in each case they have been secured to the inner wheel arch by the provision of the larger self-adhesive electrical wire tie plinth and webbed shoe laces. Easy access is achieved in the

will be stowed a number of pieces of equipment. To the offside, a powerful torch, a warning triangle (above the spare wheel) and the car jack to the nearside. The jack handle is stored above the courtesy lamp. I have more recently added to

Access being gained via the cut-out for the edge of the spare tyre - a fan belt perhaps.

### Spare Tyre and Cover

The spare tyre when stowed within the boot will be covered by a standard cover and beneath this will lie a set of battery boost cables. When polished alloys are fitted to your car it will be necessary to provide an internal cover to prevent the scratching to the wheels.

### An Emergency Tool Box

A basic, but adequate, tool kit equipped with its own case has been purchased. This has been stowed on the top of the spare wheel cover (see third photograph) making use of a layer of non-slip sheeting which has been stuck to the bottom of box with contact adhesive. This has proven to be excellent. The vinyl nature of the material is soft enough not to damage anything with which it comes into contact. At the same time it has a super friction surface which keeps things where you put them. It wasn't expensive and as it was found in a local haberdashery shop in rural North Devon it should be available almost anywhere!

### Side Panels Tidies

To each side of the boot are fitted Club tidy panels (BT001) into which pockets will be stowed small items of equipment such as spark plugs and fuses.

Behind these and in the rear wing spaces will be such items as a spare coil protected with bubble wrap as previously mentioned

### Overall Review

Additionally available are the usual parcel shelves within the cockpit and the spaces behind the seats. Some additional soft luggage could be stored on the top of the security lockers if necessary.

All of the above plus the improved use of the boot area and the luggage rack outside and above should give 'Midnight' a considerable improvement in organised stowage capacity.

case of breakdown and the use of high visibility capes will provide an added safety aid at the scene.

### Rear Petrol Tank Panel

As is also shown in the third photograph, fastened to the rear petrol tank panel and surrounding the courtesy lamp

the equipment a good quality tyre gauge as a useful tool.

In each case, use has been made of matching strips of carpet cut and bolted to the back board. The use of velcro (or studs) has been employed to hold the various equipment in place and readily to hand. I shall not forget to utilise the space aback of this panel itself.





# READERS

*Write . . .*

**Everythings coming up TULIPS?**

## Hard Top Refurb

I have recently acquired an old fibreglass hard top for my Vitesse, it needs total refurbishment, new rubbers, windows etc. I decided to call TSSC to see if I could trace the original company. I was give Honeyborne Moulding, they very helpful and gave me the telephone number of the original manufacturers Smith & Deakin.

They have been very helpful and have put together all the parts I will need to refurbish the hood. You can visit them at [www.smithand-deakin.co.uk](http://www.smithand-deakin.co.uk) tel. **01905 458886**

**Neil Redit** Surrey

## BND 504N - MK IV Spit

I used to be a member of the Club many years ago - around '81-'84. I used to own the above vehicle. I wonder if anyone in the Club has it now, or whether it has gone to 'Spitfire heaven,?' The car was traded for a Triumph Stag at James Paddock's in Chester in approx. 1984. It was French Blue, with silver wires, a white hood and a rather unusual (and fast) engine conversion - A BL 1750 OH C. Consequently the bonnet had been professionally customised and had the 'bump' out of a Capri bonnet grafted in. It looked the works - I often wish I'd kept it - I had more fun with it than the Stag (although I was very fond of that car, too). If anyone can help at all, I'd be really pleased to hear from them. Many thanks. PS - it's nice to know that the club is still thriving. kind regards,

**Jane Harland**

[Jane.Harland@astrazeneca.com](mailto:Jane.Harland@astrazeneca.com)



I thought you might be interested in the discovery I made recently in my local Woolworths.

Definitely the best name for tulips - but is the colour signal red? When I went to buy a second packet they had all gone - have fellow Triumph owners had the same ideas for their gardens next spring I wonder?

Keep up the good work for all us Triumph devotees!

**Kenny Wilson** 89/27537



## Please Help

Does anyone recognise this Alloy Wheel rim? the only information I can find is, the size, which is 6J X 13GT, and the Type, which is B 124. It was made by M.A.G. Products SM 489 in England I need one for a Spare Wheel, so if anyone has any information, or indeed one for sale, please ring me on **01604 630344**. Thanks

**Ray Kelly** 81/02038

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*- repair suspension and mechanical faults,*

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# Bond Equipe Baby Yeah!

By Guy Singleton

**I'll start with an apology as this will be a short article I'm afraid**

I have been very busy over the last month - not least a trip to Triumphfest in California - very good - had a great time - more later! I have heard of two equipes for sale: 1 1965 4s - has been garaged for at least 10 years, is complete, in the North East. Contact Min Lin 0191 262 2923 - offers around 250. 2 1968 2 litre Coupe, MoT just expired, running, has had a lot of work done in the past. Tel 01770 303615 - offers over 500. They both sound interesting, but I must resist the temptation! Reminder: I still have lots of miscellaneous

**BOND Equipe Register**



Bond bits taking up space, so contact me if you need anything.

I enclose Production Committee Minutes for 3rd June 1967 and 17th June 1967, together with Parts Progress Sheets and lists indicating the parts they had in stock and a list of new and modified parts, which all make interesting reading.

Obviously Triumph did not like something about the Bond installation of the 2000 fuel tank, leading to the use of the Herald Estate tank, which we know so well!!! It is also interesting to see that they were thinking of fitting a gutter to the cars - the same as a R——t !! - but not used until the Mk II cars - although I'm sure I've seen them on the Mk I cars.

Photos this month are of three 2 litres at the Rural Life Museum at Milton Keynes and two photos of 4s from Andy Marsden - one with him aged 4 months!

I hope you all have sacks of pressies for your Equipe -

With Best Wishes for a Very Happy Christmas and a Merry and prosperous New Year



# PRODUCT DEVELOPMENT COMMITTEE

## Minutes of Meeting held on Saturday, 3rd June. 1967.

Present: T.S. Gratrix (Chairman) L.F. Austin, R. Atkinson, J. Woods, A. Pounder. R. Hodkinson

### MARK III EQUIPE PRESS RECEPTION

This has been arranged for Monday, 17th July, 1967

### MOULDS AND PATTERN MAKING MASTERS FOR THE BODY

We are aiming to complete the modifications necessary to the bonnet and main body section moulds so as to be in a position to start body production not later than 17th June, 1967.

### SECOND PROTOTYPE (PRODUCTION)

The second prototype vehicle will, after the assembly of the body, follow the normal production pattern.

### BOOT LID MOULDS

Mr Pounder will contact Peter Jackson to settle a firm date, by which he will deliver moulds for the boot lid inner and outer skin.

### BOOT FLOOR MOULDS

We will now start some glass fibre production from the existing boot floor moulds.

### WINDSCREEN PILLARS

It appears that Parker's can, in fact, produce a slightly

modified windscreen pillar and they are producing three sample pairs.

### PETROL TANK

The petrol tank on the first prototype has been modified to take any reasonable flow of petrol and this method will be adopted on production vehicles.

### JIGS FOR DOOR OUTER PANELS

When the body mounting on the second prototype is completed we shall then be in a position to produce patterns for the jigs for the outer door panels.

### STANDARD-TRIUMPH COMPONENT DELIVERIES

Mr Austin will try to arrange with Mr Medlock for Triumph to supply 12 proving sets of components during the next two weeks.

### MODEL NAMES

The models will be described as BOND EQUIPE '1300' and BOND EQUIPE 2-litre.

## Minutes of Meeting held on Saturday, 17th June. 1967.

Present: T.S. Gratrix (Chairman) L.F. Austin, R. Atkinson, J. Woods, A. Pounder. R. Hodkinson

### MARK III EQUIPE MOULDS AND PATTERN MAKING MASTERS FOR THE BODY BONNET MOULD

This is ready for production.

### MAIN BODY SECTION MOULD

It has been found necessary to make certain modifications to the right-hand 'B' post pillar and until Specialised Mouldings Limited have made the necessary modifications on the master pattern we cannot proceed. We are sending the patterns for alteration to Specialised Mouldings Limited on 19th June, 1967.

### SECOND PROTOTYPE (PRODUCTION)

### BOOT LID MOULDS

The boot lid outer skin mould is satisfactory and we will commence to produce from this.

The question of the inner skin for the boot lid will be decided when we have produced a number of outer skins.

### PETROL TANK

We now find that following examination of the first

prototype by Standard-Triumph we cannot now use the Triumph 2000 petrol tank, and we are, therefore, considering the use of the Triumph Herald Estate 9-gallon tank.

### BOOT FLOOR MOULDS

The Boot floor moulds have to be re-designed and they will be designed to incorporate one compartment for the jack and tools and a spare compartment.

### WINDSCREEN PILLARS

Mr Hodkinson said that we hope to have three sample pairs on Monday, 19th June, 1967.

### JIGS FOR DOOR OUTER PANELS

We are waiting until Mr Peter Jackson has modified the master pattern.

### STANDARD-TRIUMPH COMPONENT DELIVERIES

Mr Austin will follow up with Mr Medlock the question of delivery of 12 proving sets of components.

## BOND MARK III EQUIPE PARTS - PROGRESS SCHEDULE

PART NO.	QTY.	DESCRIPTION	STOCK	ORDERED	PASSED TO PRODUCTION	IN ABEYANCE PROD'N BOUGHT OUT	REMARKS
A.500	2	Drop Window Support Channels		✓			These were promised for week ending 17th June, 1967, LFA will follow up question of delivery with Wilmot Breeden. Delivery promised week ending 24th June, 1967.
A.501	1	Rear Window Sealing Rubber		✓			
A.502	1	Rear Window	✓				
A.503	1	Front Bumper	✓				
A.504	1	Windscreen Rubber			✓		100 called up - delivery
		promised week ending 24th June, 1967.					
A.505	1	Windscreen Rubber Finisher Quarter Light O/S )	✓	✓			100 have been called up and we should have received 25 sets w/e 17th June. LFA will follow up question of delivery. 100 sets called up. Delivery promised week ending 24th June. We will use 4.S. headlinings initially.
A.506	1	Quarter Light N/S )		✓			
A.507	2	Rear Side Windows		✓			
A.508	1	Roof lining				✓	
A.509	2	Listing Rods Door Windows	✓	✓			100 sets called up. LFA will follow up question of delivery. Templates have been completed.
A.510	1	Rear Shelf			✓		
	1	Boot Floor L/H				✓	
	1	Boot Floor R/H				✓	
	1	Boot Corner Trim L/H				✓	
	1	Boot Corner Trim R/H				✓	
A.512	?	Badge "6"	✓				
A.513	1	Windscreen	✓				
	2	Rubber Door Seals		✓			
		Rain Gutter				✓	Delivery expected week ending 24th June. It appears that Reliant Scimitar gutter would be suitable. LFA will endeavour to find out the name of Reliant's supplier. Delivery expected week commencing 19th June, 1967. Delivery expected week commencing 19th June, 1967. We will receive these without the Les Leston badge.
	2	Front Seats		✓			
	1	Rear Seat Back		✓			
	1	Steering Wheel		✓			
	1	Horn Button		✓			
	2	Rear Side Window Seals		✓			
	1	Modified Facia Panel				✓	Awaiting visit from Storey's representative to discuss this matter. Delivery promised within 2 weeks. Delivery promised within 2 weeks. Delivery promised within 2 weeks.
	2	Exterior Chrome Trims (Front)		✓			
	2	Exterior Chrome Trims (Door)		✓			
	2	Exterior Chrome Trims (Rear)		✓			
CD.500	28	Exterior Chrome Fixings	✓				
CD.501	1	Vauxhall Rear Lamp Cluster	✓				(1964 Cresta) LFA will tell Smith's to stop production until we know what change is required.
		Fuel Gauge					
	2	Windscreen Wiper Arms )		✓			
	2	Windscreen Wiper Blades )		✓			

## STANDARD-TRIUMPH) MARK III EQUIPE PARTS - PROGRESS SCHEDULE TRIUMPH PARTS ALL APPROVED

1300 Rear Bumper 2000 Number Plate Light 2000 Petrol Tank 1300 Boot Hinges 1300 Boot Lock 2000 Fuel Tank Unit 1300 Bonnet Grille 2000 Petrol Filler Cap 2 GT6 Outside Door Handles 1 Bonnet Lock (for door)

### Possible Amendments to agreed Mark III Specification

BOND	REMARKS
Radio as standard equipment. Built-in radio aerial as standard equipment. Sunshine roof as standard equipment. Larger interior mirror. Cool air vents.	We will fit this   We cannot fit a larger mirror in conjunction with the present Sun Visors. L.F.A. will obtain samples from Triumph.



## 2 - Litre Equipe - Existing parts

PART NO.	QTY.	DESCRIPTION
TA 12	2 off	Blanking Plate, Front Chassis End
TA105	2 off 40 sets	Seat Support Channel L/H
107	4 off 40 sets	Seat Support Bracket
115	Now same 2	Rear Side Window Catch
172	4 off	Head Lamp Bezzle Bracket
176	1 off	Spare Wheel Mounting Plate
210	(Approx 12) ?	Wiring Clips
230	4 off	Rear Quarter Light Hinge Plate
196	1 off	Bracket for 'B' Post O/S
197	1 off	Bracket for 'B' Post N/S

### TB PARTS (EXISTING)

TB 7	1 off	Rear Exhaust Pipe Bracket
TB 21	1 off	Exhaust Pipe Extension

### TD (ELECTRICAL)

Extra Earth leads to be got from 1st Prototype Ditto Reverse Lamps.

## 2 - Litre Equipe - New and modified parts

PART NO.	QTY.	DESCRIPTION
TA.510	1	Rear Shelf (Steel Panel)
TA.511	1	Rear Seat Back (Steel Panel)
TA.516	1	Bonnet Grille (Modified from 1300)
TA.521	2	Rear Seat Back Fixing Hooks
TA.522	1	Body Moulding
TA.523	1	Bonnet Moulding
TA.524	1	Boot Lid Outer Moulding
TA.525	1	Boot Lid Inner Moulding
TA.526	1	Windscreen Pillar Outer Section L/H
TA.527	1	Windscreen Pillar Outer Section R/H
TA.528	1	Windscreen Pillar Inner Section L/H
TA.529	1	Windscreen Pillar Inner Section R/H
TA.530	2	Windscreen to Hardtop Gussets
TA.532	1	Bonnet Pin Locating Bracket L/H
TA.533	1	Bonnet Pin Locating Bracket R/H
TA.534	1	Rear Wheel Arch Extension L/H
TA.535	1	Rear Wheel Arch Extension R/H
TA.536	1	Front Wheel Arch Extension L/H
TA.537	1	Front Wheel Arch Extension R/H
TA.538	1	Inner Wheel Arch (F.R.F. Dummy) L/H
TA.539	1	Inner Wheel Arch (F.R.F. Dummy) R/H
TA.540	2	Boot Floor Support Angles
TA.541	1	Boot Tube Support Bracket L/H
TA.542	1	Bonnet Tube Support Bracket R/H
TA.543	1	Air Scoop Plate
TA.544	1	Boot Hinge Mounting Angle L/H
TA.545	1	Boot Hinge Mounting Angle R/H
TA.546	1	Boot Catch Mounting Bracket
TA.547	2	Headlining Rear Fixing Angles
TA.548	8	Headlining Support Brackets
TA.549	1	Rear Shelf Trim Board only
TA.550	1	Rear Shelf Trim Assembly
TA.551	1	"B" Post Trim Plate L/H
TA.552	1	"B" Post Trim Plate R/H
TA.553	1	Boot Floor (F.R.P.) L/H
TA.554	1	Boot Floor (F.R.P.) R/H
TA.555	1	Boot Corner Trims (F.R.P.) L/H
TA.556	1	Boot Corner Trims (F.R.P.) R/H
TA.557	1	Spare Wheel Cover (1/2" Plywood)
TA.558	2	Tools & Jack Box Covers (1/2" Plywood)
TA.559	1	Boot Floor Felt Mat
TA.560	1	Felt Mat behind Petrol Tank
TA.561	1	Petrol Tank Bracket L/H
TA.562	1	Petrol Tank Bracket R/H
TA.563	2	Bonnet Catch Mounting Brackets
TA.564	2	Front Seat Spacer Brackets

# FITCHETT

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Front lower valance 1200 O.E.	£110.00
Front lower valance 1360 O.E.	£110.00
Front lower valance Vitesse O.E.	£110.00
Herald 1360 front panel 812140	£25.00
1200 front wings	£97.50
1360 front wings	£77.50 each
Vitesse front wings	£90.00 each
Front wing 'D' plate 703627/9	£8.50 pair
Windscreen drip channel	£10.00 pair
Herald/Vitesse door skins 901338/9	£55.00 each
Complete door shell 902256/7	£185.00
Sills 803070/803071	£17.50
Tread plate repair panel	£6.00 each
Stainless steel tread plate finphers Triumph logo	£16.00 pair
Front Floor mounting bracket fr 607548	£4.50
Rear Floor mounting bracket rear 607549/50	£4.50
Rear Floor mounting bracket 607605	£5.50
B post mounting bracket 703625	£13.00
Boot side panel 804611/2	£27.00
948 Herald/Vitesse rear centre valance	£47.50 each
1200/1360 rear centre valance	£50.00 each
Rear quarter valances	£20.00
Inner front wheel arch, left hand/right 903 075/6	£37.50 each
Rear Outer wheel arch, 802845/6	£37.50
Front/Rear wing arch repair panel	£15.00
Bonnet corner moulding 706112	£17.50 pair
All chassis outriggers/side rail/ boot extension	£14.50 each
Full white rubber bumper set	£97.50
Rear overriders (703708/9)	£32.00 each
Wheel arch to bulkhead seal 704033	£2.50
Bonnet catch (chrome) 607663	£21.00 each
Door hinges 607624	£23.50 per pair
Door to glass outer weather strip	£5.75 each
Hoods vinyl inc. zip out window	£90.00 each
Hoods original ICI flame retardant	£140.00 each
Accelerator pedal bracket 147655	£7.50
Set of 8 front suspension bushes (119451)	£10.00 set
Front Suspension Shim 122022	£1.25 each
Caliper repair kit inc. pistons type 12	£22.50 per caliper
Caliper repair kit inc. pistons type 14	£25.00 per caliper
Caliper repair kit inc. pistons type 16PB	£27.50 per caliper
Recon exchange Caliper type 12	£45.00
Recon exchange Caliper type 14	£40.00
Recon exchange Caliper type 16P	£55.00
Recon exchange Caliper type 16PB	£55.00
Brake pads type 12	£12.00 a set
Brake pads type 14	£9.50 a set
Brake pads type 16P/16PB	£10.00 a set
Recon steering racks RHD	£40.00
Track Rod Ends	£7.00
Rear Shock Absorbers GSA 385	£17.50
Front Shock Absorber	£20.00
Herald 3 Synchro exchange gearbox	£135.00
Herald 4 Synchro exchange gearbox	£160.00
Vitesse exchange gearbox	£170.00
Herald rear leaf spring	£75.00
Herald recon exchange drive shaft assembly inc. shoes	£147.50
Herald/Vitesse Non Rotoflex Driveshaft	£57.50
Universal joint with grease nipple	£7.00
Herald new alternative Distributor (exchange)	£57.50
Vitesse Delco Distributor Cap	£6.50
Vitesse HT lead set	£8.00
1360 HT lead set	£7.00
Herald oil filter GFE 119/150	£3.50
Herald O.E. Head and neck retardant inc. zip window	£45.00
Set of 4 SparkPlugs 1200 and 12/50	£4.50 set
Recon w/wiper motor	£40.00
Vitesse 2 litre Q.H. Clutch Kit 61150	£27.50
Clutch Slave cylinder 13/60	£35.00
Vitesse inner sealed beam light unit GLU105	£7.50 pair
Boot catch 611225	£3.50
Seat Belts (Inertia type)	£45.00 pair

### SPITFIRE MKI & II & III

Spitfire MkIII complete bonnet assembly	£560.00
Nearside/offside front wing Mk I 907154/5	£92.50 each
Left/Right hand front outer wheelarch 903137/8	£37.50 each
Left/Right hand front inner wheelarch 906548/9	£35.00 each
Left/Right bonnet hinge tubes 81179/8/1168/7/2	£27.50 each
Spit MkIII side lamp mounting panel (910157/8)	£45 each
Door skins	£27.50
Battery box 8067	£11.50
Rear valance lamp panel 569900	£42.50 each
Spitfire MkIII bootlid steel 575787	£145.00
Dash top cover 714482	£30.00
Hard top rear screen 807499	£60.00
Vinyl hood MkIII inc. zip window	£90.00
Hood MkIII original ICI flame retardant inc. zip window	£140.00
Bonnet catch (chrome) 607663	£21.00 each
Rear lamp assembly 208532/217025	£37.50
Gearbox 3 Synchro exchange	£160.00
Gearbox 4 Synchro exchange	£160.00
Track Rod Ends	£7.00
Rear Leaf Spring 905988	£45.00
Recon Brake Caliper type 12	£67.50
Recon Brake Caliper type 14	£45.00 exchange
Original Head Gasket GEG314	£5.50
Distributor Cap	£3.50
Front Valance Support Bracket 712587/8	£6.00

### SPITFIRE MKIV & 1500

Bonnet Stay 613045/613751	£10.00 pair
Front wings 909634/4	£27.50 each
Front wheelarch outer L/H and R/H 909351/2	£22.50 each
Front wheelarch inner L/H and R/H 909797/8	£32.50 each
Headlamp support panel assembly L/H and R/H 81897/2	£20.00 each
Front quarter valances offside and nearside (815391/2)	£45.00 each
Door skins	£27.50 each
Nearside/offside sill 903097/8 Non OE	£22.50 each
Nearside/offside sill 903097/8 OE	£40.00 each
Sill reinforcement panel L/H and R/H 806634/5	£5.50 each
Inner sill L/H and R/H 806635/9	£12.50 each
Sill end plate (front) 706422/3	£4.50

Half floor L/H and R/H Deep Pressing	£62.50
"A" post lower panel filler L/H and R/H 706388/9	£30.00
Bonnet hinge pivot box (RKC362/3)	£8.50 each
Chassis front gusset 218526/7	£15.00
Bonnet hinge tube R/H 911108	£40.00 each
Rear wing L/H/R repro	£87.50 each
Rear wing front repair panel	£10.00 each
Rear wing rear repair panel	£10.00 each
Spitfire rear lamp panel (716185)	£29.50
Rear valance 908970	£29.50 each
Boot floor 911327	£62.50
Steel boot lid 911327	£215.00 each
Rear inner/inner wheelarch L/H and R/H 725563/4	£55.00
Chassis front gusset 909631/2	£35.00
Windscreen aperture panel drip	£12.50 pair
Stainless steel oversill kit	£65.00 kit
Hard top rear screen seal 911040	£30.00 each
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# Thirty Years of Triumphs

By Mark Hall

**My first car was actually a van, a Commer Cob which was the van version of the Imp, or a Hillman Husky without side windows if you prefer.**

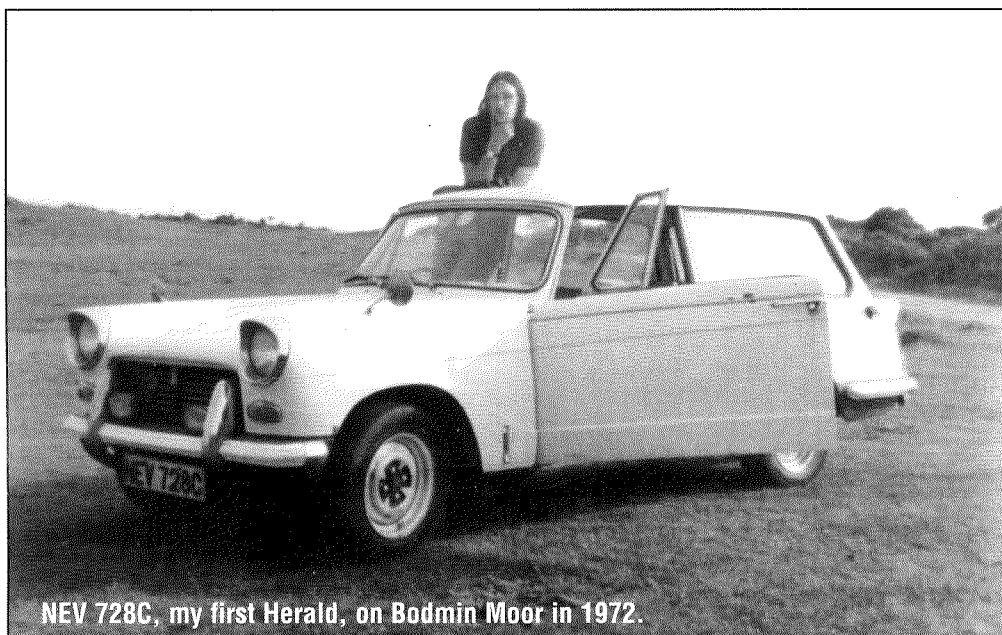
**I** bought it the day before my seventeenth birthday in September 1970 for £140.00, passed my driving test in it in January 1971, and kept it until April 1971.

A friend and I had been planning a round-the-country bus and aeroplane spotting trip for the summer of 1971, and the van was not big enough to sleep in, so I had been looking around for a small estate car. And so it was that I saw a

1965 Herald 1200 Estate in the showroom of Bridge Garage at Chadwell Heath, near Romford in Essex, where I grew up. The salesman said that he had taken it in because he considered it to be a good example of its type, and at less than six years old it looked very smart indeed. The price was £390.00, less £110.00 for my van, and so on 17th April 1971 I drove the sparkling white NEV 728C away.

The 17th April was also my first time out with my new girlfriend, and we drove to Shoeburyness in the car on its first outing. Of course, certain things needed to be tested, and I can clearly recall seeing the speedo needle on 95 as we went down a long hill on the A127 near Basildon. 17th April is still a date which my wife and I celebrate, but perhaps not both for exactly the same reasons!

In July 1971 the aforementioned friend and I set off on our holiday and in eight days drove a 2500 mile figure-of-eight circuit around the country reaching places as far apart as Edinburgh and Plymouth and the car performed faultlessly.



NEV 728C, my first Herald, on Bodmin Moor in 1972.



DBG 706D after a respray in September 1978.

During the next few years the car deteriorated slowly one of the first areas of bodywork to need attention were the holes that appeared beneath the side lights. These of course were repaired with fibre glass (matting, with a powder and liquid mixture, no ready-mixed filler then!) with the bonnet off and standing upright in the garden.

I can't remember what, if anything happened to the engine, but I replaced it with one from a newish 13/60 saloon from Dixons scrapyard at Ramsden Heath, which after a few teething problems lasted the car out.

A change of job location in February 1975 saw me leave home for the first time for Humberside, with most of my possessions in the back of the estate, and after a few weeks Cathryn and I were married and the car was our main form of transport to and from home

to our new jobs in Hull.

Sadly NEV's life came to an abrupt end one morning in December 1975 when I skidded on any icy bend near home and bounced off the bucket of a mechanical digger which was travelling in the opposite direction. A replacement car had to be found quickly and so I looked for another Herald. Not knowing a great deal about cars I was very wary (and still am) about these new-fangled contraptions with the engine fitted the wrong way round and driving the wrong pair of wheels, so DBG 706D, a 12/50 saloon was a most satisfactory choice. It cost £150.00 and we kept it for several years. Eventually the dreaded MOT test time came round again and the car needed a lot of work to pass. I could have scrapped it but decided instead to undertake whatever work was required and sell it.

Meanwhile, being now well into Triumphs, I acquired very





**EAT 421C re-united with original owner in October 1999.**

cheaply 484 CBT, a 1200 saloon for spares and dismantled it fairly quickly, storing the salvaged parts for future use. Also at about this time I came across another 1200 saloon in a scrapyard in Hull. I had it lifted up in the air, which damaged the roof, so I could inspect the underside. It looked sound so I parted with £15.00 (including delivery) and a few days later it arrived, with only one door and two wheels, behind a tow truck. I fitted it with the roof (with sunroof) from DBG, got it going and tested, and used it until it too met its end in the drive beside the house in July '82. DBG got another roof and a respray and was sold for about £200.00. The £15.00 wonder was KFL 15E. At some time it acquired a 13/60 bonnet and a respray in russet brown, but its main claim to fame was that it broke its clutch in the early '80s at Rugby. We must have walked a good few miles in search of the necessary parts, but there cannot be many cars on which you can change the clutch by the roadside and then carry on with your journey. While we did the job, Hazel,

our Golden Retriever, who was tied to a nearby post, dug a hole in the lawn outside the council offices to mark the occasion.

My next Triumph was a departure from the norm. A friend had a 1966 1300 saloon with a cherished number. He was moving house and had to get rid of the car, but wanted to retain the number. I took the car off his hands for nothing and he had the number for his MGC. I used the 1300 for a few weeks until the MOT expired and then chopped it up on the drive. It was very rusty and not worth repairing.

About a year later, in August 1980 I bought my first Spitfire. SKH 580G was a 1969 Mk3 which had been unused and stored in a garage for several years. We cleaned and polished it, got it going and tested and used it regularly until 1987. Generally it was reliable but one evening in bad weather on the A1 near Grantham it came to an abrupt stop with a broken valve spring. A friend was persuaded to drive about a hundred miles to tow us back home. It was the sort of journey which one never forgets. Being towed at what seemed like horrendous speeds, in the dark, in a car as low as the Spitfire with spray everywhere is not very pleasant. We got back, however, and the only damage was a dented but useable piston. At some time in its life the car acquired the 13/60 engine from my original estate, together with the wider wheels. After its last run it sat in the drive while I contemplated a rebuild.

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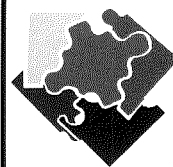
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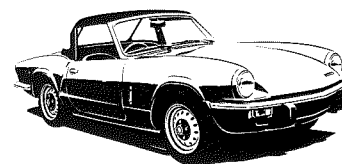
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EAT 421C and SKH 580G at Sledmere House, June 2000.

A few years earlier in 1984 I also had briefly a second Spitfire. This was a Mk4 1300, purchased locally for £15.00 with two days MOT and tax.

At that time it was not worth repairing and so after an advertisement in the local paper I cut it up completely in a weekend and sold the parts which it did not want for about £150.00. The overdrive gearbox was fitted into SKH 580G and worked well.

KFL 15E was my last Herald (or so I thought at the time), and in 1981 we went upmarket with a very nice Dolomite 1850. Engine problems led to its replacement in 1984 by an equally nice car, a 2000 saloon which my Father had owned since it was only a few years old. The 2000 was used for our first overseas holiday, a camping trip in France in 1986, and it went back the following year. Heavy fuel consumption and clutch problems were its eventual downfall and it too met its end in the drive beside our house.

Apart from the out-of-use Spitfire SKH that was our last Triumph for a while, but for the next few years I continued to consider rebuilding the Spitfire, although its condition was worsening.

By 1990 I had become a Director of a large classic car restoration company specialising in large pre-war MG's, particularly dropheads, and so with every imaginable facility to hand I again thought about my beloved Spitfire, joined the TSSC, and decided to do something about it. In my position I was well aware that there is nothing which cannot be repaired, but some things are just not viable and/or worthwhile and sadly SKH's body shell was in this category. Then one day in 1991 I went to Hull docks with a trailer to collect a derelict 1939 MG WA which we had imported from California, and next to it in the shed were six typical Californian cars, three GT6's and three TR's. They were mechanically knackered but virtually unruined and I was hooked. One thing quickly led to another and within a few days I was offered a 1963 Spitfire 4 by Murray Scot Nelson, the importers, of Scarborough. Like the cars at the docks it was mechanically past it but unruined and covered in small dents. A week later it was mine - a new shell for my old car, and a very straightforward restoration. Or so I thought.

I didn't appreciate how many differences there were between the original (Mk1) and Mk3 bodyshells.

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And the job took far longer than anticipated of course, nearly eight years, but I am very pleased with the finished results.

Whilst the restoration progressed, quite unexpectedly, in July 1993 I became the owner of a roadworthy Triumph again. To sell an MG, we had taken in at work a TR7. First reaction of course was that TR7s are not real Triumphs, and they are all rusty anyway. But this one had done less than 50000 miles, it was a drophead, and was only 341 cars from the last built.

#### So I bought it.

I didn't use it as much as I would have liked, but it ran well, and with a new mohair hood and stainless exhaust it looked good. For those still in doubt I can assure you that after 30 years of TSSC-type cars, plus a 1300, Dolomite and 2000, the TR7 is a real Triumph. But I was looking forward to driving my Spitfire again.

So we are now approaching the end of 1998. SKH was coming on well but not quite finished, even the TR7 was getting tatty and in the Hull Daily Mail I saw advertised locally a Herald 12/50! I went to see it and realised straightaway that it was in very original condition. Not



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perfect, the body had been tarted up a bit, but it was all there and virtually unaltered from new. I had to have it, so I did! It ran well and to date has given over two years of reliable everyday service in all weather conditions at negligible cost. I was fortunate that the first owner had it for 24 years, and so the first owner recorded on the DVLA computer really was the first owner, a gentleman who I subsequently met in October 1999 when he was 88. By April 2000 SKH was finally finished and the TR7 sold to a dealer to make space for it at home for it, the Herald, and our everyday car.

SKH 580G passed the MOT first time in June 2000, but due to the poor summer only attended one event, at Sledmere House, with the Herald. After eight years of hard work I refuse to drive it with the hood up or on wet roads! The Herald went to a few other local events, however. It doesn't matter if it gets wet!

The two cars make a perfect pair. Both of similar age, both supplied by Hull dealers, both white with black interiors and both attract lots of attention.

As I write this I have eight weeks to go before celebrating thirty years of Triumphs. But at 47 I am not contemplating any further restorations other than whatever the Herald may require, and the maintenance of both cars.

Finally a few people deserve a mention - my friends at SVW Services for encouragement when the restoration of the Spitfire was not going as well as it should, and for the preparation and spraying of the bodywork which I attempted but was unable to do, and Cathryn who has had to put up with not only thirty years of Triumphs but thirty years of me as well.



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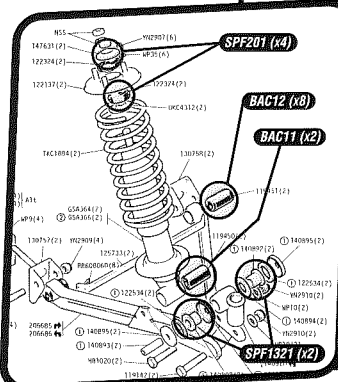
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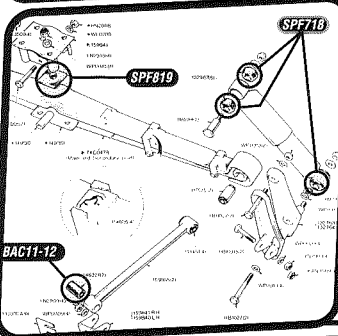
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## Front Suspension



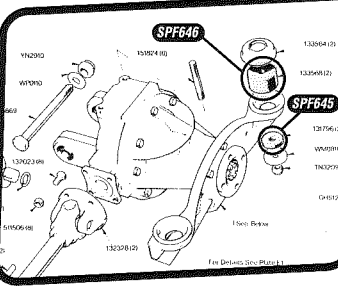
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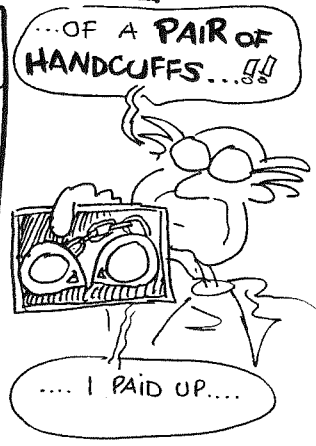
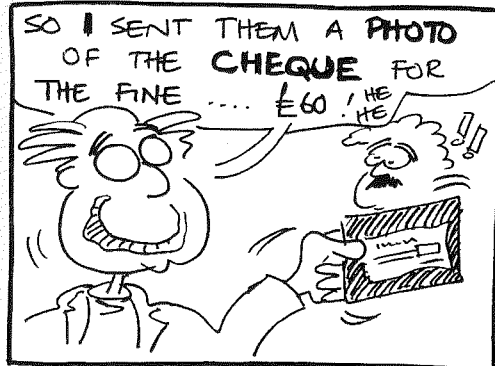


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[macfreedom@hotmail.com](mailto:macfreedom@hotmail.com)

#### GT6 MkI/ II/ III

Colin Lindsay, 15, Cloghoge Road, Tandragee, Co. Armagh,  
Northern Ireland. BT62 2DU.

Tel: 028 38 849063 e-mail: [colin@linzgt6.demon.co.uk](mailto:colin@linzgt6.demon.co.uk)

#### BOND

Guy Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE  
Tel: 01672 514241

#### SPECIALS

Trevor Collett, 25A, Greenacres, Bookham, Surrey. KT23 3NG.  
Tel: 01372 452292 e-mail: [trevor.collett@virgin.net](mailto:trevor.collett@virgin.net)

#### AMPHICAR

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

#### TSSC MODIFIED

David Royle, Lydia Cottage, Parkend Road, Yorkley,  
Forest of Dean, Glos. GL15 4TG. Tel: 01594 563411

#### INTERNATIONAL LIAISON SECRETARY

Philip Willcocks, 25 Tovey Close, London Colney, St Albans, Hertfordshire. AL2 1LF.  
Tel: 00 44 (0) 7973 333303 e-mail: [p\\_willcocks@yahoo.com](mailto:p_willcocks@yahoo.com)

#### EQUIPMENT STORES - LIAISON OFFICERS

Stuart Newbould, 55 Milner bank, Otley,  
West Yorkshire. LS21 3NE. Tel: 01943 465457

#### EVENTS AND EQUIPMENT

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#### INTERNATIONAL WEEKEND EVENT MANAGER

Chris Mills, 12 Henry Ryder Close, Abbeymead, Gloucs. GL4 5GA.  
Tel: 01452 627335 e-mail: [chrismills@btinternet.com](mailto:chrismills@btinternet.com)

#### INTERNATIONAL CONCOURS ORGANISERS

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NR18 9EA. Tel: 01953 850073  
Angela McGowan, 4 Oak Vale, Grampound, Truro, Cornwall.  
TR2 4QY. Tel: 01726 883884

#### PUBLIC RELATIONS OFFICER

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Doncaster, South Yorkshire. DN5 7LG. Tel: 01302 850740

#### SHOW CAR REGISTER

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Tel: 01858 434424

#### AREA LIAISON OFFICERS

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Ivy Cottage, 5 Rectory Mews, Sprotborough, Doncaster,  
South Yorkshire. DN5 7LG. Tel: 01302 850740  
e-mail: [vtthompson@ivycottage17.freemove.co.uk](mailto:vtthompson@ivycottage17.freemove.co.uk)

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