



HEADLIGHTS AND HIGHLIGHTS

**THE MAGAZINE OF THE
AUCKLAND TRIUMPH CAR CLUB**

AUTUMN 2019



'Who's Who in the Zoo' – aka The ATCC Committee for 2018-2019

Committee Position	Name	Home Number	Mobile Number
President	Mike Green	09 416 6045	027 356 0952
Membership Registrar	Richard Wooster	09 627 2112	027 488 8706
AGM Secretary	Phil Blank	09 534 3219	029 909 4442
Committee Secretary	Warren Curran	09 269 2029	021 0268 0987
Treasurer	Gideon Wych	09 416 0975	021 188 0934
Magazine Editor	Lance Hill	09 298 8151	027 869 6026
Newsletter Editor	Richard Wooster	09 627 2112	027 488 8706
Events Co-ordinators	Steve Campin	09 827 2770	027 441 4474
	Graeme Brown	09 570 9202	021 636 696
Website Co-ordinator	Lance Hill	09 298 8151	027 869 6026
Herald Co-ordinator	Andrew Cowsill	N/A	021 445 407
Spitfire Co-ordinators	Allan Rosenfeldt	09 278 1486	027 484 5828
	Chris Jones	N/A	021 546 134
Vitesse Co-ordinator	Steve Douglas	09 818 7938	027 343 9775
GT6 Co-ordinator	Allan Rosenfeldt	09 278 1486	027 484 5828
2000/2500 Co-ordinators	Chris Barker	09 817 3209	021 939 204
	Phil Blank	09 534 3219	029 909 4442
Other Triumphs Co-ordinator	Ben Doughney	09 416 8686	021 259 9837
TR Register Liason	Richard Wooster	09 627 2112	027 488 8706
Stag Club Liason	Lance Beard	N/A	021 684 989
Waikato Region Liason	Chris Jones	N/A	021 546 134

Other Important Addresses

ATCC Website

www.atcc.co.nz

ATCC Facebook Page (Public)

<https://www.facebook.com/ATCC2/>

ATCC Facebook Page (Members Only)

<https://www.facebook.com/groups/atccnz/>

ATCC Website / Magazine submissi

ATCC@IHome.net.nz





THE PRESIDENT'S WORD



Hi All

Autumn. The season of colour. A recent drive to the West Coast of the South Island (alas, not in a Triumph) reminded me that the busyness of modern day life can cloud the appreciation of living in such a spectacularly scenic country. Friendly people, beautiful scenery and mostly great roads for driving.

Then we have the media reports of horrific crashes with multiple fatalities. No surprises there, having witnessed on my road trip excessive speeding and crazy overtaking manoeuvres on double yellow line and blind corners - not all done by tourists or new Kiwis I might add. Tourists tended to be slower. How else can they enjoy the scenery?

Interesting to note that the worst year for fatalities on NZ roads was back in 1973 with 843 deaths. Very high with a smaller national population. Compare the modern road toll - better roads coupled with safer cars and a higher population. The toll has come down per capita but the driving skills have deteriorated as well. Busyness of life and lack of common sense - not to mention the narcotics available - make a bad mix. One fatality on the road is one too many.

I'll just get off my soapbox now.....

Driving and owning cars - that is why this Club exists and we have a few good runs coming up. It is always good to see new faces turning up. At a recent Club run through the Waikato, we were joined by a few old faces in their modern cars. Not having a Triumph on the road is **no** excuse not to participate in Club events - **and** we would enjoy seeing you there.

New ideas for events are always welcome too. Members are encouraged to organise an event themselves for others to enjoy - just let everyone know about it via Facebook or a Committee member. An over used movie line comes to mind; "Build it and they will come"

In case anyone has forgotten, 2019 is the **sixtieth anniversary** of the release of the **Triumph Herald**. There has been screeds written about this little Michelotti styled car - the Genesis of other models like the Spitfire and GT6 as well as the Vitesse of course. This milestone deserves to be celebrated by this Club. Keep an eye out for such an event in the future.

Electric cars vs petrol or diesel. Self drive vs Driverless. Being a child from the middle of last century, I find it hard to get my head around these new concepts being pushed by the Government. The smell and noise from a Triumph driven on twisty country roads really does it for me. If the alternatives do prevail, I suppose there could be a market for Eau de Toilette WD40 odouriser and a CD of angry engine noises much like the one Nick Mason sold with his book "Into The Red" to play in the car. This might suffice for some people, but somehow I doubt it.

Don't forget the upcoming AGM on Sunday July 7th All the cool people will be there. Be one of them.

Cheers for now.

Mike Green



THE EDITOR'S MUSE

Well, this is the fourth mag eh? Hard to believe a year has nearly gone by since I took on this role. It's been interesting reading all the different stories, running reports, mechanical How-Tos and Best Practises and such as they have landed in the inbox and I am rapt that you like the changes I have made to the format. It's a bit of a gamble changing things in an established entity and I must admit to a certain amount of trepidation at the beginning, but you aren't that much of a scary bunch and feedback is always appreciated.

As the previous edition was held back to incorporate the last of the Big Shows at that time of year (on the request of some of the participants), this one has come out a little thin. No matter. It means I can get it out on time!

We've had one major run in the Waikato district in the two months since the Brit Euro and by comparison to last year, we appear to be having a quiet one. The committee assure me that this is but a minor aberration and to watch this space.....but all I see is the result of my fingers hitting keys on a laptop and words appearing, so I think they meant that one metaphorically.....



As for me, I have had a number of battles on my hands – some with the cars, some with my health – and they have all taken their toll. The Stag's little 'pot hole' incident is still an ongoing thing and she's been at Hyde's for several weeks now. The 2500 S has had to forego her stint off the road for now as she has been required for two runs and a couple of trips to Whitianga (not to mention a few excursions Round The Block when I need a break away) that the Stag was to be employed for. I have at least been reassured that her brakes work well enough to lock all four wheels up at 80km/h if they are hit hard enough and she slides along in a straight line, so they are good enough to have stopped it from becoming another statistic over Easter at least. I have to add the brake booster to the list of items to sort out though, because the second hand one I put in place of the one that failed 18 months ago is starting to fart when I push the pedal and the pedal itself getting harder.

C'est la vie.....

Currently she sits in the garage with about two litres of petrol in the tank, awaiting the day when I have the wherewithal to put her up on ramps and replace the rear fuel hose. It's not a big job as they go, but it's fiddly and I want to regrease the UJs and splines on the half shafts and

THE EDITOR'S MUSE.....CONTD



driveshaft and check the diff oil level while I am under there. Then it will be onto the front fuel hoses, greasing the front driveshaft UJ and steering joints, topping up the gearbox (again) and giving her a new oil filter and the super-sexy Penrite 20/60 oil she deserves.

Even though I managed to avoid being smeared by a campervan pulling out and doing an unexpected sojourn into the wrong lane on a blind corner, the last trip to Whiti wasn't without a casualty. The LH spotlight was taken out by a rock, so I now have to find a new lens or insert.....or take them off altogether. I've been thinking about putting the original bumpers and

grille back on the car, so perfect timing in that regard, but by the same token, I had just got the spots set up correctly and they were making a beautiful contribution to the night vision on the open road, so I will certainly miss them.

The Stag's trip into the hole turns out to have not been such a bad crunch after all. According to Brent and Paul Hyde, the only casualties appear to be the clutch slave cylinder and both near-new mufflers. There are a few scrapes under the car on things, but only cosmetic damage. They did a full wheel alignment on the beast to make sure their eyes weren't deceiving them and the car measured up perfectly with just a couple of minor adjustments, so that's awesome news. They were totally shocked about the content of the photos and video I provided them of the newly rebuilt Rochester carburettor showing how much movement there was before I returned the missing screws and tightened the others up. Their take is that all they did was bolt the carb back



onto the manifold, so the bit that had parted company would be due to something happening while with the reconditioner. Whatever and whoever it was does not bother me in the slightest - its still not running like it did when I first got the carb back and no amount of adjustment alters it, so it needs to be sent back to be sorted.....and they are doing that too. Here's hoping she'll be back on her feet before her warrant runs out in early August.





SCRIBBLINGS FROM SOUTH OF THE BOMBAYS

Winter is coming...time to get the hard top out for the Spitfire – or not! I don't have one anyway and besides, I hardly even put the soft-top up – ask Michelle!!

I hope those of you who ventured down here for the Waikato run a few weeks ago enjoyed it. Some pretty bad planning on our part to offer to organise a run for when we were not even going to be in the country, but we did have a blast planning it. Unfortunately, it seems we can no longer go to the Lily Pad café in our Triumphs as we are now marked. Somebody “forgot” to pay for their glass of wine according to the voicemail I listened to (over a week later as I was getting off the plane). I did call them back but as they haven't got back to me again, I will assume it is all forgotten about.

The Hamilton club ran their annual swap-meet the last Sunday of April and I was involved in organising the parking. It was quite a day, starting at 5:15am with quite a number of stall holders already on site by then - even with the rain. With admission being \$10 for a stall and \$5 for public entry, the days admission takings were over \$8,000 to give an idea of how many people turned up. There was also a first of what is planned to be a repeating event with a classic car auction being held after the swap-meet. The owner of the Hamilton Classic Car museum had put up a number of his cars for sale with no (or very low) reserve prices and if you saw my Facebook post the day before, there were 3 Triumphs going.



The 2500PI went for somewhere between \$6 – 700 which was probably an absolute steal. A couple of lots later and they were on to the Herald 13/60 - which appeared to have a genuine 18,000 miles on the clock and had been off the road since the mid 70's. A certain Mr Douglas had authorised me to bid on his behalf but the opening bid didn't even come down as far as his maximum and the car sold for \$1,600. Considering how sweetly the engine ran this was an absolute bargain and would take very little effort to get road-worthy. Just a pity I couldn't secure it.

I'm also organising for the club to have a stand at the NZ Warbirds D-Day 75 air display at Ardmore on Sunday June 2nd. If you haven't yet responded to my event on Facebook we can have up to 20 cars and it will get us free entry into the event. As we are getting very few other car shows over winter, I'm hoping we can get a good turnout for this, so come on - get your names down for it!

Cheers, Chris





THE WEB REPORT

As some of you will have seen, the current website now has a slightly different format and has been updated to include the latest runs and photos, as well as having a slight refurbishment of the layout. It's not perfect, but it's looking good.

The new one, on the other hand, has had a couple of technical setbacks. My poor web host has been pulling his hair out with the [severe lack of] support he is receiving for the website building product he offers his clients and I am currently trialling another to see if it will do what I had planned. **Update:** That one too is screwy, so its back to the drawing board again for the Mark IV version....which is a pity because I wanted it done and dusted by now. Maybe I should just go out and buy some website creating software - an updated version of my old favourite, Dreamweaver, would be nice...but I digress - and it would be better if it was something that a non-IT person could use with little training, so I will see what I can find.

As it is, the website we have is still being utilised by people to open a dialogue about membership, enquire about or offer parts / vehicles for sale and to voice general queries about the running of their vehicles. All correspondence is fielded by either Mike in his Presidential capacity, Richard in his Membership Registration capacity.....or me - in whatever capacity is available at the time. As I consider ANY contact made to the club through whatever forum MUST be answered and I am truly not the best person to answer queries about vehicles other than the ones I own, I will be forwarding things of this nature through to the email addresses of the various model Co-ordinators on the Committee.

In this regard, if you have a pile of parts that you are happy for non-members to contact you about, please let me know and I will keep you in mind in the case where contact has been made for something you have. I have a strong belief that contact with other Triumph enthusiasts will help contactees to consider how worthwhile it is to be part of our little club – especially if they catch you walking around in your ATCC shirt and Triumph hat, although this is not strictly necessary.

As to the new website, I will keep you posted as and when I have something for you to look at. I hope it is soon.

SO, WHAT'S THE DIFFERENCE BETWEEN OUR NEWSLETTER AND MAGAZINE, ANYWAY?

A number of members have asked recently what the difference is between the ATCC 'Newsletter' and the ATCC 'Magazine' and whether we really need both.

Hopefully this short article will help solve the mystery.

ATCC Newsletter

This is a compilation created solely by the **Newsletter Editor** and:

- Is sent out once a month
- Keeps members updated on forthcoming ATCC events
- Contains any notices or advisements that need to be distributed to members between Magazine editions

ATCC Magazine

This is a compilation created from contributions by Club Members. Anyone can write an article for the magazine on whatever takes their fancy as long as it is car related. The more articles (and accompanying photographs) sent in, the better the magazine looks and items for inclusion can be sent to the Magazine Editor at any time between editions.

The Magazine:

- Is sent out once every three months
- Provides members with more in-depth information than covered in the newsletter - i.e:
 - ⇒ Technical articles
 - ⇒ Running reports from various club members
 - ⇒ Member car stories
 - ⇒ Write-ups and photos of recent club events
 - ⇒ Tools for hire / vehicles for sale or wanted

A list of current committee members, their areas of responsibility and contact details can be found in either publication.

The **Newsletter** does not publish articles as such. Anything of this nature can be directed to ATCC@IHome.net.nz for inclusion in the **Magazine**. This includes vehicles or related items for sale.

Alternately, anything for sale can also be placed on the Club's private Group Page in **Facebook** or forwarded to the email address above for listing on the Club Website for either members only or general public to see.

ATCC Magazine Editor email address
ATCC Website
ATCC Facebook Page (Public)
ATCC Facebook Page (Members Only)

ATCC@IHome.net.nz
www.atcc.co.nz
<https://www.facebook.com/ATCC2/>
<https://www.facebook.com/groups/atccnz/>



CLUB OUTINGS

ONE MAN'S INTERPRETATIONS



It all started one lovely autumnal morning. Around a dozen Triumphs of all shapes, sizes and colours – predominantly red and of the Spitfire variety – met at the BP Service Centre just off the motorway near Drury. It was an awe-inspiring site for the few crickets still chirping and the odd sparrow looking to see if anything around the cars was tasty.....but alas, as they were not interested in the cooling fluid and mineral oils being shed by the vehicles, they stuck their beaks in the air and left.

At precisely 7:36am, the sounds of varied starter motors could be heard and the Triumphs all sputtered into life and headed for the motorway – one passenger deciding to abandon the vehicle she arrived in and ride shotgun in the leading red Spitfire – and away they headed for Hamilton, with a blue TR7 sitting at the back of the queue to ensure nobody was left behind.



It was a beautiful morning for top-down driving. I wouldn't know, as my Stag was indisposed – again living up to reputation and sulking in Hyde's garage with a destroyed clutch slave cylinder – and the 2500S has a solid metal roof. However, as Amber had left her window down before jumping in Mike's car - and I didn't discover it until we were on the motorway - I definitely got SOME idea and the heater was used for the first time this year to compensate. We trundled down the motorway at a steady 50-55mph, clocking up the miles as the day got warmer and picking up a couple of additions to our convoy enroute as we inched ever closer to our destination – the Classics Museum in Hamilton.



Joining the Hamilton Bypass at Taupiri, the lead Spitfire had a sudden desire to go a little quicker and we wound the cars up to 60 or so.....but then the Spitfire had a sudden burst of effervescence and started getting smaller in the wind-screen of the 2500, so I gave it the beans and caught him up. We slowed down to

recollect the group without incident and nobody was left behind. As I knew where we were going, I decided to go past the Spitfire for a little while and let the 2500 stretch her legs. She was much appreciative for that and showed me how crappy she could idle as a result, proving again that no good deed goes unpunished.

Our array of vehicles was supplemental to the usual display of hotrods and classics outside the Museum once a month. There were many to look at and drool over and we were joined by several more Triumphs later in the morning for the run to Cambridge for lunch.



CLUB OUTINGS – ONE MAN’S INTERPRETATIONS CONTD:



This was a run from – as far as I could tell – urban to rural to Wetawahakawi and back. I had no crib notes and so was playing a game of ‘follow the rear end of the car in front of you’. When that rear end disappears, it is a genuine source of anxiety when you have no idea where you are and no way of figuring the quickest way back.....or to the nearest fuel station. I had left Auckland with half a tank of fuel, figuring on the maximum of a couple of hundred km between the BP and lunch. The fuel light was flickering when we left the

Museum and came on solid somewhere between Wetawahakawi and Itsgottabesomewhereround-here, just south of Goodnessknows. For a start it was fun because I’d just tell Amber to only look at the light when we went around left hand corners....ie: when it would be off....but 50km further on and not even that helped. The needle was not encouraging either, reading just off the ‘0’ mark and we still showed no sign of nearing civilisation.....

The traffic itself was interesting – people seemingly wanting to get where they needed to go without giving any concern to anyone else on the road. One such example was a near miss somewhere between No Eye Deer and Banjo Central – about 35km from Wetawahakawi – when someone young, dumb and full of c-c-c-confidence decided that 20 metres from a blind corner



was the perfect time to pass the 2500. I started braking when I saw him pull out without indicating and accelerate – and then someone came round the corner from the opposite direction. The other car braked and went left, I stomped on the brakes and locked up briefly and the YDAFOC driver pulled hard left (where I would have been) with his foot still hard down on the gas. I had been doing 100km/h, so what his issue was I really cannot say.....but I do know that some people just do not like being behind an old car – regardless of the speed it is doing. I can also pull out to pass people who have been doing a consistent 70-80km/h and will end up doing 130km/h alongside the idiots, eventually pulling back in behind them, where they resume their previously slow speed. Some people just do not like being overtaken by old cars either. But I digress.....

Powering along these back roads was a beautiful thing.....regardless of the anxiety building in my gut from this little red light that would not go away. The roads were fun with plenty of twists and turns and long straights to have fun on.....and being able to follow locals Max (driver) and Kay (navigator) McBeth, who knew their way around was just fantastic. There were a few hairy moments when there were several intersections to get through and I had to try to find the car in front of me that had just disappeared, but thanks to my ever-present (unless lured away by delusions



CLUB OUTINGS – ONE MAN’S INTERPRETATIONS CONTD:



of grandeur in a Spitfire) co-pilot, Amber, who has eyes like a hawk, we were seldom lost for long.

We all stopped on the side of the road in Te Awamutu to regroup and I abandoned the idea of pulling in for fuel as I had no idea of the location of the destination and the name I was given for the café didn't appear in Google Maps (I later found it was incorrect anyway, so no wonder!). Once we were all accounted for, we then went on

in convoy to the café. The lunch – as always – was superb, if a little pricey. I was also able to call dibs on the spare fuel can in Mike's boot as the 2500 was now running on vapour, having coughed a couple of times on the final stage and the needle was now sitting over the empty line. As it was, there were only a maximum of two kilometres to the nearest gas station, but I reckon I would have been pushing it to get that far – she was THAT low.



Great food, great drive, great memories and great company – what more could you ask for? Amber and I decided to call in to Hamilton East and look at Sheila's old stomping ground from her University days. It has certainly changed a hell of a lot since I used to drive my Sapporo and the first Commodore down to see her and getting lost became a common thing.....until I found Cameron Rd. We also went back up to the Expressway via the old north road through Te Rapa.....and its now like a ghost town as you get nearer to the Expressway. A great drive and many thanks to Chris and Michelle for organising it all. Looking forward to the next one.....but will make sure the tank is FULL before I leave next time, I think!





ANDREW COWSILL

A MAN AND HIS HERALD

PART 1: RELEARNING THE FORGOTTEN ART

I've played with cars almost my whole life. Sadly I became lazy and complacent once the training wheels came off and I started making adult wages and then as things do after a decade or so of company Falcodores, I started to yearn for simpler times. Enter a Triumph Herald!

My Herald doesn't do many miles and I just can't stop playing with my big Meccano set. I don't really want to go fast - I just want to bring back some feeling to my drive. You may have heard my Herald has had someone else's cash injected into it. Despite the enormous sums, the car hasn't had a new engine - just a Toledo 1500 transplant. Recently my Toledo motor has become a bit inconsistent - flickering oil lights, running rough, pinking and running on and the odd bit of fuming. Many club members have helped me.....and I wish to thank you all!



I'd decided my engine must have been about to give up and had been making plans to build a mildly tuned replacement. At the recent workshop day, I decided to borrow Alan's compression gauge and see what was going on. Consulting the manual, healthy compression on a 9:1 Toledo motor is 135 PSI, so out with the plugs and in with a gauge. Results were 160:150:150:160...so healthy (and perhaps we now know how it keeps up with Spitfires).

So motor not shot and in fact motor probably extremely healthy. The problem appears to be owner-related. Al and Ben suggested perhaps I should look at my tune. It's fine says I, But in truth, I've never touched it.....and herein lies the

problem. I've never touched it because it simply doesn't do a lot of miles although it HAS had 3 oil changes in about 8000 miles. After the workshop, I now know I should check points and timing every 3000 miles.....

So Ben shows me how to do the points and they had a huge gap. Gap closed, car runs a bit better. On with the timing light: 4 degrees and moving. The adjuster was seized, so after UN-seizing them and doing the points, Bens fancy timing light showed a couple of things - the timing was about 6 degrees out and critically I had it idling at



RELEARNING THE FORGOTTEN ART.....CONTD

600rpm. At 600, my oil light was flickering, and severe retardation meant that it was running on and misbehaving.

With the idle adjusted and the timing sorted, all is now good in the world. I will be pulling out the dizzy to check the counter weights and so on soon. The distributor itself was loose as it seems to be missing a gasket and an 'O' ring too. Thanks again to Ben for helping, as I now have a gasket there.

As the day wound up I was very very happy and as my car is now in tune and running beautifully, I might be able to catch the Spitfires once again, Off I trot up the street after saying many thanks to my trusty pit crew. About a hundred yards up the street the car goes miss miss miss miss BANG MISS MISS BANG BANG Bang. I do a u-turn and head back to Al's house - the best place to break down when you're not in Oratia. Up goes the hood and I was presented with the best evidence that



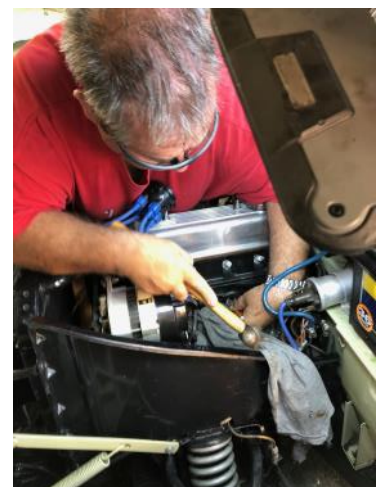
fate has a sense of humour.



A tiny hole in my frost plug is jetting a tiny stream of water directly onto the coil. Lucky for me, Graeme knows a trick - we will put a screw into the plug's hole and that will get me home. We liberally apply some silicone to the screw and approach the motor, but my pit crew tell me I should wipe the surface of the frost plug first so the glue goes onto a clean surface. I wipe the frost plug and nine more pin sized holes are revealed and all of them start weeping.

Now my goose is cooked. I frantically call Repco and they inform me that they do have one and a quarter inch plugs available, so off I trot to Repco where the counter staff tell me they don't stock frost plugs and they will need my car rego to check. What use is a car rego when your motor is different or old? Blank stares over what is a frost plug, what is a Triumph and what is a Herald. [*not 'What Is A Stag' mate? I'm disappointed! - ED*] Raised voices result and one of the people there says "maybe you should take him out the back and show him the shelf where we keep the CORE PLUGS". OFFS I exclaim.....

Off to the shelf and we are presented with metric plugs. The experts at Repco inform me that one and a quarter inch frost plugs are in fact 32mm because that's what the system says. I return triumphant like King Arthur holding the Grail. I was soon more like Arfur on the rocks! With a drained coolant system, we begin tapping at the old frost plug to get it out. This rapidly degrades into some delicate Dremel work by Al and soon we have a nice spot in which to seat my new 32mm plug. At this point I am very happy having found what an auto store ought to be!



In goes the new plug. The last time I replaced a frost plug was in 1995 and it went in with three taps of hammer and it never came out. Now if we had only tapped that frost plug 15 times and it went in, it'd have been nice. Lots of bashing and completely deforming the plug, it did indeed go in, but it sprouted a new leak at the perimeter. I head home with the

RELEARNING THE FORGOTTEN ART.....CONTD

radiator cap on it's low pressure setting and lots of water in the boot...but my temperature gauge never moved from halfway and the car itself ran like a dream.

Over the next few days I did some research into frost plugs and I found this lovely bit of info. A one and a quarter inch frost plug is 0.4mm smaller than a 32mm plug. "You may have many issues fitting a metric plug to an imperial hole" says one website. You don't say.... Off again to Repco and although they were sorry, they weren't going to change their system or issue a refund. Off to Supercheap and although they could sell me a car polisher they say they didn't stock frost plugs. They offer me some scented fluffy dice for \$4, and I am tempted.....



I have since found they do in fact stock WELSH plugs, but only as a \$400 or so assortment. I finally found somewhere in Chch that sells them in the right sizes and I was very happy when the plugs that turned up said "Made in the USA" on them! So I now have a beautifully in tune car and a big job ahead of me today.

Thanks Alan, Ben, Graeme, and Steve for all working on my car, teaching me how to adjust points and do timing again and for giving a couple of hours of your weekend to me. We have a great club and it's so good that we do workshop days and help each other out. If anyone needs imperial frost plugs, they were cheaper by the bag so sing out as I have lots of them in my garage now. I am so looking forward to camber-compensated, tuned, frost-plug-enabled Triumphing in the very near future.





ANDREW COWSILL

A MAN AND HIS HERALD

PART II: ON THE DARK SIDE

I recently experienced a very out of tune Triumph Herald, and part of my adventure lead me to consider that buying a new distributor might be a good idea. My Herald, as many of you know, has a 1500 in it and that had a Lucas 25D4 distributor in it - the same distributor as fitted to early Minis and MGBs. A Lucas 45D4 will fit in exactly the same hole and use the same drive cog and a 45D was designed for bigger sparks and more reliable running in the long term. Any of you wanting a new dizzy for your car can buy either the 25D or 45D, If replacing the dizzy and you're not worried about a mechanical rev counter drive (which is on the third - Delco - type dizzy), then either will do.

Heralds and Spitfires have a unique advance curve to all other brands using the same distributor - regulated through the springs on the weights in the base of the dizzy - and they also have a unique vacuum curve. Off the shelf replacements therefore aren't going to be as good as a good rebuilder going through your original dizzy at around \$300 I was told [\$550+GST and a 6 week waiting time before it was done in the case of the Stag's one when I enquired - ED.]. Replacement distributors tend to have a single conservative advance curve best suited to MGB or Mini motors, so if you're going racing then rebuild what you have or buy a programmable one.



The racers in our little club will swear by the programmable 123ignition system - by all accounts it's bloody brilliant and very expensive - however you can pick almost any advance curve on the fly, so probably the best option. If going mechanical, a 25D is a tuneable dizzy, as you can change springs, weights and vacuum advance modules to give your car more power. There is actually a great book on it, so if you want to hot up your distributor stay with the 25D as the 45D is apparently not as tuneable.

So why did I put a 45D in my car? Well, with electronic ignition modules running the gamut from \$75 for the points replacement to \$225 for a new replica dizzy with electronic module in it and many conflicting articles saying use this module or that one, I decided to do my own research.

Firstly, why do points replacement type electronic modules fail? I read a lot of forums and the majority in my humble opinion come down to:

ON THE DARK SIDE.....CONTD

1. Bad installation
2. Bad coil
3. Bad wires
4. Bad distributors
5. Bad leads
6. Bad plugs

Going back to lower voltage points will immediately disguise most of the underlying problem in your ignition system. My new dizzy came with points and condenser, so that's confidence-inspiring! However, it's important to carefully go through all these issues as you install and try to learn from others mistakes

Why 45D? The 45D was designed with higher voltage coils in mind. More volts means more insulation needed, means more gap or a larger distance between distributor contacts. A larger baseplate also means more cooling for the EI. In my humble opinion the 45D is better for upgrading to modern style ignition.



Trying to fix a worn distributor by replacing just the points with an EI is like re-roofing a rotten house - the same goes with hooking EI modules up to 50-year-old coils. I decided to go a new Dizzy, and new EI and new Coil. I found a complete new 45D replica distributor with Electronic module pre-installed on Aliexpress for \$85 including freight. When it arrived, I made sure I pre-lubricated it. There have been many failures of replacement distributors because the factories no longer grease them - they expect you to do that, but don't tell you to.



I also made sure thermal conductive grease was under the EI module. An EI module isn't rocket science - it's a magnet and an inductor and some diodes. These parts tend not to fail..... if properly put in with the thermal paste in place. After lubing the dizzy and making sure the module can conduct heat away, adjust the wire grommet where points wires go through the dizzy. The grommet is not bonded to the wire jacket - it moves along it freely, so it's essential to correctly adjust the grommet position on the wires to avoid frayed conductors. Missing this step will see the rotor hit the coil wire and may leave you stranded once the insulation is gone.

After adjusting the wires, put a bit of tape around the wires so it can't move again. Also I had to change the base clamp to the one from my 25D, which took a couple of minutes. With that all in place I crimped new spade terminals onto the two conductors. Again I must emphasise that a new 3-Ohm coil is about \$60 for a quality Lucas gold sport coil. These are easily as good as the dearer hotrodder coils and perfectly suited to our cars and EI modules. Most people that get early failures on EI don't replace the coil. Don't be cheap - buy a new coil. Ensure you have it set at the correct polarity for your cars earth. A coil will work in either direction, but if you have it on the wrong way you will lose around 30% of your spark voltage and you will wreck your EI module over time.

ON THE DARK SIDE.....CONTD

Now, most of us will be going from 10kV to 30kV at the plugs at this step, so clean your plugs, and check they're gapped correctly. Clever people suggest to run bigger plug gaps with a nice coil and EI, but I don't know anyone that's done this and done a lot of miles reliably. Remember EI systems and 3-Ohm coils need modern good condition silicon leads. Bosch ones from Supercheap are just fine, but don't use old wire conductors. More volts needs more insulation and some resistance in the leads. More volts also means more old components will fail. By putting in a few new parts I aim to avoid being stranded.

So I spent \$85 on my new dizzy, and \$60 on my new coil = well short of the \$225 of the ones being marketed on Trade Me.

So let's recap:

1. Bad installation - time will tell
2. Bad coils - got a new one
3. Bad wires - adjust the wires right and ensure correct polarity
4. Bad distributors - my new one from Aliexpress is going well
5. Bad leads - YES
6. Bad plugs - not yet

I must say I had to replace one lead. After a drive and a tune from AI, the Herald starts easier, runs better, and has more power, so despite the fact my Aliexpress dizzy has a conservative advance curve, a new distributor with EI is definitely better than a worn one with points.

So far so good. Now onto those twin carbs and headers.....and after that a longer legged diff and hopefully I will then have it how I want it.....

Happy motoring

Andrew 





TAMING THE 'GREASY WEASEL'

A STORY OF WHEELS AND TYRES
FROM RICHARD WOOSTER THAT
WE CAN ALL RELATE TO...AND
KEEP IN MIND!

You know how sometimes you just take things for granted and don't realise that they aren't as they should be? Well, I was like that with the tyres on my TR7..... It wasn't until I read Steve Campin's recent excellent magazine article on tyres [*Ummm....that should read Steve Campin and Lance Hill's recent article, Richard - ED.*] that I put two and two together and came up with a realisation that things couldn't go on as they were!

I'd put new tyres on the TR7 when I first bought it back in 2005, but that was now 14 years ago. I didn't think there was an issue with the tyres - I mean, they passed the WoF every year and still had about 6mm of tread all around. After reading Steve's [*and Lance's - ED*] article, I realised that the TR7 was handling like a 'greasy weasel' on a dry day despite having heaps of tread left, as the tyres had gone hard and seemingly never managed to get to a decent working temperature. It also explained why, whenever I pulled away in a spirited manner the wheels always spun like mad.



It had been on my mind for a while to refurbish the factory alloys on the TR7 as they'd become very shabby and were really letting the car down. At the same time, it would be logical to put new tyres on the alloys. I wasn't sure how long it would take to get the alloys refurbished, so I dragged out some spares from my garage and bought a couple off TradeMe so that I had a set of five. They were all factory originals, but were all different finishes and some were corroded. I wasn't sure how to refinish them, so I posted questions on various TR7 pages on Facebook to find out what others had tried before. The consensus was that getting the alloys blasted and then powder coated would be the best option.



I asked at my local garage, Hyde's in New Lynn, who they'd recommend for powder coating and they sent me around the corner to The Powder Coating Factory in New Lynn to talk to Shane. Shane took a look at the alloys and advised he could powder coat them, but they needed to be blasted first and that wasn't a service he offered. Shane recommended Dave at C. A. Levien Media Blasters in Henderson, so I drove round and had a word with Dave.

Dave's quote for blasting was \$25 per alloy if they had previously been painted or \$50 per alloy if they had been powder coated. That seemed like a good price, so I left the alloys - along with an old TR7 sub-frame - with him to be blasted. Dave thought he'd need a few days to get them blasted, but he called me next day and told me everything was ready for collection.

TAMING THE 'GREASY WEASEL' —CONTD

Next morning, I picked up the alloys and ran them round to Shane at The Powder Coating Factory. Shane was happy with the way they'd come up and his powder coating quote was \$50 per alloy. He showed me a range of options for finishes and we compared them with the inside of another factory alloy that I hadn't had blasted to get the best match. In the end I went for a Dulux finish called 'Brilliant Silver'. Shane said he'd need a few days to get the alloys done, but as with Dave at C. A. Levien, he called me next day to say the alloys were ready for collection.

The alloys came up really well, apart from one which had a few blemishes due to corrosion, so that one was picked to be the spare. The current spare tyre in the TR7 was found to be over 20 years old - a Goodyear made in New Zealand, but fitted to my other TR7 back in the UK in the late '90s and had never been used..... Now that I had the alloys ready it was time to select some new tyres.

As with the alloys I put a question on various Facebook pages to see what others were running. Most of the replies from the UK pointed to the 185/70 R13 Goodyear as they were the correct factory recommended size for the alloys and looked best on an older car compared with some other more modern makes. I also got lots of feed-back from ATCC members via our Facebook page and that helped me draw-up a short-list of three tyre types:

- **Hankook H308 Kinergy Ex – 185/70 R13** – best price was \$128.99 per tyre, fitted
- **Michelin Energy xm2 – 185/70 R13** – best price was \$156.99 per tyre, fitted
- **Goodyear Duroplus 185/70 R13** – best price was \$107.00 per tyre, fitted



I talked over the choice of tyres at my local tyre and suspension place that I've been using for years, Tyreworx in New Lynn and the owner, Anne, recommended the Goodyear's, so I went with five of them. Anne and her team fitted the tyres to the alloys easily enough, but when they came to put them on the car, they found that none of them would fit! This was eventually traced to the fact that the TR7 is 'hub-centric' and the thickness of the new powder coating was just enough to stop the alloys fitting.

We discussed various options and decided that it would be best if I honed off the powder coating on one alloy and then brought it back for a trial fitting. I selected the alloy that was going to be used as the spare and set to work – it took a while and I learnt a lot along the way, but the honing worked and the alloy fitted. I sorted out the rest of the alloys just in time for the Ellerslie Classic Car Show and had the car on the Club stand as promised.

With the new alloys and tyres on the TR7 is like a completely different car. Not only does it look great once again, but the drive is much quieter and smoother, grip is vastly improved and I don't take my life in to my hands at every single bend. I've gone from having no faith and getting very little enjoyment from the TR7 to wanting to drive it as much as possible, as it is once again the car



TAMING THE 'GREASY WEASEL' –CONTD

that I remember from my youth – I had my first TR7 at 16 and that was 31 years ago!

All up the refinishing of the alloys and the fitting of the new tyres cost me just over \$900. I hope that I won't be having to refinish the alloys again for a long, long time, but I will be planning to replace the tyres at least every five to six years, regardless of mileage covered / depth of tread remaining. I honestly can't believe I left it so long this time around – lesson learned!

Along the way I've been pleasantly surprised how good the various specialists were to work with, how quickly they worked and how reasonable their prices were. Also, I've learnt that if your alloys are hub-centric, you need to get them masked up prior to powder coating so that you don't have issues later on. If anyone else is thinking of doing the same for their Triumph, here are the details of the specialists that I used who I've found to be great with our older cars and I'm happy to recommend.

Please Note: This contact information is provided on the basis that it may save someone else a lot of running around. It does **NOT** constitute a recommendation or endorsement by ATCC:

<https://hydeautomotive.co.nz/>

Tel: 09 827 0120 – ask for Brent

<http://www.mediablasters.co.nz/>

Tel: 09 837 1913 – ask for Dave

<http://www.powdercoatingfactory.co.nz/>

Tel: 09 827 2535 – ask for Shane

<http://www.tyreworx.co.nz/contact-us/new-lynn/>

Tel: 09 827 4086 – ask for Anne



CLUB CARS: KIM APPLETREE

GT6 Renovation

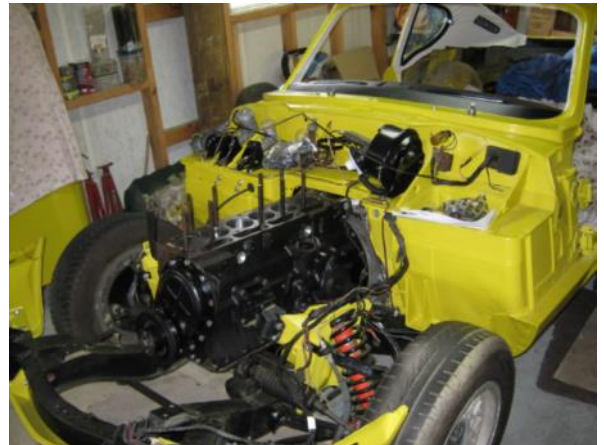
"Banger Nearly Flipped!"



At the end of my last submission I had just a couple of minor tasks to complete before I could feel confident enough to take Yellow for a wheel alignment and a professional check-over. I sorted out those final tasks and took the car for a quick test drive up the road. The things I'd fixed seemed to be O.K., but what was that new vibration that could be felt all through the

car? Not knowing what the cause might be I limped the car back home and parked it at the back of the garage where it sat in disgrace while I ignored it.

So what could be the cause of this vibration which was strong enough to be felt even through the seat? I began the search with the transmission and checked all the UJs, and I even checked that the propshaft had been installed with the front and rear yokes in the same plane. But then, if that was the cause why would it not have appeared before? Then, with the car parked in the garage I sat in the car to start it and once it was running I could again feel the vibration. So, it couldn't



be the transmission because the car wasn't moving. Hmm! Now what? I had asked one or two club members, but no-one had a definitive answer, so I turned to Mr Google. It appeared that it was not uncommon for 2500 engines to develop a vibration as a result of the longer crankshaft stroke causing a slight deflection in the crankshaft. I don't know if this is true, but it was a suggested source and was compensated for by the front crankshaft pulley having a bonded rubber insert. I removed the crankshaft pulley and, although it appeared to be in good condition, I decided to replace the pulley which was from a GT6 engine and fit the pulley that was originally attached to this engine. So, everything back together and start the engine. No improvement.



The only other thing that I could think of was the gearbox rear mount, but I'd had the gearbox out only a couple of weeks ago to fix the overdrive, so the mount couldn't be the problem, could it? I couldn't face the job of stripping out the carpet, transmission

tunnel, etc. yet again, so the car sat unloved in the garage for a couple more weeks. I finally realised that there was no alternative but to check the gearbox mount, so I bit the bullet and got into it. At least the gearbox itself didn't have to come out.

I unbolted the gearbox from the mount from inside the car, but I had to get under the car and move the exhaust to one side in order to unbolt the mount from the chassis. I had left the mount in the heavy plastic bag in which it had been supplied in order to protect the rubber from the effects of any oil which was bound to leak from somewhere. At first glance it looked to be in good condition, but on removing the plastic bag it was plain to see that the rubber bonding had failed

CLUB CARS: KIM APPLETREE....CONTD



and that only about 10% was still holding it together. The result of this was that the rear end of the gear-box was not supported and was, therefore, resting on the chassis allowing engine and gearbox vibration to travel throughout the car.

I ordered a new mount (no longer rubber, but polyurethane) from Rimmers, but because of 2 short working weeks it took what seemed like ages to arrive. While attempting to fit the new mount to the chassis I could not get both bolts to screw into the welded nuts on the chassis. I could get one or the other, but not both. After struggling for a long time, I checked the new mount against the old one and, although physically identical, the through holes for the bolts were a smaller diameter on the new mount. This meant that there was not enough lateral movement allowed for the bolts to line up with the nuts. As luck would have it, in my toolbox I had a reamer of just the right diameter to open up the holes and, once this was done, the mount went straight in without any trouble. So, chuck everything back together and the job's a good 'un. Took the car for a short test drive and all is well.



Once again ready for a wheel alignment and check-over, but I thought that I would first check the mixture, points and timing. The mixture and points were O.K., but while setting the timing I was adjusting the vernier on the distributor and the engine just stopped. The engine would turn over, but there was no spark. The fault had to be in the distributor, but all the low tension wires and connections looked perfect. Using a test light showed that there was a break somewhere in the wire from the coil to the distributor, although there was no outward sign. I made up a new length of wire and Hey Presto, the engine started and ran satisfactorily. Took it for another test drive and all is well, but found that the handbrake needs adjusting. And so it goes....!





A LETTER FROM THE EAST

GRAHAM PENN

Today was a nice day for a drive in the GT6, having managed to get a WoF. with no trouble at all. Andrew, who owns the service centre here in Whangamata - and who is really a nice guy - [of COURSE he is Graham - he just passed the GT6 for a WoF! - ED.] said he used to work on Triumphs - including Heralds - which is great, because he understands them. He also has a passion for classics - including American cars - and particularly likes the Beach Hop.

It's always good to find a mechanic who is willing to take the time to part with his knowledge regarding our fine little classics.

The spitfire is taking a rest at the moment, but I must take it for a spin soon - even if I will have to do it with top up, as the summer sun has abandoned us lately here in Whangamata.....and the more you drive them, the better they like it anyway!

The photo (below) of the GT6 was taken beside the harbour at beautiful Opoutere, which is a few miles from Whangamata. Hope to see you all at Te Aroha in October, if not before.

All the best

Graham Penn



STORY TIME WITH.....

*We've had a few stories of Triumph ownership in the past 12 months.....but how about what it was like to WORK for Triumph back in the day? **Morley Faulkner** very kindly gave me permission to publish the speech he made at the ATCC 30th Anniversary dinner last year, along with the pictures that never made it to screen at the time due to a technical malfunction. Hope you enjoy it as much as I did.*

Good evening. Allan (our MC) has asked me to fill in for an hour, so with the risk of boring you to sleep here goes.

I was destined to be in the motor industry, as my Grandfather had worked for Bill Lyon's Swallow sidecars in Blackpool and was involved in building what was to be known as the very first Jaguar. His son Bruce went on to be Jaguar's service manager in America.



So it was that my association with Standard-Triumph begins way back in the 1920's, when my Father and Mother started working for Standard at Cash's Lane Coventry. Dad worked as an Electrical Engineer and Mum as a Trimmer.



By the time Standard moved to Canley, Dad was well established in the Maintenance Dept and Mum had become a receptionist / hostess and who, with two other ladies, would escort celebrities and international dignitaries through the factory. To name a few - Prince Bilabong Bira of Siam, the Duke of Kent, Raymond Mays and any show biz stars that may be appearing at the Coventry Hippodrome that week.



This was the beginning of the John Black era. He was a very charismatic character who was before his time regarding employer/worker relationship, believing a happy factory was a productive one.

The period leading up to the 2nd World War was very productive for Standard, as they strove to establish themselves as a leading motor manufacturer.



The Company supported every conceivable sport or pastime, again forming a loyal workforce. At this time due to the proliferation of motor manufacturers. Coventry was known as the Mint.

One popular pastime for people at the time, was the Territorials. Good fun, plenty to do and nice uniforms. All went well till September 1939. Mother, being a Territorial, was called up and her first posting was to Reading Barracks to receive and care for the Dunkirk Saviours.

She served with the ATS for the duration of the war - only taking time off to have me. She rose to the rank of Sgt Major affiliated to the Royal Artillery anti aircraft guns.

Standard was by now totally involved in the war effort. That meant that factory workers were exempt from military service. However,

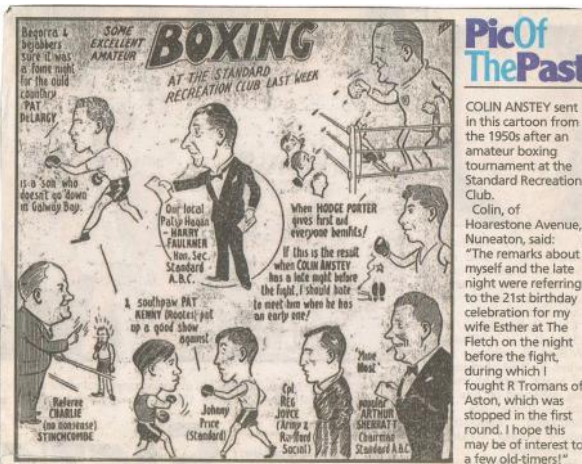
STORY TIME WITH....CONTD

after the horrors of the November 1940 Blitz, many thought they would be better off in the army, as then they would know who they were fighting. For them it was not possible, as they were marked as Target Men and those that left were soon brought back to work.

Most factory workers doubled as Air Wardens, Auxiliary Firemen, First Aid Workers etc. My Dad was an Auxiliary Fireman, so as well as working a full shift at Standard, they would then spend their nights dodging bombs, and fighting fires.....and then drag themselves to work the next day to clean up any mess caused by the bombs and get production back underway. No wonder they wanted to escape! On top of this, some would have to deal with personal losses of friends, relatives and homes.



On April 20th, all things changed in the Faulkner household as I was born at 30 Myrtle Grove Earlsdon within the sounds of the factory hooter. To my Dad's disgust this was also Adolf Hitler's birthday.



My father was also Hon. Sec. to Standard's Amateur Boxing Club

The war continued with the bombing raids getting less frequent. Dad was either at work or on Fire watch, with Mum back on anti-aircraft guns. I would be topped up on parsnip wine and put under the stairs next to the gas meter.....which was ironic I thought.

After the war, all efforts were being made to get back into production - this all hampered by the lack of raw material. Morale was low, but John Black did wonders to rebuild the team. He even built a tent city at Weston-Super-Mare. Run like a holiday camp, everything was laid on for all employees - shop floor and management - for 2 weeks each year.

The rest of Standards rebuild is well documented, which now brings me to my part in STI's downfall.

I left school with only my birth certificate to show for my efforts, With Dad now the Works electrical engineer, we lived in a Works house on factory grounds.....and he announced that I would be an apprentice Jig and Toolmaker at STI.

I started at the Apprentice School in Banner Lane (where the tractors were assembled), with about a dozen or so other hopefuls. During the 6 months probation period, I was at one time sent to the publicity dept where we took visitors around the factory - ironic as Mum had done this some 20yrs before.

After 6 months, we were sent to our various trade departments. I went to the Tool Room at Fletchamstead - the old Jet Engine shop - where I would spend the next 5 yrs. It did not take long for me to realise I was not cut out to be a toolmaker - I wanted to work on cars.



STORY TIME WITH.....CONTD

Shortly after this my Dad died. I was just 17yrs old. I went off to see the Apprentice Supervisor - Ivor Grey - and requested a transfer to the Mechanics Dept. He was sympathetic to my plea, but said "Your Dad said you would be a toolmaker - and by God you will be". So that was that.

The only highlights of my time as an apprentice was when the factory went on strike - which was not infrequent. It meant I could sneak off and jump into a TR and have a blast around the factory. These excursions did not last long as they only had a teaspoon of gas in them.



You could just about go anywhere in the factory as long as you had a drawing under your arm, as they used to say they did not know whether you were going to wipe your arse or light a fire.

During this time Leyland had taken over. The Day of the Long Knives came and each director was summoned to the Kremlin (what we called the directors Head Office). All turned up in their T2000 or TR4's and only 20 mins later were to be seen walking to the main gate to pick up a taxi.

At the end of my apprenticeship, I was not wanted in the Tool Room, so was sent to Tool Tipping in the bowels of the factory as a Floating Toolmaker. After a couple of months, I asked my Mum - who had been back at STI since Dad died - whether she could pull a few strings and get me moved. She called Harry Webster. I was called to his office the following Monday and by Wednesday I was in Experimental Dept Rig Test. Now only a glass partition separated me from the real world of cars.....and just around the corner was the Competitions Dept.

Rig Test was good - you simulated road going conditions in the workshop so you could observe what happens. One test was a revolving off-centre wheel pushing a shock absorber up and down at a furious rate. The boss - Harry Cuthbert - said "Can you hear that squeak?" "What squeak?" we said. "That one". "No". So he removed his pipe and lent near to the pulsating shock absorber - a little too close as it turned out. It trapped his ear under the dust cover. We heard THAT squeak. Off to surgery he went. Back with a huge wad of cotton wool over his ear and bandage around his head. We only had to look at him to burst out laughing.

One of my jobs in Rig Test was to strip the springs for the race and rally cars and take them to heat treatment to be placed in a furnace to reset the ride heights, then rebuild them and take them round to the Competitions (Comps) Department. Eyes wide open - I loved it.

After a while, I was asked if I was interested in working in Road Test. Is the Pope a catholic?



This was interesting work on prototypes and competitors cars. Whilst working on road test we'd often go to MIRA to test handling and do speed tests. One memorable occasion was when a couple of Technicians took a T2000 to test for dust invasion. This consisted of driving through a half round shed - about 50 meters long and filled with talcum powder. You hit the threshold at about 60 mph and aimed for the daylight at the other end. Well, these guys hit the threshold and all the talc exploded as predicted....but they had left the back windows down. When they stopped and got out they looked like a couple of aliens.

STORY TIME WITH.....CONTD

My major gaff while working with road test was during the time I was paired with Dennis Barbet - he was the technician and I was the mechanic. We had been given a T2000 from the fleet and it was to be used for the crash testing at MIRA. First, we had to make sure everything was in working order. In the Experimental Dept we had about ten four-poster hoists - all linked together with a staging at the top level. We had the T2000 at top height so could check everything and Dennis could tick them off on his clip board - very mundane. (Incidentally Dennis was the guy who designed the Stromberg carburettor.)

At the same time, most of the Directors were looking at some mods on a prototype in the middle of the workshop. When we had finished with the T2000, we walked down the steps and I pressed the down button. We watched the conference going on in the middle of workshop until the hoist stopped at the bottom. You can imagine my shock when I turned round only to see the T2000 hanging in mid air supported by its four open doors on the upper staging!

Shit. I pressed the up button and hoped for the best. Dennis did a vanishing trick and all the other guys held their breaths, Will one of the Directors turn round to see what the silence was about, or would the hoist retrieve the T2000 first? It was the latter. The outrush of breath was like a hurricane through the shop. Hello Dennis, where have you been? The outcome was that the doors no longer shut.....but a lot of heaving and grunting eventually had them working tickety-boo.

Car was all painted up with it's black and white squares and it's off to MIRA with Dennis and T2000 on a trailer. The test was to propel the car into a 100 ton concrete block at 30 mph. This was achieved by a guy pushing it with Land-Rover and releasing it just before impact.

Camera rolling and off we go - the car hits the block and all the bloody doors flew open. Dennis and I looked at each other with a sickly grin. The car went back on the trailer and back to the workshop. The next test - a rear end shunt at 30 mph. The car had to be free rolling and hand-brake operable. The Land-Rover - now equipped with railway sleepers on front - rams the car up rear. Success.



Ok, so it's a Herald..... I know that - I couldn't find any footage of a T2000 crash test on the internet! Sorry about that - you get the idea though, eh - ED

At the after match discussions it was noted that we would need to have a word with the door lock manufacturers.....

However, we were one better than Rootes Group, who were there crash testing a Sunbeam Tiger. All nicely painted with it's black and white squares, it hit the block at 30mph no problem. It was only after viewing the film they saw that it had run out just before impact.....

STORY TIME WITH.....CONTD



A series of prototypes were used in Experimental. Black Bess was the original TR4 with a modified TR3a body. A Morris 1100 was a Toledo, but as the engine was north-south as opposed to east-west it had an unusual lump in the bonnet. The Pony - a four wheel drive, forward-control vehicle - was lost in a river in Persia (now Afghanistan)

It was not long after that I was told there was a vacancy in Competition Dept and would I be interested....

At this time Triumph were running the Le Mans Spitfires, Rally Spitfires, and developing the T2000 rally cars.

You can imagine how it felt being told to go and get a T2000 body off the line And get started to work on it. I was teamed up with Brian Spencer (aka Rabbit) building Roy Fidler's car Peter Cox and Peter Clark (aka Albert) were building Simo Lampenen's car, with David Shepard and Bob Jones building the Thuner / Gretener car. [For



the full story of the event these vehicles were being built for - the now-infamous 1966 Monte Carlo Rally - from Morley's perspective as experienced with the Triumph Works team during the rally, was published in the Spring 2018 edition of Headlights and Highlights - ED.]



In between this we would be servicing or repairing Spitfires for National and International events.

During this period I had to take Bill Bradley's Le Mans Spitfire to MIRA for brake bedding. This meant lapping the handling circuit and bedding brakes, then stopping and fitting new ones and off again. It was a Friday, so any other guys there had packed up early and gone back to the factory and I was left to finish up. Coming down the back straight, I changed down to third - I mean, I had done this a million times that day - and the accelerator jammed open. Straight on and bang dead centre on a 45 gallon oil drum. Shock and disbelief, I slowly returned the car to the trailer. Other competitors and company workers still at site were giving me hell and loving every moment. Got the car back on the trailer and headed back home. Word was out as I had a reception committee waiting - Harry Webster, John Lloyd, Ray Henderson and Graham Stanley. I took the car off trailer and told them the throttle stuck open. Harry Webster just said to go home and that they will check it out.

What a weekend I had - almost vomiting with worry. You can imagine my feeling on Monday seeing the car there in the workshop with its front end stove in. Then the call came "Morley to the Office", with the lads kindly offering to pack my tools for me etc.

I crept into John Lloyds Office ready to take my punishment like a man, when he said "You're a lucky boy Morley", as after many tries the throttle had indeed stayed open. They had got the body guys to come in on the Saturday after I pranged it in order to rebuild the front so Bill could race at Crystal Palace on the Sunday,. Bill had then stuffed it into a bank.

Incidentally Canley Classics have said that Bill Bradley had reported having experienced same on a couple of occasions.

STORY TIME WITH.....CONTD

We had also been preparing a Spitfire for SMART (Stirling Moss Racing Team), which was to be for his secretary Val Pirie. We were also building the Macau Spitfire for Hong Kong

Val had little success with the Spitfire so Peter Cox acquired it to race in the Freddie Dixon Trophy series. He would be against Bill Bradley in the works Le Mans car.



It was at Oulton Park - Pete had the Spitfire, I had my ex-Stirling Moss F1 Cooper with Chevy V8 and my teammate - Bob Walton from Rootes R&D - had the ex Mike Hailwood Lotus 24 with Ford V8.



During practice, Bill Bradley blew a head gasket, so he asked us if we could change it for him. No problem. We wandered over and one look was enough. The Freddie Dixon Trophy was for up to 1200cc and Bill plainly had a 1300cc motor. We wondered were he had got his sudden surge of

talent from. Pete told him were he could stick his car and stormed off. Whether this had any effect on Peter's performance we shall never know....but he did manage to launch his car through the advertising hoarding at the hairpin.

Monday morning the air was blue with Pete sounding off to Ray Henderson. Who knew of the swap? But at the end of the day the knowledge had to be kept in house.... Pete himself went on to win the Freddie Dixon Trophy that year.



Life carried on much the same with work continuing with work on a racing T2000, a 2-litre Spitfire (not a GT6) and freshening up of the Macau Spitfire before it was sent to Kas Kastner in the States.

The racing T2000 was a nice car and went really well, but on its first outing at the BOAC meeting at Brands Hatch, Bill Bradley blew it up on the start line. He over-revved the motor, dropped the clutch and sheared the flywheel off the crank.

It was my job to remove the engine and gearbox back at the factory - the flywheel had completely sawn the gearbox off, so no need to undo any bolts. The Directors considered it an embarrassment, so the project was canned.



A few anecdotal notes.....

Vic Eford drove a Vitesse in the Liege/Sofia/Liege Rally. He got just outside Sofia and was in 3rd place, when a petrol pipe came adrift under the bonnet and poured onto exhaust. They managed to retrieve their personal bags before it became an

STORY TIME WITH.....CONTD

inferno. End of story? No. This Vitesse was an absolute rocket and would have done well if it had been allowed to continue. Again it was dropped. Almost two years later, Ray Henderson receives an invoice from the then-Bulgarian government, informing us that the car had been imported and therefore subject to duty. A lot of money for a burnt out wreck! We did not even know if it still existed. It was decided to send Gordon Birtwistle down to find and retrieve said wreck. He took a Mercedes 250SL and trailer, had half stud tyres as it was winter and he would be going over some of Europe's famous passes. After a time, he found a burnt out wreck - the original or not we will never know, but suffice it to say it fitted the criteria. On his journey back he came across a stranded American couple half way up one pass, so being a good Samaritan he tied a rope on the back of the trailer with the wreck on it and pulled the whole shooting match over the pass. Mission accomplished -and car dumped.

Rally of a 1000 Lakes - Roy Fidler T2000

The rally consisted of sending a snow plough up a frozen river to create a track then let the rally cars go. Roy set off with great gusto - only to go straight on at first corner. Unable to reverse out and unable to open the doors, he was stuck there until he could be pulled free....and not a mark on the car. Apparently you could only see the rear lights.....

RAC Rally

The Amalgamated Engineering Union had blacked the rally, so no Triumph service crews were allowed to work on cars. This meant that drivers had to organise their own crews. Inexperienced but enthusiastic, they did their best. The T2000 often needed front strut replacement and as it happens, this member - unaccustomed to such work - unwound the centre nut. The nut was never seen again and it left the car with the right hand front about half a meter higher than the rest. End of rally.....



Incidentally, Roy Fidler won the British Rally Championship in the car that Brian Spencer and I built.

Monte Carlo Rally

Nobody told us how cold it would be,,which was -14 to -20 on the Turini.

Simo Lampinen gets to Pac Ferme in Monte Carlo with his car stuck in 3rd gear. However, no work is allowed on cars in Pac Ferme or within 10kms. It's a steep climb with many hairpins to get out of Monte Carlo. Simo - shod on full stud tyre - fires up the Triumph and wheelspins his way out of Monte. Waiting at a local garage up the road are Peter Cox and Peter Clark. In comes Simo - out with the old box, in with new box - and Simo back in, but finds 4 reverse and 1 forward gear. Rally over for him. I know we have all done it.



However Roy Fidler was doing quite well. We were parked in an entrance to a cemetery with Ray Henderson. As we were waiting for rally to pass, I found Ray vomiting behind our car. I asked if he was ok only to be told that if Roy wins his class we are stuffed. Homologation - that dirty word - the car was supposed to be pretty standard. Well it was....apart from the modified rear brakes, the PI

STORY TIME WITH.....CONTD

cam shaft, the one and three quarter inch Strombergs and overdrive on all gears - and that is only what I knew of. The one and a half inch Strombergs have a two-bolt flange and the one and three quarter inch have a four-bolt flange. We had to cut two flanges off the one and three quarter inch, file up and re-tap them to look like one and a half inch. Rather sneaky of us, so luckily Roy came in 14th.

Annie Souibault

During the 60's, rallies were more of an endurance nature with drivers and navigators snatching a sleep were ever possible. Annie was a very classy French lady, who's habit of sleeping in the buff led to a frenzied dash to be the one to wake her.



Pee tube experiment

Because these rallies were of an endurance and timed event, stopping for a comfort break was out of the question. So at the request of the drivers, a Pee Tube was to be fitted. This was left to two technicians to design and fit. Once done it was time for a practical test. The car fitted with the device was a TR3a hardtop.

A stop was made at the 'Fletch" (a pub across the road from the factory) to fuel up and off down the M1 for trials. At the chosen moment, the tube was attached and relief was achieved. Thus, with a smile of satisfaction, the tube was removed. The explosion that took place within the confines of the cabin was due to the retention of fluid remaining in the tube which had been forced back into the cab. All this happened at 100 mph. *[I often wondered about that part of endurance motor racing - knowing how often I have to leave the room while watching the Bathurst. I wonder if they ever find a suitable work-around for that! - ED.]*

End of Comps

In 1967 Harold Wilson Labour Prime Minister introduced the Credit Squeeze Bill. Unbeknown to us, this was the death knell of the competition dept.

A few days later Ray Henderson called us all together to tell us the competition dept had been closed down. We were to report to Graham Stanley as we were now on American exhaust emission testing.

This meant driving round the clock 7 days a week in all models, to an American programme of milage and services. If a car was written off in an accident - of which there were a few -



then the engine would be transferred into another body and the test resumed. The success of these tests were essential for the future of the company. For every ship load of cars sent to America, one car would be selected at random and put through stringent tests. If it failed, then the whole ship-load would be rejected. The boredom of this work was enough for me to call it quits and I left for South Africa, ending up in Malawi.

STORY TIME WITH.....CONTD

Six years later, I went back to the UK on holiday and went to see Triumph. John Lloyd invited me into his office for tea and we chatted about general things. I then raised the issue of Triumphs in Africa - Peugeot held the market, but the T2000 (with little additions) would blow it away. I'll never forget what John said - "Morley, you don't understand. America is our market - 80% of our cars go there." How prophetic was that. I returned to Malawi very glad that I had had the insight to leave when I did.

Today

I came to NZ in 1977 and have had little contact with Triumph apart from buying a TR7 and spending 14yrs converting to a TR7V8. It was only after my retirement that I have been able to get back into it. The purchase of two 1965 Spitfires and the desire to build a replica of the Macau Spitfire has been an all enveloping pastime.

Everyone here who has (or is restoring) a Standard-Triumph must endeavour at all costs to keep their cars registered and on the road and not be put off by over-zealous officialdom, as it appears they are hell bent on taking us off the road.





ATCC CLUB TOOLS

The ATCC has special tools that are available for club members to use. These are:

Rear Hub Pullers.

We have 2 of these and they are use on the rear hubs to pull the taper locked flange or wheel hub off the axle so you can replace the bearings in the half shaft. They will fit most of the club cars (Herald, Spitfire, GT6, Vitesse, 2000/2500 and some of the TR's

Spring Compressors

We have 2 types the first type is for the Herald based range of cars. These are set up so they can compress the spring onto the shock without scratching you freshly painted shock or spring. The second type will fit all other cars as it clips over the coils of the spring.

Herald Rear Spring extension

These are for the removal of the rear half shafts of a herald to attach to the rear spring so the bolt can be removed where the spring attaches to the half shaft. The Herald should be the only car that needs this tool.

The tools are hired out with a \$10.00 deposit which you will get back if they come back with no damage.

They are available from Allan Rosenfeldt. You can contact him on 09 2781486 or 0274845828 to arrange a pick up time and place.

Please note: Allan also has a supply of **Dash Pot oil** for your SU carburetors. Hit him up for a good price at the next Club Night.



