



British Sports Car Centre

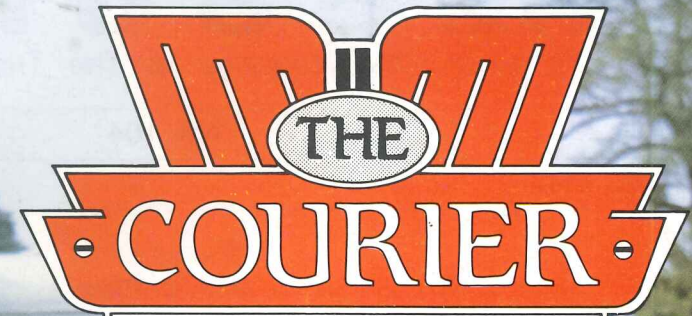
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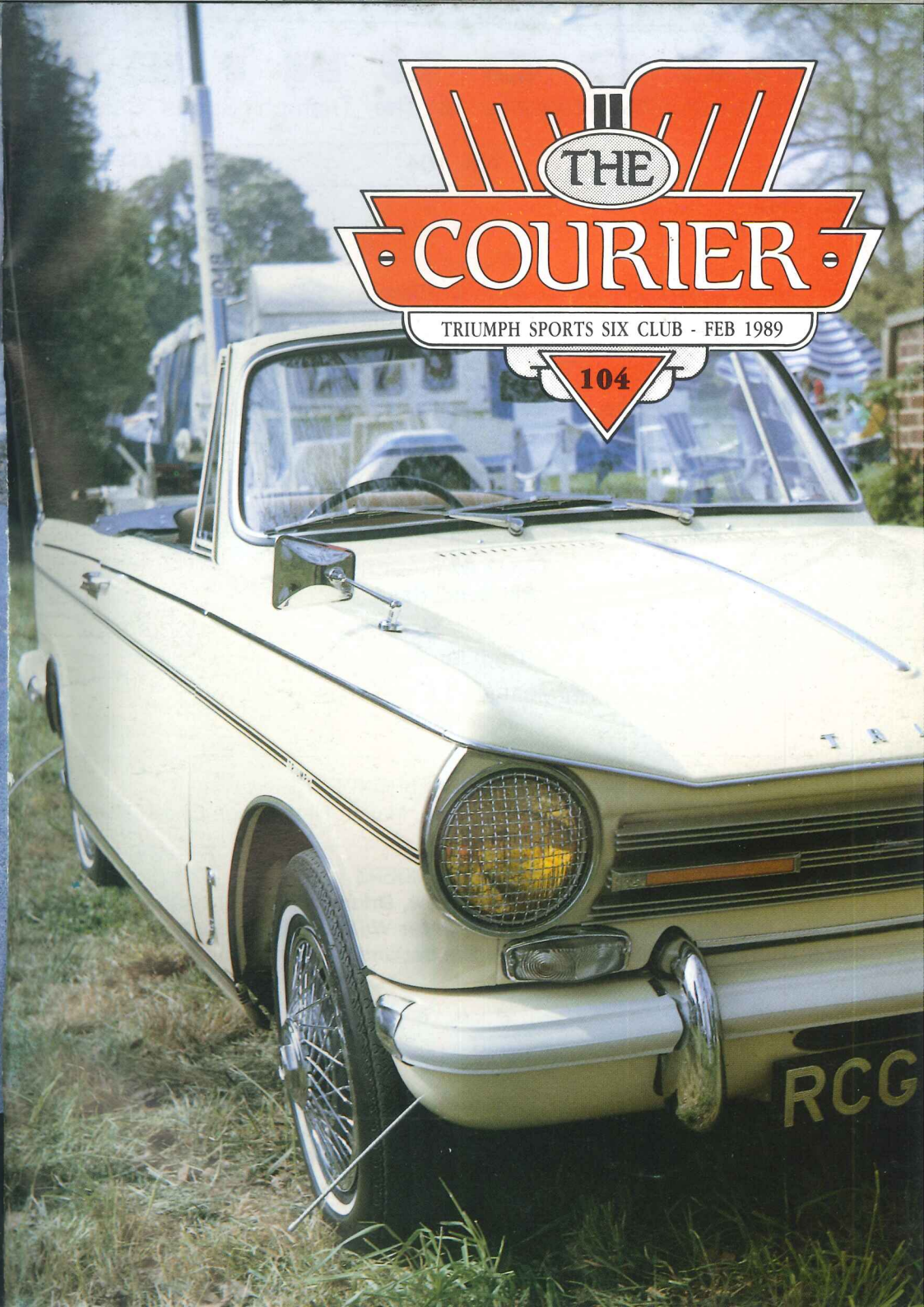
Spitfire, GT6, Herald, Vitesse
Spares Specialists

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TRIUMPH SPORTS SIX CLUB - FEB 1989

104



THE COURIER

The Official Monthly Magazine of The Triumph Sports Six Club

VOL. 9

No. 104

FEBRUARY 1989

Price £1.00

Free to Club Members

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MEMBERSHIP SECRETARY

Trudi Squibbs

MEMBERSHIP EXECUTIVE

Jane Davies

MAGAZINE CORRESPONDENCE

TRIUMPH SPORTS SIX CLUB - PO Box 28, Market Harborough Leics LE16 7FX

COMMITTEE MEMBERS 1989

John Griffiths, Jonty Wild, Roland Drew, Brian Waters, Glyn Ridgewell,

John Cudmore, Dave Bayliss, Peter Williams, Mike Costigan,

Trudi Squibbs, Dennis Benson, Bill Sunderland, Mike Crewes, John Thorpe.

C o v e r P h o t o g r a p h

Herald 13/60 Convertible taken at SEM May 1988

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

For a full list of TSSC Officials see page 66

EDITORIAL

All aboard!!

Well nearly our first 100 page monthly and what a start! Virtually all the Register Secretaries have contributed to this Courier. I hope this trend will continue.

We would like to welcome back founder TSSC member, Eddie Evans from Cumbria as a special contributor to the magazine. Over the coming months all being well, future articles will include profiles on Club cars along with Buying Guides, and he hopes to generally add to the technical content of the magazine. This is not new ground for Eddie - he is a former TSSC Director, Spares Secretary/Technical Register Secretary and has played a large part in forming the TSSC as we know it. We welcome him back. Eddie's first article is featuring the Spitfire 1500.

We are only seven weeks away from our first major Show of the season, namely the 10th Bristol Classic Car Show on the 18th and 19th of March. The following week we will be in London at the London International Car Show at Alexandra Palace and from then on there will be shows every month! If you are planning on staging a TSSC event, please contact Jonty Wild NOW as March sees the publication of the 1989 TSSC Events Calendar.

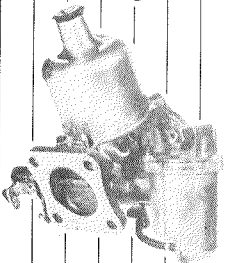
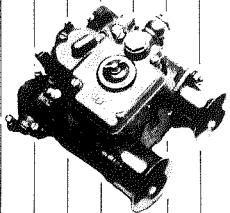
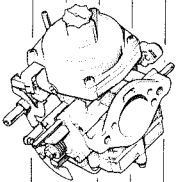
Enclosed with this magazine you will find Turning Circle No. 14 on Competition and Tuning - have a good read.

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PRESIDENTS

INTRO



John Griffiths

DVT 784J : CARBURETTOR CHOICE

My Vitesse is back from it's major rebuild at S W Classics, Totnes. And what a superb job Stan, Sue, Hugh, Andrew and Rufus have made of it. It was a full body-off restoration with the chassis now looking as good as the body. As the car is increasingly used on the road, I have taken the opportunity to down-tune it slightly.



Gone are the rollbar, the very short front springs and the Webers! In place of the Webers, I have fitted twin SU HS6 carbs. obtained from Triumphtune. That means that during my ownership, I have had no less than 4 different carb. arrangements.

- (i) Standard CD150 Strombergs
- (ii) CD175 Strombergs
- (iii) Triple 40 DCOE Webers
- (iv) SU HS6

The 150s to my mind were never large enough for the engine, so the 1¾" (CD175) Strombergs were a worthwhile conversion. Whilst improving petrol consumption, they also increased power output when matched to an extractor manifold and improved silencer system. The only problem really lay in the inlet manifold which allows little room for gas flowing due to it's design.

The Webers are the ultimate, although I would imagine fuel injection is equally as good if not better. When you get to this stage, however, it all gets expensive, and fuel consumption drops dramatically. Mine never did more than 15 mpg when I was having fun! With Webers you can get "proper" inlet manifolds and can go to extremes with your camshaft if you wish to. You will also need to breathe on the head and get the bottom end fully balanced if you're going to get the best out of them. In return for all this time, effort and money you get performance, and an engine that looks the business! You also get a magnificent noise when the engine comes "on-cam", (carbs sucking for air and from the straight through exhaust).

But Webers are messy, and continually drop petrol which makes it difficult to keep the engine looking nice (they're no good either, without all the other performance changes). As a consequence, you also have to accept the loss of all that lovely tractability which comes so low down from the standard 2-litre engine.

The SUs are now supplied by Triumphtune in place of the Strombergs. I think they are slightly better than the Strombergs, giving good torque through a very wide band even with my Piper (38/78) camshaft. My inlet manifold, whilst being the standard Vitesse one has been worked on a little and this - together with 10:1 compression, ported/gas flowed head, 6-branch extractor manifold, fully balanced motor, etc., etc. - provides very pleasing results. I'll have to get it on the rolling road to see how output compares to the Webers.

● CAR VALUES

There has been quite a lot of comment recently in a number of magazines about Classic Car values. Furthermore, compatriot cars such as TRs, MGs, Alpines and Austin Healeys to name just four, are starting to become very expensive (over £12,000 for concours examples is not now uncommon). But when we look at this figure against what it will buy today, the whole issue is put into context. Why shouldn't a concours MGC, TR5 or GT6 MkIII be worth as much as a Sierra? And why should a good 13/60 convertible be only worth a sixth of the value of a Montego?

As you will probably know, we have valued 4,100 cars to-date under the Agreed Value TSSC scheme. As such we have a pretty good idea of values and the general trends. But as a Club we have always taken a very responsible view on values, taking care to try and ensure they didn't go through the roof overnight, thereby putting the cars out of reach of hundreds of prospective owners. But times are changing. Only the other day I spotted in the Sunday Times an advert for the ultimate GT6.

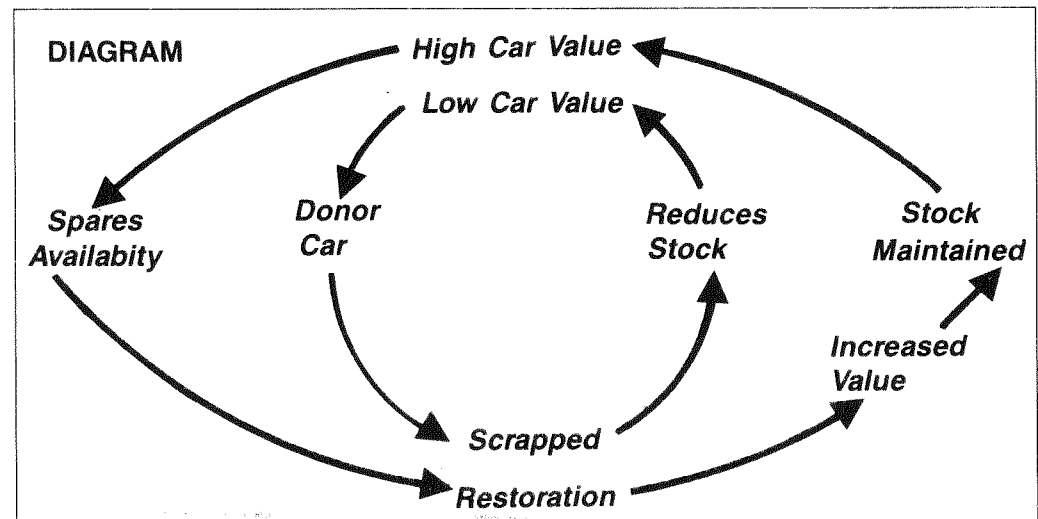
"Documented 9,000 miles, red, very successful concours history, £18,000". I wonder if it sold for that figure!

Furthermore, it is quite a rare occurrence to see one of our cars on the open road, particularly in the winter. The simple reason is that more and more people are using them as second cars.

I think it is also true to say that the overall stock is improving. There are two basic reasons for this:-

- (i) Many "Bangers" have been written off over recent years.
- (ii) As the cars become more "collectable" so more money is spent on them to improve their appearance and life expectancy.

As the cars increase in value, fewer vehicles are scrapped. But there is one other aspect. If there is a good supply of quality panels, then the need to use donor vehicles reduces. To make a market for panels and spares and for that matter restoration, the cars need to have sufficient inherent values and appreciability to fuel the whole process.



So what does this all mean for us? Three things:-

1. We must recognise the importance the values have on the whole Triumph infrastructure (Traders, Spares, Restoration, Club, Press etc.).
2. We must recognise the importance the values have of keeping more of our cars alive.
3. We must not, as a result, fall into the trap of under-estimating the value of our cars (or as the Triumph 2000, 2500 - 2.5 Register recently put it, "we must not feel too humble about our old cars, as I think we did in the early days of the TR Register").

CAR VALUES

Within the Club we constantly keep our eye on the values and up-date them as and when required. Each year we carry out a full appraisal and this information is then summarised for the new Insurance Guide leaflet (available free on request from the Club Office). As the values are of interest to all members, we felt it would be helpful and interesting to reproduce the value guide here.

GUIDE TO CAR VALUES - February 1989					
		CONCOURS	A1	A2	A3
HERALD	Saloon	2000/2500	1250	500	200
	Convertible	3000/4000	1750	1000	300
VITESSE	1600/2Ltr Mkl Saloon	2000/3000	1800	800	300
	2 Litre MkII Saloon	2300/3300	2000	1000	300
	1600 & 2-litre Conv.	2500/3500	2200	1000	350
	2-litre MKII Conv.	4000/6000	3200	1500	450
SPITFIRE	MKI, MKII	2000/2500	1400	900	250
	MKIII, MKIV	2500/3300	2000	1000	300
	1500 (75-78)	2500/4000	2200	1300	600
	1500 (79-81)	3500/5000	3500	2000	1200
GT6	MKI	2500/4000	1800	1200	500
	MKII	3200/5500	2700	1500	600
	MKIII	3800/7000	3400	1700	700
BOND	4 Cylinder	1500/2000	1200	500	200
	2-litre Saloon	1750/2250	1500	600	250
	2-litre Conv.	2000/3000	2000	1000	300
SPECIALS	Spartan	4000/5000	3500	1500	500
	Marlin	3250/4000	3000	1200	400
	Burlington	3000/3500	2500	1200	400
	Moss	3250/4000	3000	1200	400
	Hurricane	3500/4500	3000	1400	450
	Gentry	4000/5000	3500	1500	500
AMPHICAR	-	5000/8000	6000	3000	1750

IMPORTANT NOTICE

It appears from our files that a lot of you have not revalued your car within the stated period then, quite simply, **your car will not longer be Agreed Value insured.** A Revaluation only costs £5, so if you're one of these members, ask for a form today. Alternatively, if you think your car has gone up in value, then you are free to revalue your car at any time. Revaluation forms are available from the Club Office or from us. Check today that you are covered. Tomorrow may be too late!

OVERSEAS CLUBS

At Christmas I always send cards to all known similar Triumph Clubs throughout the world. Naturally, I receive a lot in return and this year also had letters from:

- (i) The Australian Triumph Association
- (ii) Spitfire Club Deutschlands
- (iii) Triumph Spitfire Club of Sweden
- (iv) The Vintage Triumph Register (USA)

All of them wish the TSSC and it's members good wishes for 1989.

I am always very pleased to hear from Overseas members or Clubs. It is my hope that, as we move forward as the mother land organisation, we can not only help more and more UK owners to enjoy Triumph motoring, but add in some small way to the support that many Overseas Clubs need.

WINTER BREAK

There are still a few places left on this year's Winter Break at the Fosse Manor Hotel (2-star hotel) at Stow on the Wold. This is one of the traditions of the TSSC. The whole weekend is very informal but great fun. It is set in the heart of the beautiful Cotswold countryside, so why not get away from it all and join us for a well deserved break. Please see elsewhere for application form. ★



Did you know that you can save up to

£17.50

by joining the RAC Associated Club Scheme

See application form in this
Courier
or phone 0858 34424

NEWS REVIEW

PRESS RELEASE

The following News Release was sent to us in December by Swindon Classics, 528 Ferndale Road, Swindon, Wilts.

"More than six months of preparation comes to fruition in December, when Swindon Classics opens for business for the first time.

With an initial investment of over £130,000.00, Swindon Classics intends to quickly become the Mid West's premier supplier of new and reconditioned parts for TSSC Triumphs.

Swindon Classics commitment to the Herald based car extends from the supply of parts to the sale of complete cars (basket cases to near concours).

They also run a fleet of 1960's Wedding Cars to help make an important day that bit more special.

The partners, Roland Drew and Simon Roberts have long owned TSSC cars and understand the joys and problems associated with ownership.

For both partners Swindon Classics will allow them the opportunity to actively practice their passion for older cars.

In his career in the Motor Industry, Roland has worked for Aston Martin and Rolls Royce, whilst Simon has been involved in the marketing of British Aerospace (who owns Rover Group) airliners.

The business, based at 528 Ferndale Road, Swindon, has established contacts throughout the Classic Car world so it can supply many unusual and hard to find parts.

Car Transportation is another area of activity for Swindon Classics, running both open and covered transporters at highly competitive rates, either for local or long distance work.

So if you own a TSSC car, Swindon Classics is well worth a visit. You will find them at the Cheney Manor end of Ferndale Road or on Swindon (0793) 611098.

TRIUMPH SPORTS SIX CLUB LTD AUDITED ACCOUNTS

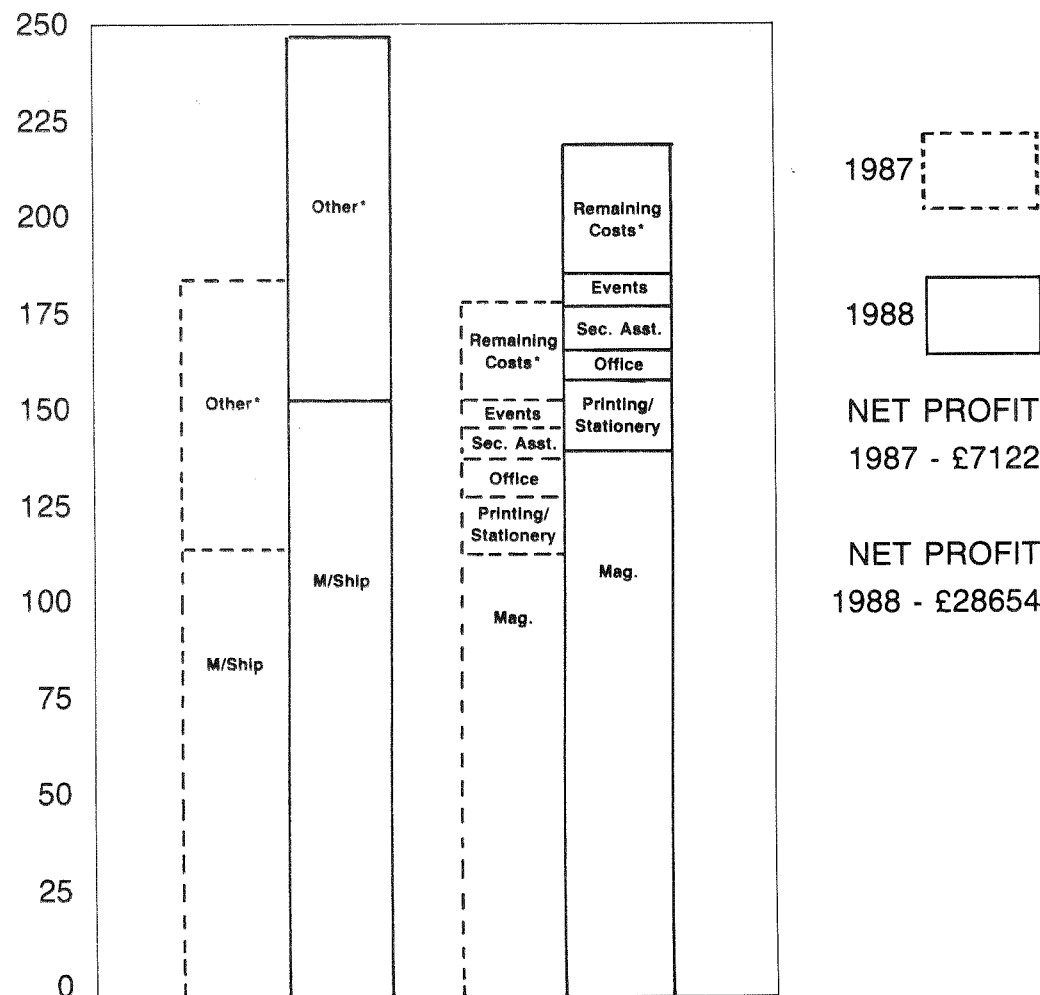
Balance Sheet as at 31st August 1988

1987		£	£	£
12656	FIXED ASSETS			
	Tangible Assets			13412
	CURRENT ASSETS			
10583	Stocks		13370	
	Debtors			
10659	Trade Debtors		17935	
1515	Other Debtors		3054	
51564	Cash at Bank and in Hand		72855	
74321			107214	
	CREDITORS: AMOUNTS FALLING DUE WITHIN ONE YEAR			
5182	Trade Creditors	12209		
	Other Creditors including			
2469	Taxation and Soical Security	5298		
42613	Accruals and Deferred Income	37752		
50264			55259	
24057	Net Current Assets			51955
36713	Total Assets less Current Liabilities			65367
	CAPITAL AND RESERVES			
5978	General Reserve			5978
30735	Profit and Loss Account			59389
36713				65367

Profit and Loss Account for the year ended 31st August 1988

209275	Turnover		268270
121410	Less: Cost of Sales		143438
87865			124832
28562	Distribution Costs	37011	
	Administrative Expenses		
4885	Wages	4110	
300	Social Security Contributions	224	
1200	Audit Fee	1600	
4219	Depreciation	4472	
38116	Others	45090	
7103	Competitions and Events	7906	
84385			100413
3480			22419
5071	Interest Receivable		5415
8551	Profit for the year before Taxation		29834
1429	Taxation		1180
7122	Profit for the year after Taxation		28654
23613	Balance brought forward		30735
30735	Balance carried forward		59389

PROFIT AND LOSS ACCOUNT - AUDITED ACCOUNTS YEAR ENDED 31/8/88



1987

1988

NET PROFIT
1987 - £7122

NET PROFIT
1988 - £28654

Money From Money Spent

Other* Includes:-

- Advertising
- RAC
- Insurance
- Regalia
- Special Offers
- Interest

Remaining Costs* Includes:-

- Bank Charges
- Audit Fee
- Rates/Heating/Lighting/Telephone
- Motor/Travel Expenses
- Insurance

ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting will be held on **Sunday 12th March commencing at 10.30am.**

VENUE: Sherwood Conference and Business Centre, Nottingham

PROPOSED AGENDA:

1. President's Introduction
2. Increase in Membership Subscriptions
3. Financial Report and Presentation of Accounts
4. Re-election of Auditors - Haywood and Company
5. Re-election of Members of the Council of Management
 - A. In accordance with the Articles of Association, the following will retire and are eligible for re-election
 - J Cudmore
 - G Ridgewell
 - B Waters
 - B. The following has resigned and is eligible for re-election
 - M Crewes
 - C. The following were seconded onto the Council of Management, subsequent to the last AGM and require to be re-elected
 - J Thorpe
 - W Sunderland
6. Election of other Club Officers/Register Secretaries and the ratification of Area Organisers
7. Changes to the Articles of Association and Club Rules.
 - A. To formally change the Articles of Association by Special Resolution to include 'Rolling Membership' subscriptions which were introduced during the past year to simplify the payment of membership subscriptions
 - ie. alter current article 6(g) from,
 - 'Subscriptions shall be fixed annually by the Council and shall fall due on the 1st September of each successive year,' to read,
 - 'Subscriptions to be fixed annually by the Council and shall fall due on the 1st September of each successive year, or alternatively, for members joining on or after the introduction of rolling membership shall fall due each successive year on the 1st of the month in which membership commenced.
 - B. To change Club rule 22.d from,
 - 'Elect Other Club Officers,' to read,
 - 'Ratify the election of Area Organisers'

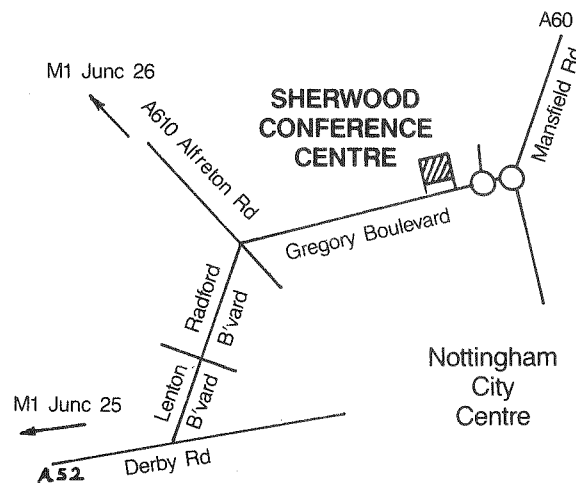
This is designed to tidy up current rules as Area Organisers are elected on a local basis by necessity but elections still require ratification at each AGM. The rule change also has the effect of relieving Register Secretaries from having to be re-elected each year.
 - C. To change Club rule 32 from,
 - 'By virtue of being a Full Member of the Club, a wife or husband of that named member will automatically be elected as an Associate Member. This will also apply to the partners in certain cases at the Council's discretion,' to read,
 - 'Upon payment of a Club Associate fee, a second person residing at the same address of the full member will receive all the benefits of full membership except the Club magazines.'
 - The new rule was introduced as an improvement over the old rule following the request for such an improved 'Associate Member' status from a number of members: details previously published in Courier No.99, September 1988
8. Report on Club activities since the last AGM
9. Report on Membership since the last AGM
10. Any Other Business - Any member wishing to add an item under this section of the Agenda must do so at least 14 days before the AGM by submitting such items to the General Secretary in writing and signed by two other Club members. ALL correspondence regarding this matter MUST be received by Saturday 25th February, 1989

ALL NOMINATION FORMS & AOB SHOULD BE SUBMITTED TO THE GENERAL SECRETARY, Peter Williams, 10 Chesham Rise, Cherry Lodge, Northampton, NN3 4PX

TO ARRIVE BY SATURDAY 25TH FEBRUARY, 1989. FORMS RECEIVED AFTER THIS DATE WILL BE TREATED AS NULL AND VOID.

NB: Unfortunately there is no provision for snacks etc. at the conference centre.

HOW TO GET THERE



The Sherwood Conference and Business Centre. (from south) Take Junction 25 from the M1 and head along A52 to Nottingham City Centre. (from north) Take Junction 26 and head along A610 to Nottingham City Centre. The Conference Centre is on Gregory Boulevard.

Individuals wishing to be elected to the Council of Management should submit a more detailed Proposal Form, containing more information about themselves and their aspirations for the Club in general, to be read out at the A.G.M.

PROSPECTIVE CANDIDATES SHOULD ATTACH THEIR PROPOSAL WITH NOMINATION FORM

IMPORTANT: YOU MUST BRING YOUR CURRENT MEMBERSHIP CARD WITH YOU IN ORDER TO BE ADMITTED TO THE A.G.M.

APPOINTMENT OF CLUB OFFICERS NOMINATION FORM (Council of Management Members)

I (block letters)

Membership Number

WISH TO NOMINATE

(block letters)

FOR THE POST OF

(block letters please)

Signed

● ● ●

I (block letters)

ACCEPT THE ABOVE NOMINATION AND AGREE TO STAND FOR THE NAMED POST

Signed Memb. No.

THIS FORM MUST BE SENT TO THE GENERAL SECRETARY, TO ARRIVE BY THE FIRST POST ON SATURDAY, 25th FEBRUARY, 1989: PETER WILLIAMS, GENERAL SECRETARY TSSC, 10 CHESHAM RISE, CHERRY LODGE, NORTHAMPTON NN3 4PX

FORMS RECEIVED AFTER THIS DATE WILL BE TREATED AS NULL AND VOID

CAMBRIDGE TRIUMPH SPARES

Next to SHORTS COTTAGES 16FT. BANK MOUNT PLEASANT FARM CHATTERIS CAMBS PE16 6XN

FEBRUARY'S SPECIAL OFFERS FOR TSSC MEMBERS

New Items just in Bonnet Catches (all club cars) with "M" for Micholotti £14.50

CHROME & FITTINGS:

Herald/Vitesse

Boot 'T' Handle Complete	£10.90
Boot 'T' Handle Barrel	£3.95
Outside Door Handle Barrel	£3.95
Window Winder Handle	£3.50
Inside Opening Handle	£3.50
Bonnet Locks (PAIR)	£9.50
Wiper Blades Stainless	£3.95
Wiper Arms Chrome/Stainless	£4.95
Wiper (Pump Type) Switch	£12.50
Petrol Cap Chrome	£3.95
Herald 'SHIELD' Badge	£12.50
'TRIUMPH' Letter Sets	£10.00
'HERALD' Boot Scroll	£9.50
13/60 Headlamp Bezel	£18.00

CHROME FITTINGS:

Spit IV/GT6 III

Inside Door Handle	£10.90
Inside Handle Repair Kit	£6.90
Stainless Wiper Blades	£2.95
Stainless Wiper Arms	£3.95
Wiper Wheel Boxes INC nut	£7.90
Window Winder Handle	£3.50
Matched Pair Doorlocks	£9.50
Bonnet locks (PAIR)	£9.50
Chrome WHEELNUTS each	£1.50

COOLING:

Water Pump Her/Spit	£18.50
Cooling Fan Her/Spit	£7.50

This is only a small sample of our complete range of Spare Parts for Club Cars we try to stock everything currently available for your Car

FREE 22 PAGE CATALOGUE **** VISA/ACCESS ****



TELEPHONE ORDERS/FAST MAIL ORDER
SERVICE/OVERNIGHT DELIVERY



★ WORLD WIDE — MAIL ORDER — WORLD WIDE ★

Hose Set Vitesse	£15.00
Hose Set Spitfire	£14.00
Hose Set Herald (state)	£14.50

STEERING & SUSPENSION PARTS

Steering Rack (Exchange)	£29.00
Track Rod Ends	£4.95
Lower Steering Joint	£13.50
Solid Aluminium Rack Mounts	£12.50
Vertical Link (state Model)	£32.00
Stub Axle (state Model)	£18.50
STANPART Trunion Block	£12.50
Front Shocker (shop soiled)	£10.00
Rear Shock Absorber (shop soiled)	£10.00
Top Ball Joint	£7.00
ALL OTHER PARTS STOCKED	
Brake Discs Herald/Spitfire	£10.50
Brake Pads Herald/Vitesse	£5.50
Brake Discs GT6/Vitesse	£12.50
Brake Pads GT6/Vitesse	£6.95

STEEL PANELS:

Herald/Vitesse

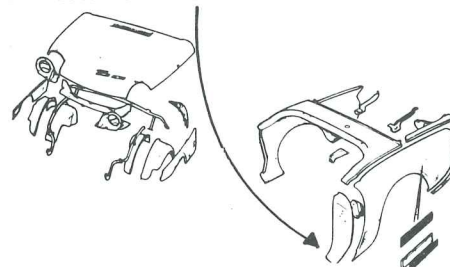
Front Footwell (Ribbed)	£23.00
Front Wheelarch Repair	£15.00
Front Wing Corner	£12.00
'D' Plate	£9.00
Front Light Panel (13/60)	£25.00
Front Lower Valance (F/Glass)	£19.00
Original Doorskin	£19.00
Lower Rear Wing & Arch Repair	£22.00
Original Rear Valance	£29.00
Rear 1/4 Valance	£16.00

ALL OUTRIGGERS IN STOCK

STEEL PANELS:

Spit IV/1500 GT6 III

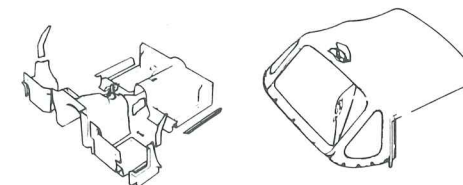
Front Wings	£29.50
Rear Wings	£69.00
Boot Floor	£36.50
Outer Sill (Original B.L.)	£19.00
Full Floorpan	£27.00
Front Footwell Only	£9.90
ALL OTHER PANELS STOCKED	
'B' Posts now in stock	£27.00



TRIM & RUBBER SEALS:

Herald/Vitesse

Window Channel Front	£7.50
Windscreen Seals	£16.00
Draught Excluder from	£9.50
Doorglass Weatherseal	£9.50
Hoods (Original Quality)	£75.00
Carpet Sets Superior Quality	
Tufted & Fully Bound	£75.00



Spitfire/GT6

Windscreen Seals	£16.00
GT6 Tailgate Seals	£16.00
Bright Insert for above	£6.50
Cover Clip	£0.90
Carpet Sets as above	£65.00
Hoods (Original Quality)	£65.00

CLUTCHES (New With 24000 Mile G.Tee)

Herald/Spit	£32.00
Vitesse/GT6	£42.00

ROTOFLEX REAR SUSPENSION

New Rear Hub/Stud Assembly	£49.00
Rotoflex Couplings inc Bolts	£16.95
(Genuine B.L. WILL LAST!!!!)	
Rear Shocker Mounting	T.B.A.
Complete Bush/Spacer Kit	£17.50
(Stainless Steel Spacers)	

NON ROTOFLEX REAR SUSPENSION:

Driveshafts	£45.00
Wheel Bearing Kits	£9.50
Universal Joints	£5.00
Wheelstuds	£0.90

Oil Cooler Kits

Mocal Oil Cooler Kits Herald/Spitfire £24.95 GT6/Vitesse £27.50
9 row lightweight Oil Cooler £20.95 12 row lightweight Oil Cooler £24.95
Spin of adaptor (6cyl cars) for use with Cooler £16.95
without Cooler £12.95

ALL PRICES PLEASE
ADD POSTAGE AND VAT AT 15%

Callers Welcome
Please Telephone First

Our telephone number is
TEL: (0354) 34140/34144



COP SHOP

Are you well tired?

When was the last time you checked your tyres? At this time of year, getting a decent grip on the road is probably at its' most difficult. The tyres really have to work well. Just like you or me, a tired tyre doesn't work that well.

Mike Crewes

TREAD:

The law states that there MUST be visible tread for the entire tread width around the entire circumference of the tyre, furthermore three quarters of the tread width must have a tread depth of at least 1mm for the tyre's entire circumference. (Reg. 27 Road Vehicles (Con and Use) Regs 1986).

The only reason that tread appears on road tyres is to allow water, dirt etc. to move away from the tyre surface to allow it to make contact with the road and thereby grip it. As you can see, the less tread there is, the less water, dirt etc. can escape, making the grip on the road very dodgy indeed.

DEFECTS:

If the tyre has any foreign body (nail, glass etc.) in it or any cut or tear anywhere in it then again this commits an offence under Reg. 27 Road Vehicles (Con and Use) Regs 1986. Any bulge in the tyre is a break-down in the tyre manufacture and is also an offence. All these defects could lead to a blow-out, which at any speed could lead to loss of control of your car. In any pub there is always the budding superdriver who will relate stories about 'the blow-out I controlled at 80 - no problem, three spins and two hedges later I had it licked'. The point is that very few blow-outs can be controlled, particularly at speed, and a good tyre will never blow-out - only a defective one will.

A blow-out occurs when, for whatever reason, tyre pressure is lost. The weight of the vehicle pressing on the tyre makes the tyre walls rub on themselves at the bottom. This causes the tyre to overheat and break down, eventually it may 'blow-out'. Incorrectly inflated or overloaded tyres may also lead to this phenomena.

MIXING TYRES:

Most people know that cross-ply and radial tyres cannot be put on the same axle. However, there is a combination that is allowed which few people remember. If you fit cross-ply tyres to the front axle of a car then you may fit cross-ply or radial tyres to

the rear. If you fit radial tyres to the front, then only radial tyres may be fitted to the rear (Reg. 26). An axle for those who don't know runs across the vehicle. It is a line (imaginary or otherwise) connecting corresponding wheels on opposite sides of the vehicle. Most cars have two axles: one at the front, one at the back. Now that has exhausted my technical knowledge I'll move on.

An easy way to remember which tyres can be fitted where is to remember that the radial tyre offers better performance. If radials are fitted to the front and cross-plys to the rear, this means that the best performance tyres are on the front.

In a corner the car will try to go straight-on but providing you steer it, it should go around the corner. If the front tyres perform well and the rear tyres less well, you will see the front will grip better than the back. The back will then try to go straight-on and may well succeed resulting in loss of control. If radials are on the back and cross-ply on the front then the situation is reversed, now the front wheels want to go straight on. This is corrected by applying more steering, automatically in most cases. Now you should be able to see the sense in - Radials Rear. I hope I haven't confused you.

Well, that briefly is the law regarding tyres. Check them regularly if they look worn, they usually are. Remember to check the inside of the tyre tread, worn trunnions or badly adjusted steering racking will wear out tyres quickly. If you fit low-profile or wider tyres without adjusting suspension camber angles, your tyres will also wear quicker. As a rule tyres usually wear evenly and if they don't, suspect a defect somewhere else, this would be an added danger.

If you have an idea or query regarding Road Traffic Law, why not write to: Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN enclosing an S.A.E. Help is only 28 pence away.

WHAT'S ON '89

Jonty Wild

The season's beginning to start again already - I hope that we are all fired-up with enthusiasm and are looking forward to a very successful year for the TSSC.

The first two events to be listed are both indoor events and amazingly enough, both have got details of the cheap tickets to us in advance of The Courier deadline before the show. Actually, I am not being quite fair, the organisers of the London International Classic Car Show have been very efficient in their organisation in the past, I just wish the other show organisers would learn from them. Normally details of cheap tickets are sent out far too late. You have to wonder if it is a deliberate move to gain extra publicity without actually having to provide too many cheap tickets.

Anyway, enough rambling, the two indoor events are:

BRISTOL CLASSIC CAR SHOW

- held at the Bristol Exhibition Centre on the 18th and 19th March (10am to 6pm)

THE LONDON INTERNATIONAL CLASSIC CAR SHOW

- held at Alexandra Palace, Wood Green, London N22 on the 25th, 26th and 27th March (10am to 6pm).

Both are major shows and 'Aley Paly' in particular is rapidly becoming one of the very best shows of the year.

Apart from obviously saving some money by ordering tickets in advance, you also gain the significant advantage of not having to queue to get in.

All orders should be sent to TSSC Events, 13 Common Rise, Hitchin, Herts SG4 0HN by the dates indicated AND should be accompanied by payment (cheques to TSSC Events) and with a stamped (preferably first class) self-addressed envelope.

BRISTOL CLASSIC CAR SHOW

	Normal Price	Special Price	
Adults	£4.50	£3.75	18th & 19th March
Children	£2.00	£1.25	
OAPs	£2.00	£2.00	

THE LONDON INTERNATIONAL CLASSIC CAR SHOW

	Normal Price	Special Price	
Adults	£5.00	£3.00	25th, 26th & 27th March
Children (5-14) & OAPs	£2.00	£1.25	

Show(s):.....

Name:..... Address:.....

.....

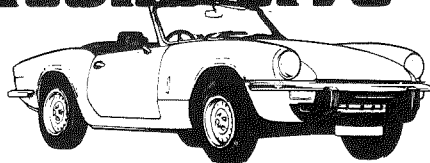
.....

No. of tickets required:..... Adult:..... Children:..... OAP

Orders must be received by the 1st March. Don't forget the stamped, addressed envelope and payment.

I HOPE ALL ORGANISERS OF EVENTS HAVE READ MY NOTES IN THIS COURIER.

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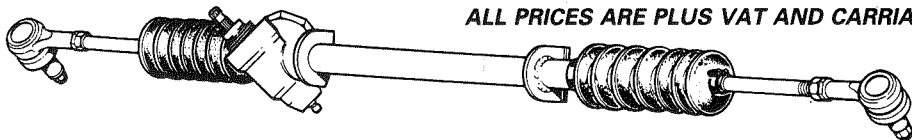
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EVENTS CALENDAR - 1989

Jonty Wild

I am very disappointed with the response to my request for organisers of events and stands at shows to make contact with me, so that I can prepare the 1989 TSSC Events Calendar.

I know that normally by now I would have written to all the known organisers requesting details but this is a very time consuming job and I really do feel that if organisers are interested enough to organise events and stands at shows etc. (and we are grateful!), then I would have thought they they would have enough sense to see that it should appear in the Calendar and they should contact the Events Co-ordinator (me - Jonty Wild) at the earliest possible opportunity as requested.

Part of the job is to avoid event date clashes and I can foresee that this year some events may not be permitted to take place if they clash. Remember event dates are accepted on a first come, first served basis (irrespective of how long your event has been running). It would not be fair to members who are organising event dates properly to do it any other way and there are going to be one or two new events this year from new organisers. I do appreciate the difficulties - remember, I organise the TSSC International but please help me to help you.

Incidentally, I understand that this laziness (or is it apathy?) is not restricted to events. I believe that less than half the existing Area Organisers have bothered to complete and return their Registration Forms yet (and you've had weeks). I suppose we will get the normal batch of complaints when your Areas stop appearing in the Area Directory. How do we know you still exist if you don't tell us? Many Club Officials spend long hours trying to ensure that these type of very useful lists etc. are kept up to date, why do you make it more difficult than it has to be?

MEMBERS HANDBOOK - 1989

The new edition of this book is due out very shortly and I am working on it at the moment. The reason for this note is to make a plea for the 'Members Business' section. This is a new section which you may remember I said that I hoped would allow members to advertise their business' to other members to the mutual benefit of both. Well, unfortunately, the response has not been as good as I had hoped. It's a pity because I still think that it is a good idea and I'm sure many members would, like myself, prefer to use other members whenever possible, whether it be for bed and breakfast, plumbing, architecture, a firm of accountants or anything else you can think of. The idea being to get as wide a range of services as possible.

So if your profession/work may be useful or of interest to other members - it doesn't matter whether you are self-employed, work part-time, are in the family business or simply work for a company which can help our members - then please join our scheme. The cost is only £5 which makes this very cheap advertising and it really doesn't matter what business you're in.

Members taking part so far include, hotels, furniture

shops, computer software, decorative mouldings and others. I am particularly interested to hear from hotels and bed and breakfast type accommodation as I am considering organising some TSSC winter breaks. Fill in the form in the November Courier or simply ring (0462) 56315 and inclusion can be arranged over the phone but please do it NOW as it is due to go to print VERY SHORTLY.

RECRUITMENT DRIVE - 1989

Firstly, I must apologise for not announcing last month's winner. Unfortunately, due to the Christmas rush on TSSC Special Offers, I simply ran out of time. The prize was £50 worth of TSSC Special Offers and the winner was: **88/19632 - Nigel Crump.**

This month's prize of £50 worth of Club Regalia has been won by: **83/6901 - Nick Matheson.** Thank you both for your efforts.

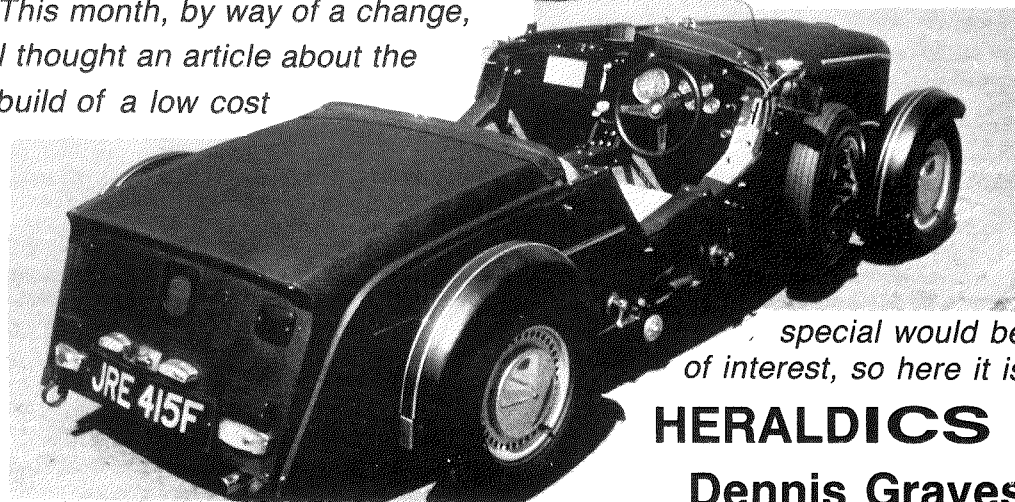
The next Recruitment Drive is beginning to appear on the horizon and I hope to bring some fresh ideas, both to the classes of prizes and to the actual prizes themselves. However, having been doing the organising and running of this competition for many years, it is not always easy to see different options. I would love to hear from members with suggestions, comments or ideas on the competition, the leaflet design, prizes or any other aspect of the Recruitment

Drive. After all, it is one of the most important things that the Club does. I have asked for suggestions etc. in the past but have received very few replies, so if you can put pen to paper or give me a ring, I would be grateful: Jonty Wild, 13 Common Rise, Hitchin, Herts. Tel: (0462) 56315.

Next month's prize will be a Car Cover and a Workshop Manual (factory reprint) for your Club vehicle. *

SPECIALS REGISTER

This month, by way of a change, I thought an article about the build of a low cost



special would be of interest, so here it is

HERALDICS Dennis Graves

First things first - why embark on the project at all? Well, about a year before I retired, I knew that if I stopped leading an active life, I would soon become a lazy old man and so my thoughts turned to the open motor cars I enjoyed so much in my younger days. I looked hard at my Herald 1200 estate, which was due for retirement through body rot, and found that the chassis, suspension etc., were basically sound and free from corrosion. And so the decision was made. Not being a rich man, the cost had to be carefully considered and so a strict budget was laid down. Bearing in mind that the work would have to be done in a normal sized, single garage without heat and only an inspection lamp, basic tools and an electric drill, the winter months would not enable me to achieve too much, so I felt that a period of three years to completion should be aimed at. And so I settled on £7 per month for three years - say £250 - as the maximum expenditure.

With such a low budget, it was clear that the car would have to be constructed - chassis up - of scrap, so I started to collect anything I could find such as serviceable metal, angle lengths, nuts, bolts, good timber, marine ply and anything else that might possibly be of use. I added to the collection bits that I thought, at the time, would find no place at all in the construction but I stored them just in case. How right this was as many bits I thought would be useless proved to be invaluable for some little job or another. Then the hoarding mania produced a surprising sideline. My garage faces a public road and when I was removing all the bodywork and baring the estate to rolling chassis status, passers-by stopped for a chat

and offered all manner of bits and pieces they no longer wanted. So, when I finally retired, I had quite a stock of material to draw on.

And so to the project proper; the first consideration was how I visualised the finished product. I was hoping to produce something very much on the lines of the young man's sporting vehicle of the mid-thirties, so I considered the following items to be desirable:

1. WINDSCREEN.

I would have liked the fold-flat type with two aero screens but I had no suitable glass and buying one would have made a nasty hole in my budget. I did have, however, a rear window glass from a Herald saloon which was about the right

width and height. So I made a frame and coupled it with a screw from an old scissor jack which enabled me to raise or lower the screen as required.

2. WINDSCREEN WIPERS.

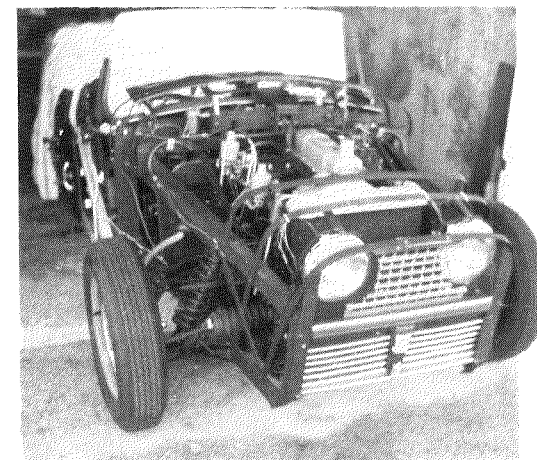
I wanted the wipers to be completely concealed when not in use. This arrangement looks tidier and deters the copious advertising leaflets which are so often secured behind them in car parks and elsewhere. A push-pull connection inside the cockpit controls the aperture and a self-operating switch is incorporated in the circuit to prevent the wiper operation with the gap closed.

3. ENGINE.

The engine was completely stripped for inspection and revealed the necessity to grind the crankshaft journals and fit new shells. The bores were within permissible limits so just new rings were fitted to the existing pistons. Apart from the clutch plate and timing chain renewal, no other replacements were required. I wanted to fit twin 1¼ SUs but had no manifold to suit. I did have two standard one-piece inlet and exhaust manifolds so I decided to adapt them to take the SUs. From one manifold I cut off the two inlet pipes. From the second I cut off the fore and aft corners and brazed the inlet pipes to them at an angle of 45°. I felt that this would improve the airflow to the combustion chamber but it did make the throttle and jet adjustment linkage a bit tricky as they were not, of course, in line. But this has been overcome and works well.

4. FUEL SYSTEM.

I had in stock a fuel tank from the estate and one from a saloon so used the latter but fitted it across the rear of the chassis. The fuel was piped to the standard mechanical pump but I wanted a back-up system in the form of a pressurised fuel tank. In the event of a mechanical pump diaphragm failure, this would supply fuel via the non-return valves in the pump so I could use a common plumbing arrangement. A small 12 volt compressor was fitted and piped to the tank filler neck and a "T" section inserted to connect to a pressure gauge. The reserve pipe in the tank was removed and a short one fitted into the hole. This was piped to an open/shut valve in the cockpit. The filler cap air vent was permanently sealed so that the driver could select the airtight or ventilated fuel tank while driving. A cockpit switch operates



the compressor so that an entirely separate fuel system may be selected without moving out of the seat. Also the compressor is easily removed and has sufficient cable to reach all tyres for inflation. Then a snag reared its head - I could not find a pressure gauge to register about 3 lbs sq. in. over a reasonable distance. So back to the bench to make one.

This finally emerged as a small, captive balloon fed with the air pressure from the tank. As it expanded it lifted a plate to which was attached an electric fuel tank sender. This responded in the normal way to the fuel gauge on the dashboard. This arrangement works quite well but is not too accurate. The problem is that the balloon expands suddenly, rather than gradually and I think the reason is that the smallest and thinnest balloon I could find is made of too thick rubber. In practice I find that as soon as the gauge reaches half-way I switch off the compressor and this gives enough pressure to send the fuel through to the carburettors without the risk of flooding. I now intend to replace the balloon with a condom as I think this may expand more evenly. If it does I will send a testimonial to Durex.

5. GEAR LEVER.

I used to enjoy an outside gear lever so decided to fit one. The linkage was not as difficult as I thought it would be and it works well. In addition, I made the lever removable and it can either be stowed in a secure hiding place in the car or I can take it with me. I think this will deter joyriders and if it is put in gear before removal will make it quite difficult to tow away.

6. RADIO.

I am not all that worried about having or not having a radio in an open car but as a well-wisher presented me with one, I decided to fit one. But it is concealed in the body and a lever by the seat brings it out for programme selection and volume. It can then be returned to its recess and is not easily detectable.

7. WEATHER EQUIPMENT.

The original intention was to have a transportable hardtop. Transportable, because it was to fit exactly over the rear of the car. It would then look as if it was, in fact, the body. I made the framework for it and it did fit the back very well but when it was fitted as a hood it proved to be totally unsuitable. This was because, at 6 ft 4 inches I sit fairly high in the car and to clear my head, the whole thing was a ridiculous height. It really looked all wrong, so the idea was abandoned. It has been replaced by something which I believe to be unique in open motoring. It consists of a tonneau with a centre zip allowing each side to be used independently. In the centre of each half, a further zip is inserted allowing it to be split and when open, the head may be passed through and zipped up to suit the individual. The passenger side is extended to drop vertically to the floor, thus completely covering the occupant except for the head. As there is an independent hot air outlet on each side, heat is available as required with fresh air to the head. Drowsiness is avoided and the heater can draw warm air for reheating, giving very adequate warmth to the body and legs. An additional zip is fitted to the side of the driver's cover to allow access to the gear lever.

8. CYCLE TYPE WINGS.

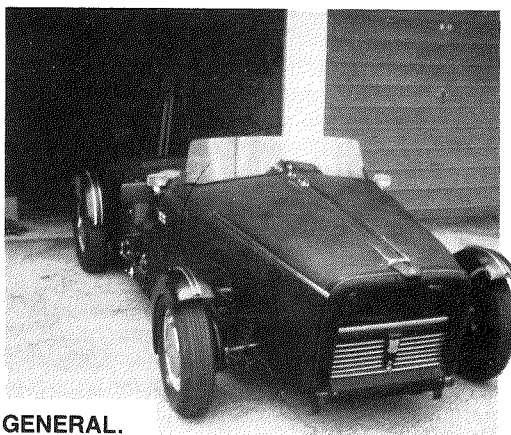
Again I found the preferred metal wings impossible to obtain and would anyway cost about £45 for four had they been available. So I made them out of three unserviceable tyres, which I got for free. The rear wings used about 2/3rds of the cover per wheel and the front exactly half each. They were fitted to stays and then covered with two layers of used inner tubes, also free, and painted black.

9. RADIATOR SHUTTERS.

Three slats are fitted in front of the radiator and can be adjusted by a small wheel situated just behind the handbrake.

10. WIRING.

As I freely admit that I am no electrician, I spent some time with pen and paper designing a layout which had to be simplicity itself. I had a Herald wiring diagram and also a lot of wire salvaged from the dismantling, plus a reasonable amount of new cable which again was donated. The final layout consisted of a supply bar made up with sixteen connectors each of which is numbered. I then ran a circuit from a separate connector to serve the unit required and in the event of a failure it should be fairly simple to trace and rectify the fault. That is the theory and I have no reason to doubt its effectiveness.



GENERAL.

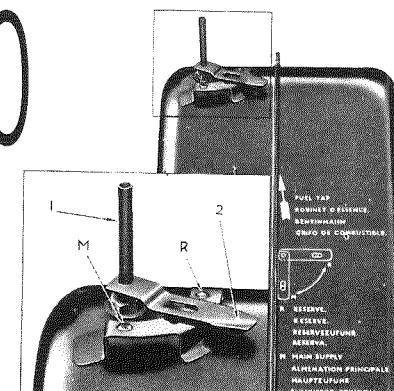
High top-speed and rapid acceleration was not considered during the preparation of the engine. Such attributes are expensive and may tend to lessen the reliability for which the Herald is known so well. I just wanted to end up with a car that looked as good as I could make it and is a bit different from the usual run of things. I cannot report on performance at this stage as the engine has only been statically tuned and final adjustments will have to be made when I am able to put it on the road. But it will be a bit lighter than the production saloon so may perform just a little better.

Am I pleased with the result? Considering all things, yes. I hope to have a bit of fun with it and I am sure I shall enjoy driving it. I think, in a word, it is to me rewarding. But I would like to offer my sincere thanks to my friends, acquaintances and indeed some perfect strangers for their kindness in producing all manner of bits and pieces which proved to be so valuable in the construction of this motor car.

HERALD 13/60 REGISTER

Dave Beardsley

Tanks for the Memory 2



- 1 Feed pipe M Main supply
2 Operating lever R Reserve supply

Further to my article in Courier 99, I thought I would follow up with a closer look at the types of tank fitted to 13/60s, the reserve facility and how it works.

Three sizes of tanks are used: saloons and convertibles use either 6½ or 8¾ gallon tanks, (to my knowledge there are no definite indicators as to which size tanks were fitted during the production run) and many cars have also been fitted with different tanks in later years. To identify the size of a tank, looking from the rear of the car, is the side to the right of the seam larger than that to the right? If it is, the larger 8¾ gallon tank is fitted. If they are the same, then the smaller 6½ gallon tank is installed. Both sizes were fitted with the reserve facility. Estates have a 9 gallon tank with no reserve.

The reserve facility works on the simple principle that the feed pipe within the tank is curved. Therefore, as it is rotated, it's end is raised and lowered within the tank.

FIG 1: You've just stopped! The level has dropped below the level of the pipe end.

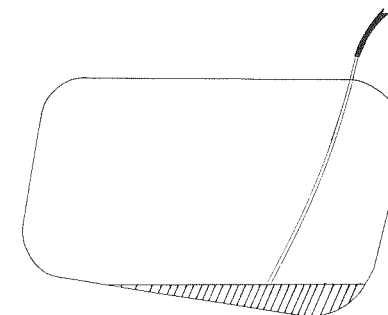
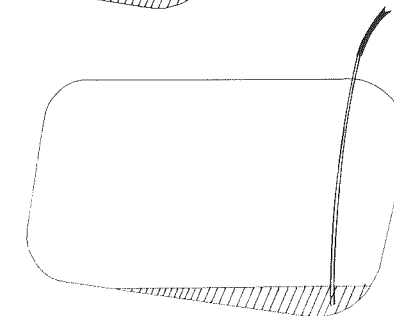


FIG 2: By rotating the pipe through 90°, the curvature causes it's end to descend lower into the fuel.



The reserve facility gives approximately ⅕ of a gallon. Avoid using the reserve when not necessary as there is a greater risk of drawing sand and other debris from the bottom of the tank. Also, it might not be there when you need it! (see previous article).

Finally, does anyone know why the shields on the membership window stickers are in reverse - i.e. dark side on the right?

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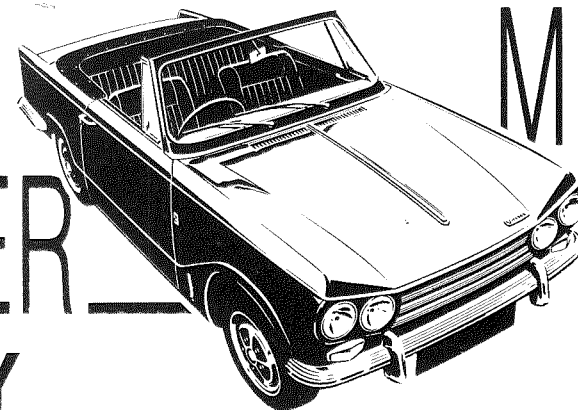
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VITESSE REGISTER



MkII

MYSTERY SOLVED?

Andy Bonner

Referring back to issue 100 of The Courier and my article on production figures for the MkII, the letter that was published from B.M.H.T. stated "You will notice that the official figures suggest there was one more saloon than Robson's figures do" - no explanation was available at the time.

It has always been stated in all the published production figures that I have read that the last 97/98 cars produced were all convertibles. The last saloon chassis number is always stated as HC57996 DL. The last chassis number ever is HC58109 CV. As you can see, even this doesn't add up exactly as it should mean that the last 113 cars were convertibles; unless some were made up as estate models?!

However, to get back to the "one more saloon", Julian Dixon has written to give details of his own MkII saloon, chassis number HC58044 DLO. He has had it checked out by B.M.H.T. and it is genuine. Furthermore, they have confirmed that it is the very last saloon built. Apparently it was originally sold to a member of the Triumph staff.



WHP 991J and 4394 NF

This photograph is rather unique as it shows the earliest saloon known to survive next to WHP 991J, the last Vitesse saloon built. Many thanks to Julian for the photograph and the input.

From this new information, it looks as if we should probably amend the Production Figures for 1971 from:

Old Figures - 1971: Saloon 146, Convertible 325, total 471
New Figures - 1971: Saloon 147, Convertible 324, total 471

Only a trip to B.M.H.T. to examine the Production Records will reveal the true story but this seems the most likely explanation.

VITESSE ESTATES

I would like to put together an article on Vitesse estate models (official versions). However, information on these is very scarce and somewhat contradictory.

The list that follows is of all the estates on the Vitesse Register (I have not included those which have obviously been converted at a later date). As you can see, the list includes both MkI and MkII models. If you own an estate model and it is not on this list, please write to me with the details.

Reg. Details	Model	Comments by Owners on IVRs
SLV 405G	MkII	
OWE 888E	MkI	Stated as original
SLB 816F	MkI	Stated as genuine - Park Royal built
UPE 943F	MkI	
CGY 460H	MkII	
PAY 253G	MkI	
VOV 834J	MkII	
EWB 293H	MkII	Stated as one of only 2 made by Special Order
SAK 12J	MkII	
RVC 891H	MkII	
7KR 460J	MkII	Stated as original - full length wood trim
AOL 517B	1600	

Can any of the owners of the above cars, or any other Club members, provide any information on the official estates? I would very much appreciate any photos/recognition points/genuine information on these rare models.

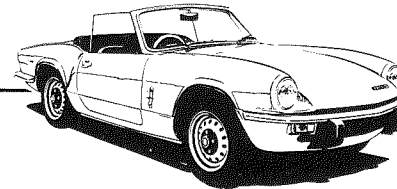
In various articles I have seen the number of official estates given as between 2 to 20. However, it seems more likely that there were more built than this, if the list of survivors is anything like accurate.



I would like to run a small feature on TSSC members' MkIIs along the lines of before/after being rebuilt. If you have any photos of your car and you would like it featured in the Club magazine, write to me with the details.

And finally, a note to Malcolm Reynolds: send me the photos of your MkII when it's ready and we'll use your car to kick things off. FOOTNOTE

In last months Courier I was detailing press shot information there was two mistakes - MRW not MWK 992G and MWK 669G Saloon - Sunday Mirror Feb 15th 1970 sorry ED.



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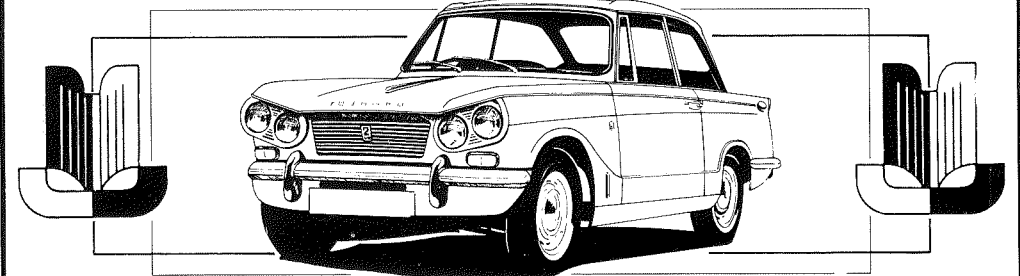
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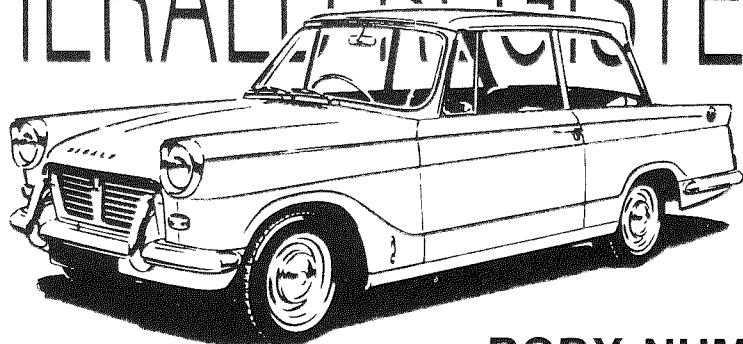
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HERALD REGISTER



Chris Longhurst

BODY NUMBERS - 1200 MKI HERALDS

Herald 1200 Mk1s, built on the early '948' chassis, were in production from February 1961 until June/July 1962. I hope to use the body numbers (see January 1989 Courier) to estimate production of the various body styles of 1200 Mk1, as figures are not available from "Leyland".

The 1200 Mk1s have a chassis (commission) number sequence from GA1 to GA80,000; I do not know if all numbers were utilized or if in fact fewer than 80,000 Mk1s were produced.

I have selected some body number/commission number sequences for saloons (Table 1) to provide information on 'authenticity'. As I have relatively few numbers for other body types on the TSSC Register, I have listed these in full (Table 2). If anyone can provide me with more information, especially of 'early' or 'late' numbers I would be grateful.

TABLE 1

1200 MKI SALOONS - SELECTED COMMISSION AND BODY NUMBERS (TSSC REGISTER 01/89)

Year*	Commission No.	Body No.	Year	Commission No.	Body No.
1961	GA1815DL	GAT581	1962	GA45621DL	?
	GA2467DL	GAT1097		GA48737DL	GAT32920
	GA5331DL	GAT2201		GA54003DL	GAT35809
	GA13558DL	GAT8418		GA59143DL	GAT38738
	GA19355DL	GAT12987		GA63601DL	GAT40995
	GA20703DL	GAT13863		GA73152DL	GAT46296
	GA25097DL	GAT17054			
	GA30557DL	GAT20687			
	GA37121DL	GAT25255			

(*year of production, not first registration)

TABLE 2
1200 MKI CONVERTIBLES, COUPES, ESTATES AND VANS -
COMMISSION AND BODY NUMBERS
(TSSC REGISTER 01/89)

CONVERTIBLE			ESTATE		
Year	Commission No.	Body No.	Year	Commission No.	Body No.
1961	GA266CV	?	1961	GA4414SC	?
	GA16313CV	RAT2444	1962	GA45276SC	?
1962	GA45262CV	?		GA57758SC	EAT5348
	GA51777CV	RAT6034		GA66215SC	EAT5938
	GA55590CV	RAT6396			
	GA56470CV	RAT6591			
COUPE			VAN		
1961	GA609CP	?	1962	GA45826V	?
	GA8530CP	YAT805		GA48276V	GVA320
	GA13593CP	YAT1020		GA48363V	GVA349
	GA35236CP	YAT1813		GA38738V	GVA382
	GA38441CP	YAT1931		GA49065V	GVA440
	GA45281CP	?		GA49602V	GVA502
	GA49928CP	YAT2402		GA63130V	GVA1693
1962	GA57453CP	YAT2642	GA68898V	GVA2211	
	GA67123CP	YAT2920	GA71883V	GVA2544	
	GA71116CP	YAT3111?			
	GA72783CP	YAT3182			

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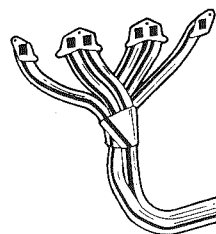


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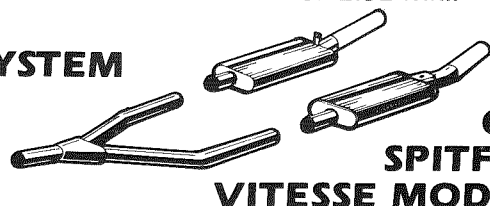


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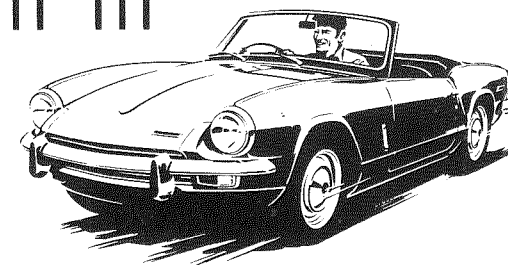
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SPITFIRE I II III REGISTER



Nick Lord

February already! Are you all getting your Spitfires ready for this year's round of shows? I hope so because we want a good range of early Spitfires on show this year no matter what the condition, don't we?

Thanks to all the people I listed in January's Courier who have replied with their details. The Register is now complete. My next task is to go through the club members and check that all those on the Register are still members.

I can't help feeling a little unhappy (anyone else feel the same?) about the new Club Race Regulations. They read to me that suspension conversions, one of the first considerations on our cars, automatically bars us from all classes except fully modified. So, for those who have converted to MkIV suspension, does this mean that they can only now race against fully modified cars where their cars are at an obvious disadvantage?

Another worry of mine is the number of people who ask me how to tune their cars on the cheap! *You cannot!* Some ways and parts may be cheaper than others but it is lunacy to start tuning or modifying a car with the preconception of doing it as cheaply as possible or, to quote from one recent caller, "I can cut corners on the brakes, can't I?"

Remember, whether you make your car faster or more powerful, you need to increase the stopping power appropriately. You cannot do this simply by fitting a servo - you may just as well do some weight training with your right leg!

The simplest method of increasing the stopping power of an early Spitfire is to buy a GT6 front suspension and fit the braking system to your Spitfire (contrary to a recent article, there are plenty of new GT6 calipers around and reconditioned ones are around £35 per pair).

The second point to bear in mind when tuning is that if you are going to drop in a heavier unit then you need a "heavier" suspension to cope - this includes everything to wheel bearings.

For those of you who are considering more

c.c. rather than tuning a Spitfire engine, why not consider an Alfa of Lancia 2000 o.h.c.? They are light enough to sit on Spitfire suspension, they are plentiful and cheap and will give around 120 bhp in standard form. All that's required is some simple fabrication of mounting brackets.

However, those of you who like to stick to Triumph units, like me, then the MkIII 1296cc Spitfire engine is the one to go for as this is the best and 'cheapest' to tune. Attention to breathing (i.e. extractor manifold, straight through twin exhaust system, K & N air filters, richer needles) will increase the power output substantially, without a great deal of work. This can be followed with Weber carb(s), a different camshaft and GT6 brakes. There are so many varying possibilities e.g. Vitesse pistons, fuel injection, gas flowing. You really need to decide what you intend doing with the car and what you want it to do for you, i.e. where you want the power. Then decide if you are going to do it all in one go or proceed as far as finances allow and continue in the future. This will determine what you buy. For example, there is no point in buying a stage 1 head if in six months you can proceed to stage 3/4 tuning, etc., etc. There is little point in putting on twin Webers if you can't afford a decent exhaust system for another year - get your priorities and budget in order!

For those of you wanting further information, (as I've only touched on various points briefly) I recommend the Triumphtune catalogue and (not or) Gareth Thomas' Tuning Manual or write to me personally. ★

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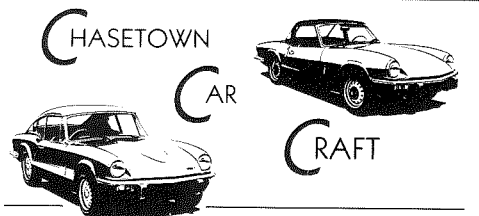
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-REGISTER-

Peter Jacklin

First some good news: an advance date for your diary -

The FOURTH SPECTACULAR BOND EQUIPE WEEKEND will once again take place at Yaxley nr. Peterborough on JUNE 10TH & 11TH 1989.

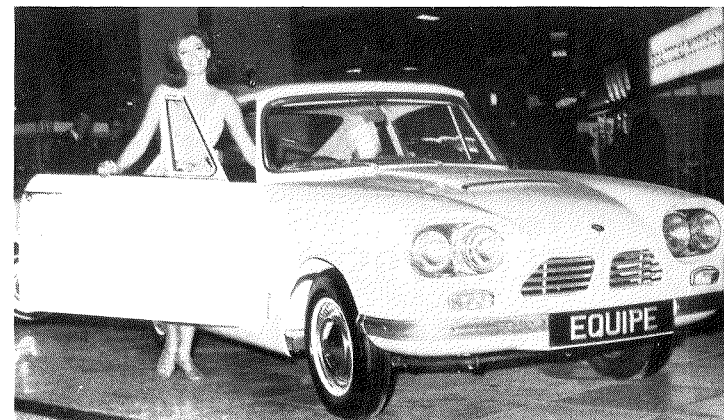
I am pleased that we have managed to secure the site at the Three Horseshoes for another year; there is a threat that the Brewery has plans to sell part of the paddock for a building development. If you don't make an effort this time, you may not get another chance to attend at this splendid location as we shall probably be on a new site for 1990. It really would be an achievement if we could top 50 cars attending this time, so get busy during this winter and have your Equipe ready for the summer. There are plans to change the format slightly this year, e.g. more 'Choice Bond' Class Awards etc., but more details of that later

- don't forget JUNE 10TH/11TH • BOOK THE DATE NOW!

Quite a number of spares enquiries recently, some of these I have managed to pass on to possible suppliers and others I have been able to provide from a small stock of 2-litre trim, glass and lighting spares which I acquired from a coupe being broken by Richard Peck from the Chesterfield area - many thanks for your help Richard! Outstanding items still wanted include: 2-litre bright side trim strips, 4S door and rear window glass. If anyone has any of these available please let me know. I now have a limited amount of storage space, so if you have any parts you wish to dispose of at a nominal cost I could be persuaded to take them off your hands. Please get in touch if you can help, either by phone (within reasonable hours please). If I am not in, the answering service (my wife Pat!) is pretty good at taking messages or if you write, don't forget to enclose an S.A.E. if a reply is required.

There are very few badges left so if you haven't got around to ordering yours, don't delay - send today (further details see previous Couriers). Recent sales include a small contribution to the balance of payments, one badge exported to Holland to help the restoration of a L.H. drive 4S, originally exported to France in 1965.

This month's archive picture is from the 1964 Motor Show. ★



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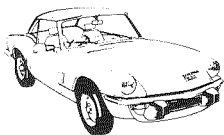
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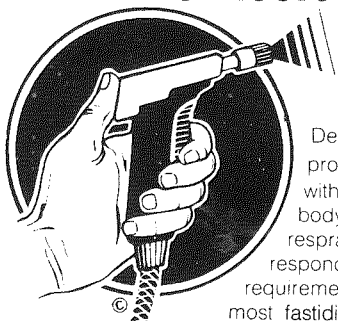
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VITESSE 1600/Mk1 REGISTER

This month's heading photograph comes from Laura Glover of Edinburgh. Pictured overlooking Edinburgh, this white 1963 1600 has a "one family owner from new" history with a genuine 33,700 miles on the clock.

John Thomason



EVERYTHING YOU DIDN'T WANT TO KNOW ABOUT TYRES

My first query as Vitesse 1600/Mk1 Secretary has been regarding tyre pressures, hence, this article. Contrary to popular belief, tyre pressures are not determined by vehicle weight alone. For example, the weight distribution of a Vitesse 2-up is 55% front, 45% rear, yet the tyre pressures are 22 front, 26 rear.

The tyres fitted to your vehicle are very important in governing the ride and handling of your vehicle, after all they are all there is between you and the road! As such the type of tyre fitted to a vehicle is the subject of extensive testing by the vehicle designer. He must consider:

- The power to be transmitted to the road by tyre.
- The weight of the vehicle.
- The type of suspension to be adopted.
- The required vehicle ride - passenger comfort!
- The required handling characteristics.
- Rolling resistance - fuel economy.
- Tyre noise.
- Tyre life/grip - hard or soft rubber compounds.

The final selection will be a balance compromise between all these conflicting factors. Thus, changing the type of tyre fitted to a vehicle can greatly influence its ride and handling.

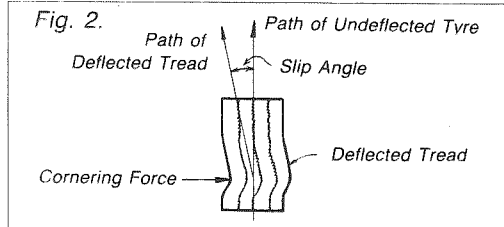
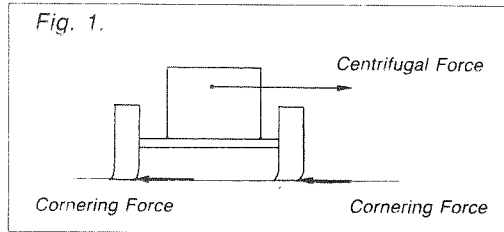
The tyres selected by Standard-Triumph for the Vitesse 1600 and Mk1 were as follows:

Type	Tyre Pressure F/R	
	2-up	4-up
Dunlop 5.60 S-13	22/24	22/26
155.13 Goodyear G800 (optional)	22/26	22/26
155.13 Dunlop SP68 (optional)	22/26	22/26

I suggest that the majority of Vitesse owners today have changed over to Radial Ply tyres for reasons of availability. The make and size of tyre chosen will depend upon the owner's own experiences and driving requirements and, as such, I would not like to recommend a specific tyre, except to say that Triumph did offer a 155 SR13 as an optional extra for the Vitesse 1600 and Mk1 before becoming standard on the Mk1. The following may be of use when selecting tyres and tyre pressures:

TYRE DYNAMICS

First a little bit of theory. As a vehicle turns a corner, it is subjected to a centrifugal force trying to throw it out of the corner.



To keep the vehicle on the road, the tyres must produce an opposing force or CORNERING FORCE, by friction between the tyres and the road. This cornering force is generated by the deflection of the tyre's tread in contact with the road. As a result, the path of the tyre in contact with the road is at a slightly different angle to the direction in which the remaining undeflected tyre is travelling. This is called SLIP ANGLE, and can be used to predict the handling of the vehicle.

As a vehicle corners faster or more sharply, a greater cornering force is demanded from the tyres, requiring greater tyre deflection and increasing the slip angle. The slip angle will increase to a maximum, depending upon tyre design and road conditions until the tyre can deflect no more and the tyre skids.

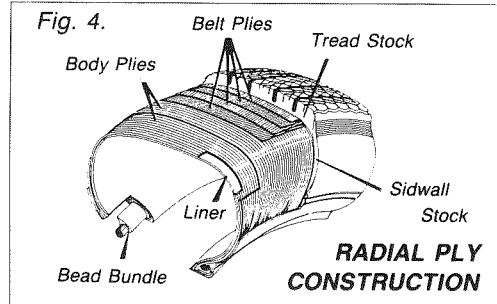
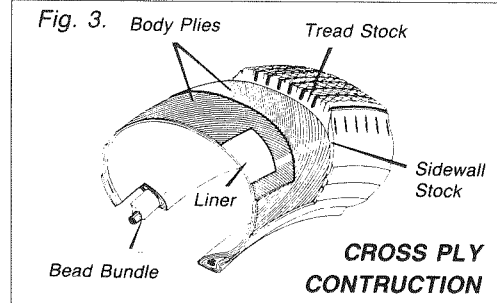
If the slip angles are greater at the front than at the rear of the vehicle, then it will UNDERSTEER, i.e. tend to turn more sharply into the corner.

For everyday road use, the vehicle designer will arrange for the vehicle to slightly understeer to give straight line and cornering stability. The way in which this is achieved is a complex interaction between several factors, since the slip angle a tyre runs at depends upon tyre construction, loading, pressures and camber changes.

TYRE CONSTRUCTION

There are two basic types of tyre used on

passenger cars, CROSS PLY and RADIAL PLY. The difference is basically determined by method of construction. Both are constructed from layers of corded fabric material which form body plies. The cords in the adjacent body plies of the CrossPly tyre, cross each other to form a criss-cross of plies throughout the tyre (hence cross-ply), whereas the cords of the Radial Ply tyre all run from bead to bead at 90° to the tread centre line. Strength is added to the tread area by bracing plies or belts of nylon or steel which run around the circumference of the tyre.



Cross Ply tyres tend to run at larger slip angles than Radial Ply tyres and give the driver a gradually increasing warning that the cornering limit is being approached. The smaller slip angles of the Radial tyres gives the driver more sensitive control and better cornering, although the limit of cornering is reached suddenly with little warning.

Because of this difference in slip angles, it is both dangerous and ILLEGAL to fit Radials and Cross Plys on the same axle. Although legal, unpredictable handling can result if different types of tyre, but same ply construction, are fitted to the same axle, again because different types of tyre can run at different slip angles.

A vehicle with Radial tyres on the front (small slip angles) and Cross Ply tyres on the rear (larger slip angles) will cause the vehicle to oversteer. This combination is ILLEGAL. Cross

Ply tyres at the front and Radials at the rear, is legal, but is not recommended, producing an unpredictable understeering response.

TYRE PRESSURES

As tyre pressure is increased the tyre becomes stiffer and harder to deflect, developing lower slip angles and enabling the tyre to generate a greater cornering force before it reaches its maximum slip angle and skids.

Adjustment of front and rear tyre pressures can be used to fine-tune the handling requirements of the vehicle.

By increasing front tyre pressures, front slip angles will be reduced and the vehicle would tend to oversteer.

Increasing rear tyre pressures, reduces rear slip angles promoting understeer.

Thus, to maintain the handling characteristics determined by the manufacturer it is important to maintain the pressure difference between front and rear tyres. This is emphasised by the statement in the Vitesse 1600 Workshop Manual, "The maintenance of the pressure difference between front and rear tyres is essential for correct steering behaviour".

In addition to increasing cornering force, increasing all the tyre pressures, whilst maintaining the pressure differential front and rear, will:

- Decrease the tyre's rolling resistance giving some benefits in fuel economy.
- Reduce passenger comfort.
- Increase loss of ground contact caused by wheel hopping.
- Make the steering light.

Tyre wear is also related to tyre pressure and this is well covered in the Owners Handbook.

Standard Vitesse Rim 4 1/2 J	145/13	155/13	165/13	175/13
Late Spitfire 1500 Rim 5J	155/13	165/13	175/13	185/13
GT6/Doly Sprint Rim 5 1/2 J	165/13	175/13	185/13	

A secondary effect of changing tyre profile is that of speedo accuracy and overall gearing. Fitting larger diameter tyres will cause the speedo to read slower as shown below. The figures assume that the speedo reads correctly at 70 mph with the standard 5.60 - 13 tyres (usually speedos read fast by about 5% at 70 mph). The figures are based on Dulpot tyres.

Tyre size	Loaded Tyre Dia. (mm)	Speedo reading (mph)	Error %	Final Drive Ratio
5.60-13	577	70	0	4.11
155.13	561	72	2.8% fast	4.23
165.13	578	69.8	0.3% slow	4.10
175.13	590	68.5	2.1% slow	4.02
175/70.13	563	71.8	2.6% fast	4.22
185/70.13	580	69.6	0.6% slow	4.09
185/60.13	535	75.4	7.7% fast	4.43

As I mentioned at the beginning, the type of tyre and tyre pressures chosen depends largely upon your own preferences. Listed above are some of the effects that may result if departing from the original specification.

Over inflation causes excessive wear at the centre of the tread; under inflation causes wear at the edges of the tread.

TYRE LOADING

As the boot of a vehicle is loaded, the centre of gravity of the vehicle shifts rearwards, producing an oversteering effect. To counteract this it is usually recommended that the rear tyre pressures are increased. This increases the load capacity of the tyre but also reduces the rear slip angles, restoring understeer to the vehicle.

TYRE SIZE

Increased width tyres and in particular low profile tyres, generate smaller slip angles increasing the cornering force that can be developed by the tyre. Thus wider tyres at the rear of the vehicle will generate an understeering effect. The stiff side walls of low profile tyres gives better high speed performance, response to steer inputs, load capacity and lower rolling resistance leading to better fuel economy. A secondary effect is to lower the centre of gravity of the car.

The disadvantage of low profile tyres is that of increased harshness of ride, and their sensitivity to small changes in tyre pressures and camber angles, which on the rear swing axles of the Vitesse 1600/Mkl are quite excessive.

If fitting larger profile tyres to the Vitesse, the same rules as regards tyre pressure apply as listed above.

Fitting tyres too large for a specific wheel rim can adversely affect the tyre's profile and set up destructive stresses in the tyre's side walls. Rim widths likely to be fitted to Vitesse and the Radial tyres that could be fitted are shown below:

SPITFIRE IV 1500 REGISTER

Sheridan Earl Russell



Having spoken to some of you on the phone and running my own MkIV, it seems that whenever performance *suddenly* deteriorates, the carburettors' state of tune instantly springs to mind. But, to be honest, I have always found (in most instances) it is generally the ignition system and especially points, condenser and plugs that seem to be the cause. So, before doing other things, check and if necessary, replace these. MkIV owners especially, check your points closely as the gap seems to go haywire pretty quickly on the AC Delco two-piece design.

Also, quite a lot of people seem to be unsure of their tyre pressures. For both MkIVs and 1500s, for all conditions, they are 21 psi front and 26 psi rear.

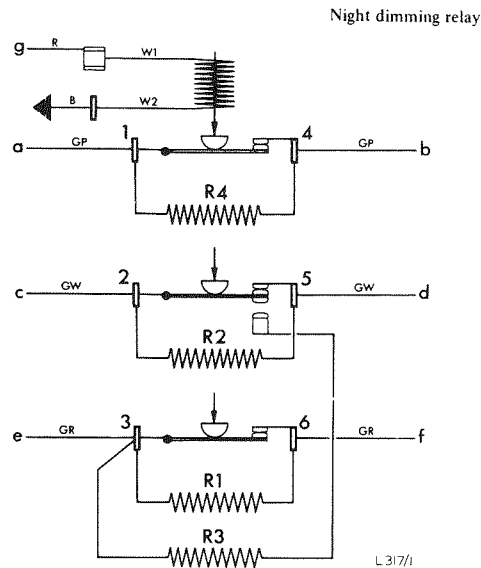
I focus this month on something that will be of interest to MkIV owners - 1500s were not fitted with this but GT6 MkIIIs were. The Night Dimming Relay. Open the boot of the car and look at the left-hand inner wing. No, the gap between the inner and outer wing. That yellow box of tricks is the Night Dimming Relay. For what it does and why, read on.

This relay dims stop lamps and rear flasher lamps when the parking lamps are illuminated. At night minimum discomfort to other road users is ensured. During daylight the safety of full intensity is provided.

The relay winding is controlled by the parking lamp circuit. Three sets of normally closed contacts with associated resistors permanently connected in parallel are featured. The pair of stop lamps, the left hand rear flasher lamp and the right hand rear flasher lamp are each associated with one contact/resistor set.

When the relay is not energized the contacts are closed and the lamps operate at full intensity. When the relay is energized the contacts are open. The resistors are positioned in series with the lamps which then operate at reduced voltage.

To maintain the correct frequency of operation of the turn signal flasher unit the current must be kept constant. To provide current compensation for either flasher circuit a fourth resistor is used. This resistor is brought into circuit by the double contact set between terminals 2 and 5. The switching is such that when either flasher circuit is selected, a parallel path exists through R3, the resistor of the unselected flasher circuit and across the filament of the unselected rear flasher lamp to earth. While providing compensation, this current is not large enough to illuminate the unselected lamp.



- | | |
|------------------------------|------------------------------|
| a. From stop lamp switch | e. From turn signal switch |
| b. To pair of stop lamps | f. To R.H. rear flasher lamp |
| c. From turn signal switch | g. From master light switch |
| d. To L.H. rear flasher lamp | |

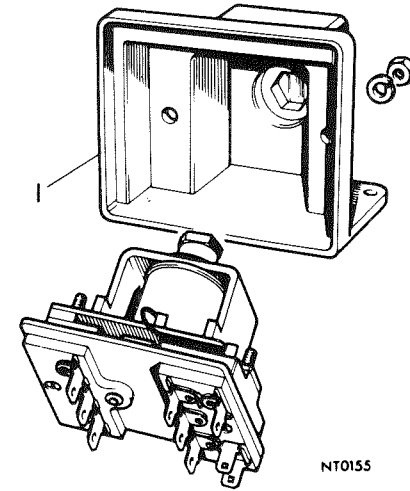
NIGHT DIMMING RELAY

— Contacts adjust

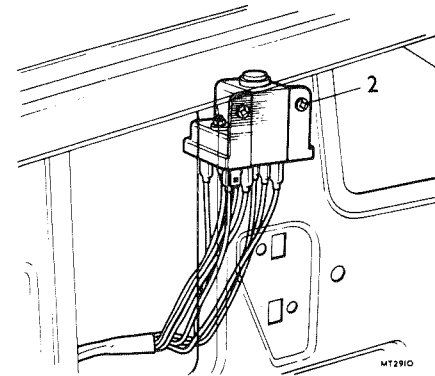
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The contacts are set during production and normally require no attention in service. If the relay cover has been removed and the hexagon rotated, re-set as follows:

1. Remove the cover.
2. Provide a test circuit as shown.
3. With the winding not energised rotate the hexagon by hand fully clockwise.
4. Check that the three contact sets are correctly closed.
5. Energise the winding by applying 12 volts between W1 and W2.
6. Rotate the hexagon anticlockwise until the test lamp just illuminates.
7. Rotate the hexagon a further 90 degrees anticlockwise.
8. Observe the recess for the hexagon in the cover. If necessary rotate the hexagon a little further anticlockwise to achieve alignment.
9. Fit the cover.

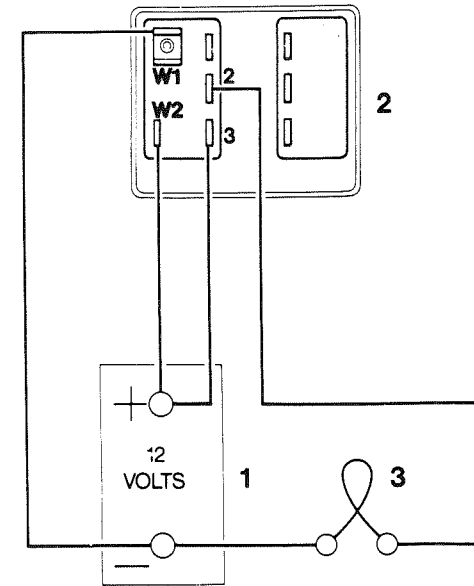


NT0155



Removing

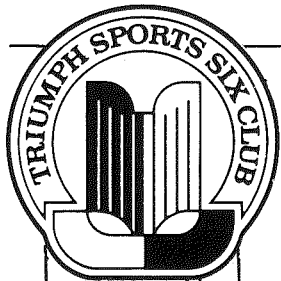
1. Open the luggage compartment lid and locate the relay behind the left hand wheelarch outer panel.
2. Remove the two screws and withdraw the relay.
3. Disconnect the eight Lucas connectors.



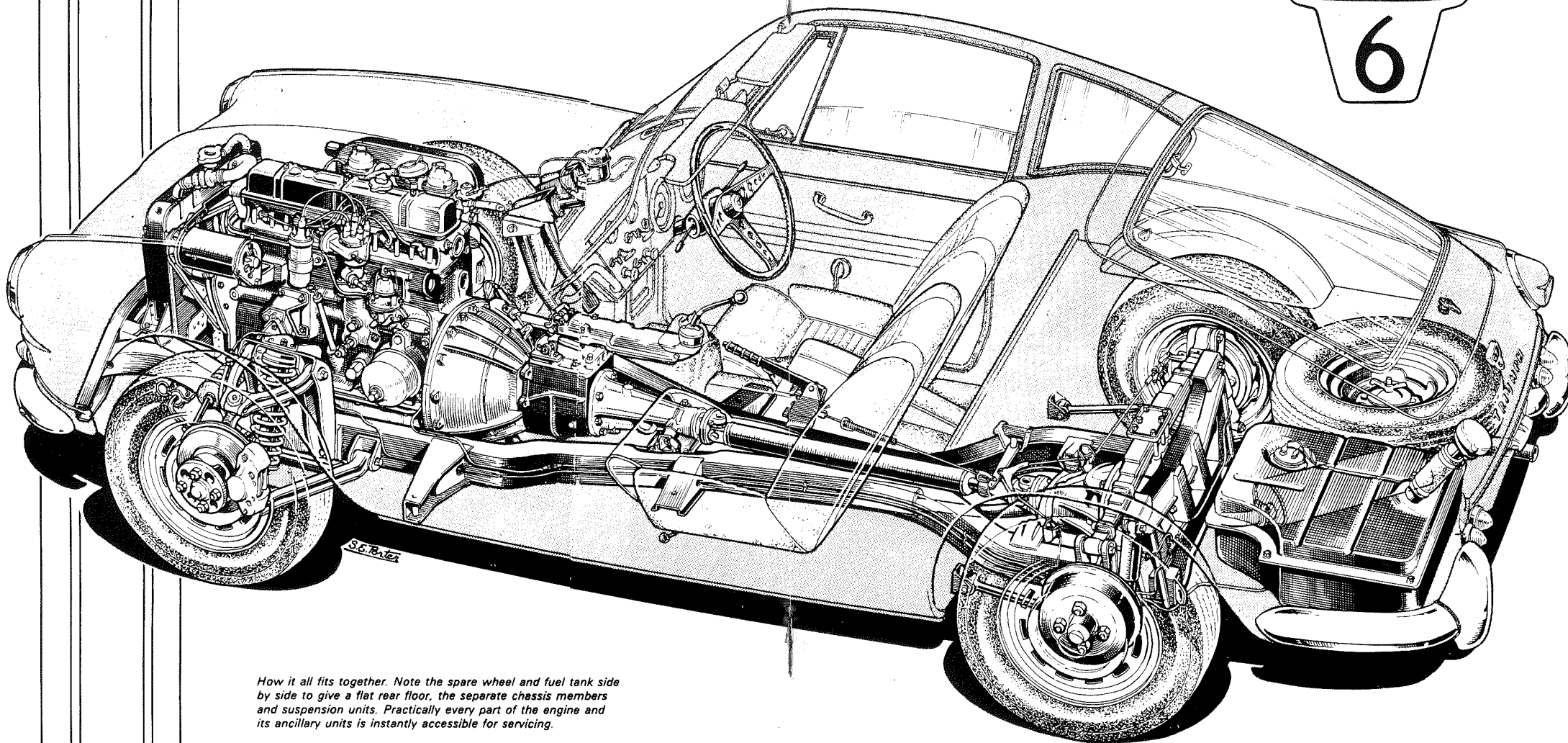
In the time since last writing, I have also been filing the Register forms in order. As of December, they were up-to-date. However, another lot has now arrived, so I'll put them in order this month.

I hope, within the next few months, to do an article including some information from the Register. Also, for those people unsure about fitting their hardtops, an article on that *plus* an article on carburettors. All these are in the pipeline.

For those of you who would like to get in touch with me, please try phoning between 8 pm and 10 pm Monday to Thursday evenings but please forgive me if I'm not there, as I'm out a lot. PLEASE call again or, in the last resort, write and keep those Spitfires where they belong - on the road!



GT6 MKI



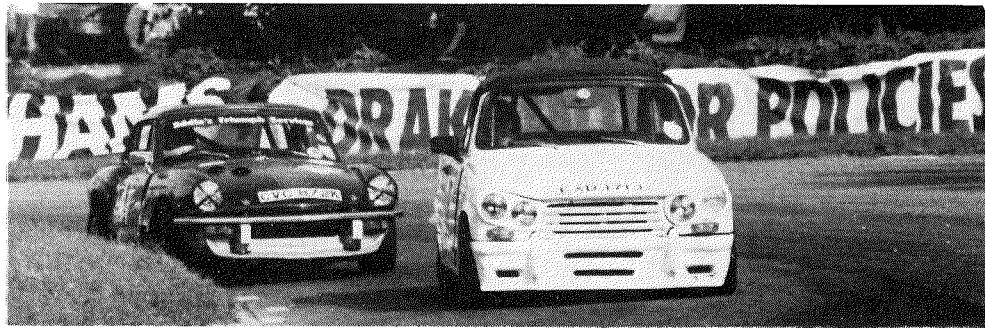
How it all fits together. Note the spare wheel and fuel tank side by side to give a flat rear floor, the separate chassis members and suspension units. Practically every part of the engine and its ancillary units is instantly accessible for servicing.

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THE HURRICANE

There are very few people living in the south of England that don't remember the events of October 16th 1987. The hurricane that swept across Sussex in the early hours of the morning destroyed thousands of trees and Brighton was at a complete standstill all day with most of the roads blocked. The devastation and the subsequent clearance occupied most people's minds for the next few days and I gave no thought to our Herald 13/60 convertible that had been tucked up for the winter in a relative's strong brick garage on October 1st.

By Malcolm Dawes - Brighton

However, a few days after the hurricane we had a phone call. The news was not good. A line of 150 year old beech trees had disintegrated and most of the timber had landed on the block of garages containing our car. I arrived to find it was going to be a difficult task just to get to the door of our garage. There was a 2ft diameter tree trunk resting on what was left of the roof with piles of timber blocking the entrance.

By climbing onto what had been the front of the roof and peering through a gap that once contained the door lintel, I could see our 'summer car' (the children's description) still intact. However, all was not well. The tree had smashed it's way through the timber roof and piles of jagged timber were now



inside the car, with parts of the hood at seat level. A massive branch from the tree had acted as a spear, hitting the passenger door causing severe damage to the side as well as distorting the windscreen surround. Still, it was not as bad as the garage next door. There I could clearly see a car that had been 'speared' by another tree but this time it had received a direct hit in the middle of the roof and the car had been reduced to the height of a few inches.

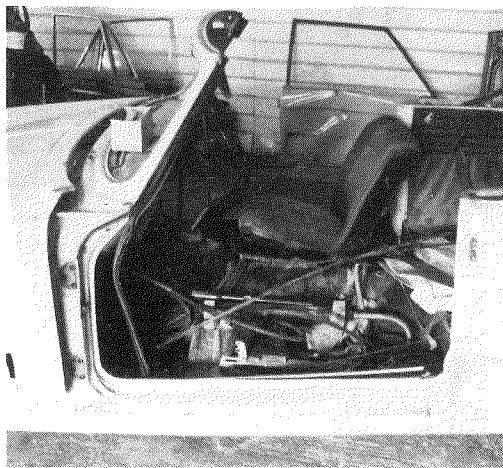
It took a couple of days to clear the timber away from the garage. No assistance was forthcoming from fellow garage owners as out of the 40 garages, only two cars had received any damage, mine and the 6" high Metro. Finally, we were near enough to unlock the door but not surprisingly, it would not move. After heaving away for a few minutes the thought stuck home that if the gap I had been peering through had contained a concrete lintel, where exactly was it now? I now discovered that I had an 8ft reinforced concrete beam wedged across the back of the 'up and over' door. To add to my exhaustion, I was told that a timber clearance firm was going to start work in a couple of days. Following the hurricane, 'timber clearance firms' had mushroomed and anyone with a chain saw and a vehicle was a 'timber expert'. The prospect of such 'experts' removing the garage, did not provide me with much optimism of the survival of what was left of my car.

The following day a group of friends tackled the problem with ropes, levers, crowbars and sheer muscle power. Access into the garage had to be via gaps between the tangled wreckage of the roof.

The task was made even more difficult by the extreme weight of the concrete beam. However, in the end, brute force won through and the beam was shifted to the side of the garage. It was in fact lucky that the beam had not originally dropped onto the car as it's weight would have caused extensive damage. This luck, however, was countered by the fact that torrential rain had now proceeded to fill the car up with water, the roof timbers forming an efficient funnel for the rainwater.

The imminent arrival of the 'tree experts' drove me on. The remains of the timber roof were propped up and, surprisingly, it was not

too difficult to get the car started. The bonnet and doors had to be secured with rope and because of the distorted hood frame, the driving position had to be 'eyes just above the dashboard and head horizontal'. The experience of driving the car across Brighton to a friend's garage during the evening rush-hour was an experience not to be missed.



Once in it's new garage, we attempted to clean the car up. The disappointment was to see clearly for the first time the extent of the damage. The hood, windscreen surround and passenger door area were all badly damaged and in addition, the falling timber had caused numerous scratches all over the bodywork.

The car had a number of outings over the next few weeks as I attempted to find a firm to carry out repairs. Bodywork repair firms were, of course, overrun with work following the storm and the sight of my ageing Triumph was met with the phrase, 'not worth the bother, scrap it'. No one was interested. I actually discussed with my wife the possibility of scrapping the car but we could not face the prospect of seeing our 'summer car' heading for the scrapyards.

Just before Christmas the priest from the local church offered the use of an old garage for storage of the car. We thankfully accepted the offer. The car spent Christmas in it's new home and I was beginning to think that I might have to start religious instruction.

Then suddenly our luck began to improve. During a conversation with Nigel Wilce, the Club's Area Organiser, the name of Derek of D F Autos, Wivelsfield, came up. Derek was not only willing to travel down to Brighton to see the car but he was interested in doing the job and

for a fair price - as long as we didn't mind him fitting it in around his more urgent jobs. A few weeks later our battered car was taken in convoy to Wivelsfield and over the next few months it gradually came back to life.

I'm afraid this article can in no way go into the technical intricacies of the repairs as the mechanics of cars completely mystifies me. A few items I do know though were that another Herald was purchased to obtain the windscreen and door and a hydraulic jack was used over many weeks to bring the framing around the windscreen back into line. The hood frame proved too difficult to repair, so we are still looking for a replacement frame. (Any information on hood frames will be gratefully received). All the rusted and damaged areas of the bodywork were repaired and the whole car rubbed down and resprayed. And thanks to Derek and his colleague Phil, it really looks superb.



The car was eventually brought back to the original garage, now rebuilt, in October 1988 almost a year to the day when the tree fell through the roof. A long year but it's worth all the hassle just to see our 'summer car' back home.

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Spitfire 1500	£92.00	The above prices exclude VAT	

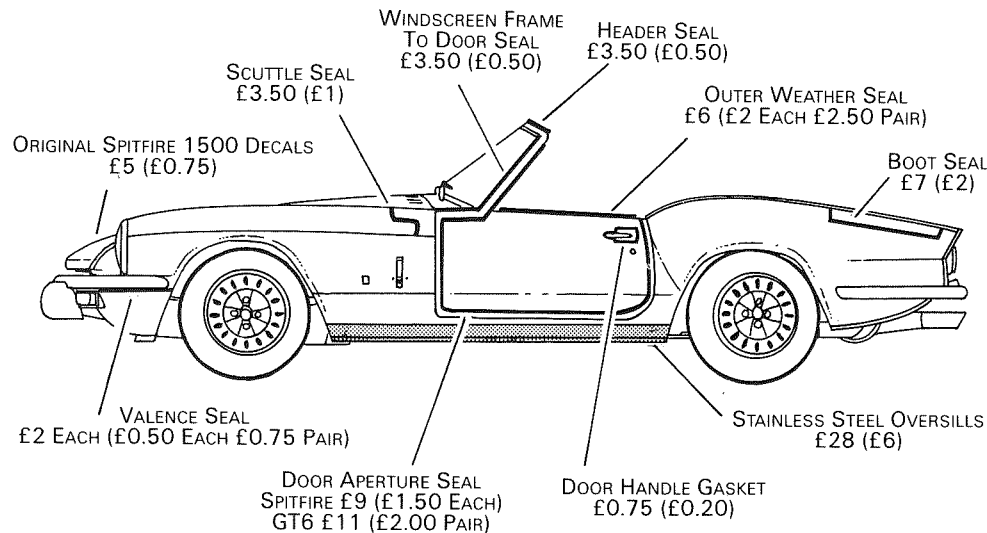
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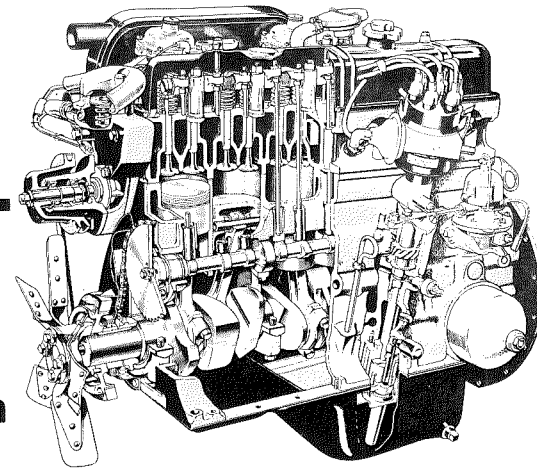


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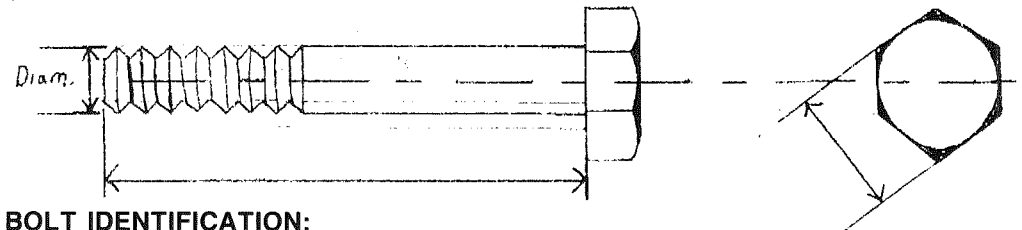


NUTS & BOLTS INTRODUCTION:

It is ironic that some of the most neglected components on our cars are some of the cheapest and most simple. The nuts and bolts, or "fasteners".

The trouble and inconvenience they can cause compared to their unit cost is immeasurable. They become rusted together, the heads become rounded off, any threads become stripped. In many cases they can be released with either penetrating fluid or heat etc. but then what happens? You haven't got a new replacement, the car is immobile, so you put it back intending to replace it next week. Next week becomes next month and before you know it, you're spending another hour next year trying to get the same bolt off! Inevitably there are occasions when no amount of pleading will release it and it then becomes a job for the hacksaw. At least it can't be put back but now you have to find a replacement.

A rummage through the toolbox, and you've got every bolt possible but either it's the wrong size or if it's the right size, you've not got the right nut. Life is difficult isn't it, or is it?



BOLT IDENTIFICATION:

Compared to some classic cars, we must consider ourselves lucky. Virtually all the fasteners on our cars use unified normal fine (u.n.f.) and the unified norman course system (u.n.c.) introduced by the Americans shortly after World War II. The length of the bolt is taken from under the head and the diameter is the thickness of the shank. One point that should be noted is that the spanners are marked with the "across flats" diamention (a/f) and not the bolt shank diameter (fig. 1). Try not to get this confused: a particular nut on bolt from a club car will have either a u.n.f. or u.n.c. thread and not an a/f thread. a/f stands for "across flats" and nothing else.

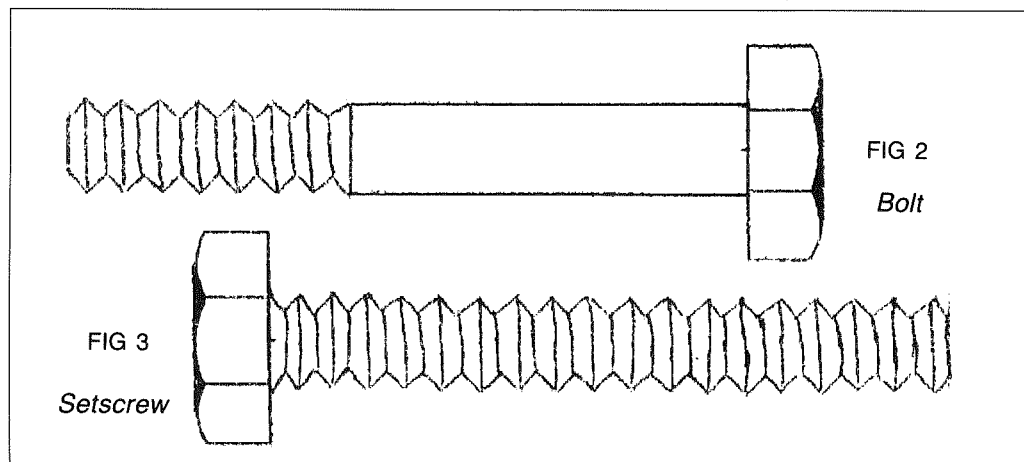
The table below shows spanner sizes for u.n.f./u.n.c. nuts and bolts and measured across the flats (a/f):

Bolt Diameter	inch	inch	inch	inch	inch	inch	inch	inch	
	1/4	5/16	3/8	7/16	1/2	9/16	5/8	3/4	
Spanner Sizes	Bolts	7/16	1/2	9/16	5/8	3/4	13/16	15/16	1 1/8
	Nuts	7/16	1/2	9/16	11/16	3/4	7/8	15/16	1 1/8

In their Parts Manuals, British Leyland list virtually all standard nuts and bolts with a six digit part number, consisting of two letters and four numbers e.g. HB 0807. This forms a logical code system enabling a nut, bolt or washer to be identified in size, length, diameter etc. just from the part number.

The two letters indicate the type of fastener (i.e. bolt, nut etc.):

HU = set screw
HB = bolt
See Figs. 2 & 3



- WP = plain washer
- WL = spring washer
- WF = fibre washer
- WN/WK = internal tooth lock washer
- WE = external tooth lock washer
- HN = plain nut
- YN = nyloc nut (an and tn shown as alternative in later books)

In the case of bolts the first two numbers indicate the diameter as follows:

- 07 = 1/4 inch diameter
- 08 = 5/16
- 09 = 3/8
- 10 = 7/16
- 11 = 1/2

and the third and fourth numbers indicate the length in multiples of 1/8 of an inch.

- e.g. HB0708 = bolt, 1/4 inch diameter, 1 inch long
- HB0712 = bolt, 1/4 inch diameter, 1 1/2 inch long
- HU0704 = setscrew, 1/4 inch diameter, 1/2 inch long
- HB0810 = bolt, 5/16 inch diameter, 1 1/4 inch long

With regards to washers and nuts, from what I can work out the first two numbers are unimportant. The third and fourth numbers indicate diameter, using the system as for bolts.

- e.g. WP0007 = plain washer, 1/4 inch diameter
- WP0008 = plain washer, 5/16 inch diameter
- YN2909 = nyloc nut, 3/8 inch diameter
- WLO0208 = spring washer, 5/16 inch diameter

With this information a small stock of the most common fasteners can be kept ready for use and also when planning, say, a front or rear suspension overhaul the relevant nuts, bolts and washers can be bought from British Leyland or ordered with confidence from one of the proprietary mail order suppliers. These companies specialise in high quality plated pieces at prices often cheaper than the originals. I can recommend Namrick Ltd. (0273 779864) and B.F. Wade Ltd. (0756 4801).

I know a large number of bolts are listed size wise in the front of the original Workshop Manual but beware they do not specify if they are high tensile or not (specially made to withstand higher stress). Always check the part number shows a six figure number and not a two letter/four number identification then replace only with an exact replacement e.g. propshaft flange bolts, caliper mounting bolts. ★

TRIUMPH BOOKSHOP

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<p>HERALD</p> <table border="0"> <tr> <td>Workshop Manuals</td> <td>UK</td> <td>O'seas</td> <td>VITESSE</td> <td>UK</td> <td>O'seas</td> </tr> <tr> <td>Herald 1200</td> <td>£19.95</td> <td>£21.95</td> <td>Vitesse '6'</td> <td>£19.95</td> <td>£21.95</td> </tr> <tr> <td>Herald 13/60</td> <td>£19.95</td> <td>£21.95</td> <td>Vitesse 2LMK1/11</td> <td>£19.95</td> <td>£21.95</td> </tr> <tr> <td>Herald Servicing Cards</td> <td>99p</td> <td>£1.50</td> <td>Handbooks</td> <td></td> <td></td> </tr> <tr> <td>Handbooks</td> <td></td> <td></td> <td>Vitesse '6'</td> <td>£5.00</td> <td>£5.50</td> </tr> <tr> <td>Herald 13/60</td> <td>£5.00</td> <td>£5.50</td> <td>Vitesse MK1</td> <td>£5.00</td> <td>£5.50</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Vitesse MK11</td> <td>£5.00</td> <td>£5.50</td> </tr> <tr> <td>Parts Catalogues</td> <td></td> <td></td> <td>Parts Catalogues</td> <td></td> <td></td> </tr> <tr> <td>Herald 13/60</td> <td>£14.00</td> <td>£15.00</td> <td>Vitesse 2 Litre MkII (Would also suit MKI)</td> <td>£14.00</td> <td>£15.00</td> </tr> </table> <p>SPITFIRE</p> <table border="0"> <tr> <td>Workshop Manuals</td> <td>UK</td> <td>O'seas</td> <td>Workshop Manuals</td> <td>UK</td> <td>O'seas</td> </tr> <tr> <td>Spitfire 4/11/111</td> <td>£19.95</td> <td>£21.95</td> <td>GT6 MK1/11/111</td> <td>£19.95</td> <td>£21.95</td> </tr> <tr> <td>Spitfire 4/11/1111 Dutch</td> <td>£18.00</td> <td>£20.00</td> <td>Parts Catalogues</td> <td></td> <td></td> </tr> <tr> <td>Spitfire IV</td> <td>£18.00</td> <td>£20.00</td> <td>GT6 MK111</td> <td>£14.00</td> <td>£16.00</td> </tr> <tr> <td>Spitfire 1500</td> <td>£18.00</td> <td>£20.00</td> <td>Handbooks</td> <td></td> <td></td> </tr> <tr> <td>Spitfire IV/1500 French</td> <td>£18.00</td> <td>£20.00</td> <td>GT6 MK1</td> <td>£5.00</td> <td>£5.50</td> </tr> <tr> <td>Spitfire IV/1500 Dutch</td> <td>£18.00</td> <td>£20.00</td> <td>GT6 MK11</td> <td>£5.00</td> <td>£5.50</td> </tr> <tr> <td></td> <td></td> <td></td> <td>GT6 MK111</td> <td>£5.00</td> <td>£5.50</td> </tr> <tr> <td>Parts Catalogues</td> <td></td> <td></td> <td>TR</td> <td></td> <td></td> </tr> <tr> <td>Spitfire MKIV</td> <td>£14.00</td> <td>£16.00</td> <td>Workshop Manuals</td> <td></td> <td></td> </tr> <tr> <td>Spitfire 1500</td> <td>£14.00</td> <td>£16.00</td> <td>TR2/TR3</td> <td>£22.00</td> <td>£24.00</td> </tr> <tr> <td>Handbooks</td> <td></td> <td></td> <td>TR4/4A</td> <td>£22.00</td> <td>£24.00</td> </tr> <tr> <td>Spitfire 4</td> <td>£5.00</td> <td>£5.50</td> <td>TR5 (complete)</td> <td>£34.00</td> <td>£36.00</td> </tr> <tr> <td>Spitfire MK11</td> <td>£5.00</td> <td>£5.50</td> <td>TR6</td> <td>£22.00</td> <td>£24.00</td> </tr> <tr> <td>Spitfire MK111 Swedish</td> <td>£5.00</td> <td>£5.50</td> <td>TR7</td> <td>£18.00</td> <td>£20.00</td> </tr> <tr> <td>Spitfire MKIV</td> <td>£5.00</td> <td>£5.50</td> <td>Parts Catalogues</td> <td></td> <td></td> </tr> <tr> <td>Spitfire MKIV German</td> <td>£5.00</td> <td>£5.50</td> <td>TR2/3</td> <td>£16.00</td> <td>£17.50</td> </tr> <tr> <td>Spitfire 1500</td> <td>£5.00</td> <td>£5.50</td> <td>TR4</td> <td>£16.00</td> <td>£17.50</td> </tr> <tr> <td>Spitfire 1500 U.S.A.</td> <td>£5.00</td> <td>£5.50</td> <td>TR4A</td> <td>£16.00</td> <td>£17.50</td> </tr> <tr> <td>Spitfire 1500 Canada</td> <td>£5.00</td> <td>£5.50</td> <td>TR6</td> <td>£14.00</td> <td>£15.50</td> </tr> <tr> <td></td> <td></td> <td></td> <td>TR7</td> <td>£14.00</td> <td>£15.50</td> </tr> </table> <p>RESTORATION GUIDES</p> <table border="0"> <tr> <td>How to Restore Sheet Metal Bodywork</td> <td></td> <td>Price</td> <td>Handbooks</td> <td></td> <td></td> </tr> <tr> <td>How to Restore Paintwork</td> <td></td> <td></td> <td>TR4</td> <td>£5.00</td> <td>£5.50</td> </tr> <tr> <td>How to Restore car interiors</td> <td></td> <td></td> <td>TR4A</td> <td>£5.00</td> <td>£5.50</td> </tr> <tr> <td>How to Elec.&Ign. Systems</td> <td>UK</td> <td>O'seas</td> <td>TR6</td> <td>£5.00</td> <td>£5.50</td> </tr> <tr> <td>How to Restore Fibreglass</td> <td>£8.75</td> <td>£9.50</td> <td>TR7</td> <td>£5.00</td> <td>£5.50</td> </tr> <tr> <td>How to Restore Upholstery</td> <td>each</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>How to Restore Classic Car Engines</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	Workshop Manuals	UK	O'seas	VITESSE	UK	O'seas	Herald 1200	£19.95	£21.95	Vitesse '6'	£19.95	£21.95	Herald 13/60	£19.95	£21.95	Vitesse 2LMK1/11	£19.95	£21.95	Herald Servicing Cards	99p	£1.50	Handbooks			Handbooks			Vitesse '6'	£5.00	£5.50	Herald 13/60	£5.00	£5.50	Vitesse MK1	£5.00	£5.50				Vitesse MK11	£5.00	£5.50	Parts Catalogues			Parts Catalogues			Herald 13/60	£14.00	£15.00	Vitesse 2 Litre MkII (Would also suit MKI)	£14.00	£15.00	Workshop Manuals	UK	O'seas	Workshop Manuals	UK	O'seas	Spitfire 4/11/111	£19.95	£21.95	GT6 MK1/11/111	£19.95	£21.95	Spitfire 4/11/1111 Dutch	£18.00	£20.00	Parts Catalogues			Spitfire IV	£18.00	£20.00	GT6 MK111	£14.00	£16.00	Spitfire 1500	£18.00	£20.00	Handbooks			Spitfire IV/1500 French	£18.00	£20.00	GT6 MK1	£5.00	£5.50	Spitfire IV/1500 Dutch	£18.00	£20.00	GT6 MK11	£5.00	£5.50				GT6 MK111	£5.00	£5.50	Parts Catalogues			TR			Spitfire MKIV	£14.00	£16.00	Workshop Manuals			Spitfire 1500	£14.00	£16.00	TR2/TR3	£22.00	£24.00	Handbooks			TR4/4A	£22.00	£24.00	Spitfire 4	£5.00	£5.50	TR5 (complete)	£34.00	£36.00	Spitfire MK11	£5.00	£5.50	TR6	£22.00	£24.00	Spitfire MK111 Swedish	£5.00	£5.50	TR7	£18.00	£20.00	Spitfire MKIV	£5.00	£5.50	Parts Catalogues			Spitfire MKIV German	£5.00	£5.50	TR2/3	£16.00	£17.50	Spitfire 1500	£5.00	£5.50	TR4	£16.00	£17.50	Spitfire 1500 U.S.A.	£5.00	£5.50	TR4A	£16.00	£17.50	Spitfire 1500 Canada	£5.00	£5.50	TR6	£14.00	£15.50				TR7	£14.00	£15.50	How to Restore Sheet Metal Bodywork		Price	Handbooks			How to Restore Paintwork			TR4	£5.00	£5.50	How to Restore car interiors			TR4A	£5.00	£5.50	How to Elec.&Ign. 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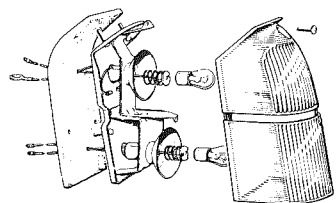
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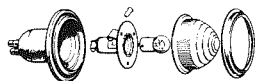


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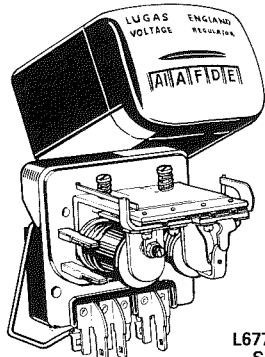
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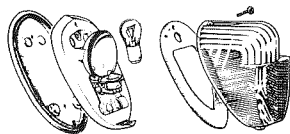
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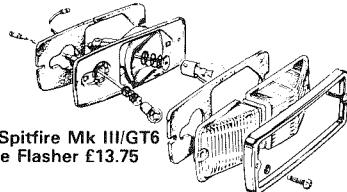
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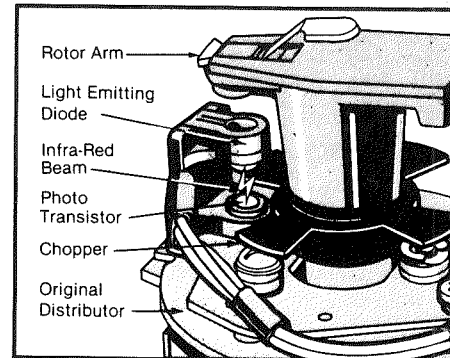


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From Sparks to Light

Pete Williams



With winter coming on to its coldest period it's perhaps a good time to think of all the things which can be done to make life easier for 'our cars' hard pressed engines. No doubt fresh anti freeze is in already and the battery condition has been checked and perhaps topped up with the odd trickle charge but what else can be done? *No doubt there are lots of useful precautions and checks that can be carried out to assist the starter motor as it does its best to turn over the 4- or 6-pot lump, stirring up thick unsympathetic multigrade - more like crude - in the process.* (why not write in now giving your tips for the March Courier?).

Certainly one aftermarket addition that many feel well worth while at this and indeed any time of year is to fit some type of electronic ignition. Among often quoted improvements for fitting such systems include easier starting due to a better spark which should certainly help around this time of year. Additional benefits include cleaner running plugs, better fuel economy and better acceleration. With this in mind the following article sets out to show how to fit one of the better systems on the market, that by Lumenition, which has the added advantage that it is switched optically rather than by retaining the standard points: further helping to eliminate the power sapping effects of points bounce at higher revs. Being optically switched also means that once fitted there's no maintenance.



Fig. 1

The Lumenition kit comes complete with sealed electronics pack, optical switch (which uses either a four or six vane switching blade depending on whether the engine has four or six cylinders) and all necessary wiring. There's also a simple to follow set of fitting instructions. The fixing kit supplied may vary depending on what distributor is fitted to the car

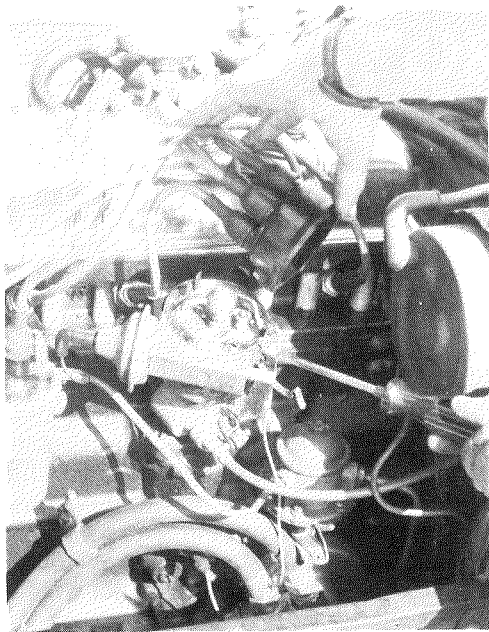


Fig. 2
As is usual when doing any electrical work, start off by disconnecting the battery. To fit the kit, the points and top plate need to be removed, the latter to carry out a simple modification to the contact breaker hinge pin. On the Delco Remy D202 distributor shown here, remove the top plate by releasing the three side screws and then lift the plate out.

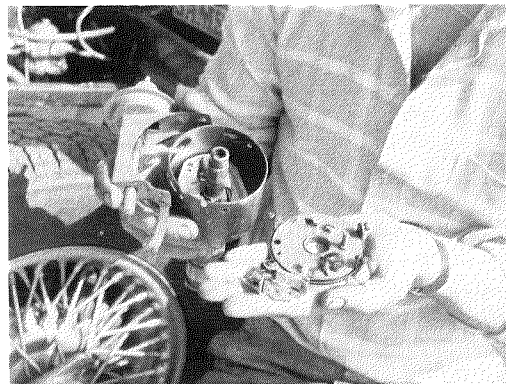


Fig. 3
Distributor body, vacuum advance, top plate and points exposed. To make photographing the separated components easier we've taken a second hand unit apart here. There's no need to take the main distributor body out of its drive housing when fitting the kit to your car, so leave it bolted in place.

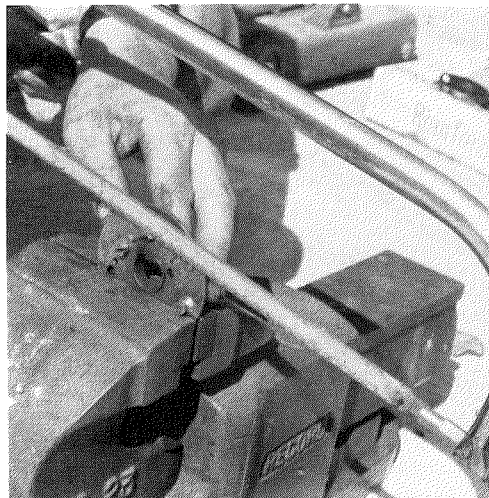


Fig. 4
In order to give sufficient clearance for the switching vane to rotate unimpaired, the height of the points pivot pin needs to be reduced. If desired, a stub may be left behind to allow mechanical points to be refitted in some emergency at a later date but the need for this is unlikely as kits are guaranteed for three years. As we had already obtained a spare second-hand unit (cost £2 from a Club autojumble) we decided to saw the whole pin away as shown.

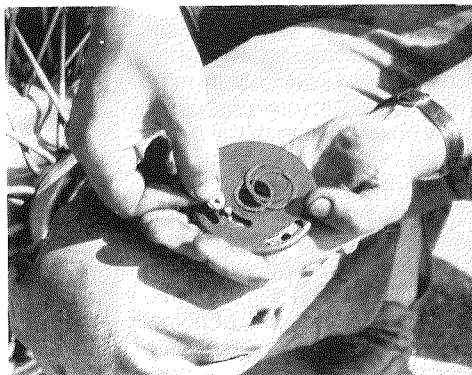


Fig. 5
With the D202 being a bit of an odd-ball, the top plate needs to be dismantled which is easily done by releasing the large central- and the small outer- spring clips found on the underside a shown.

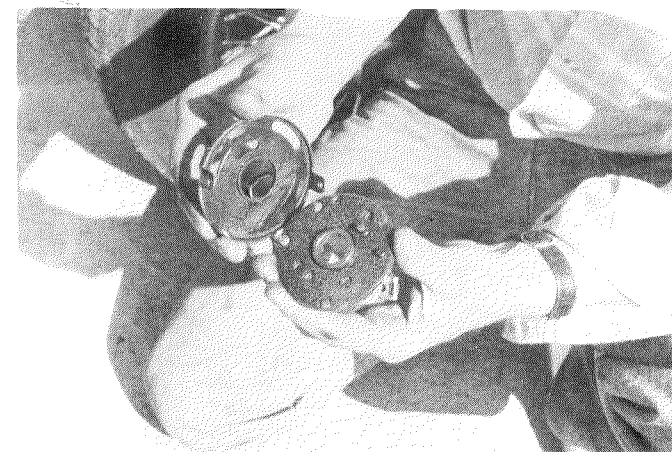


Fig. 6
Once released the two halves of the top plate can be separated revealing the felt oil retaining pad between.

Fig. 7
The reason for doing all this is that in order to fit and secure the optical sensor mounting plate on the D202, the points adjusting cam needs to be removed (illustrated in the figure) by filing off the head of the pin beneath

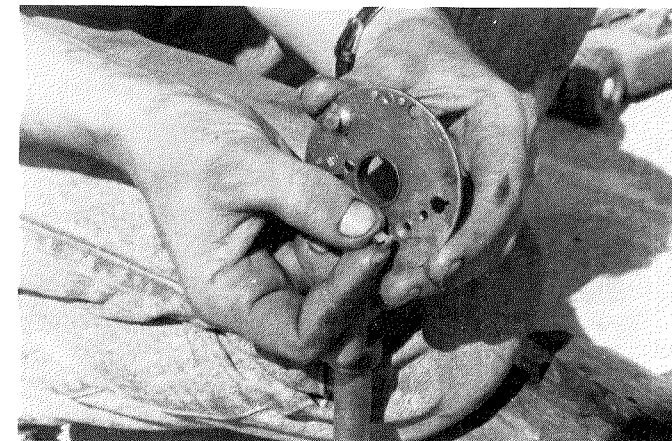
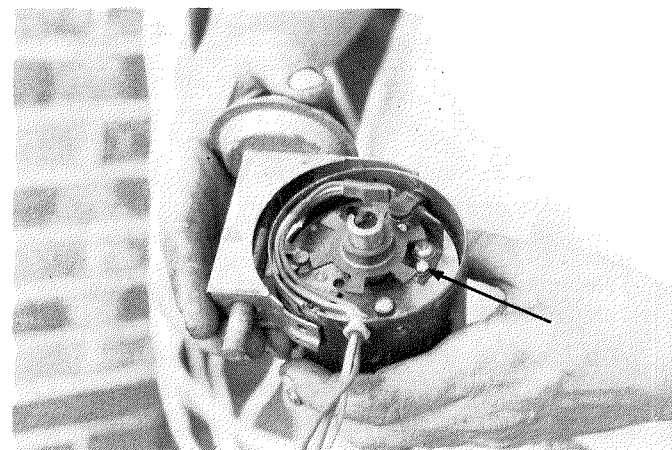


Fig. 8
The optical sensor head can then be fixed in place with the original points fixing screw. On the D202, the tag on the foot of the sensor fixing bracket is further secured (hence stopping it from vibrating loose and rotating) by a small nut and bolt (not supplied) fastened through the same hole as previously used by the points adjusting cam -use a star washer and/or a spot of glue or similar to stop the nut from vibrating loose in operation. On

other distributors, sensor bracket fitting is much simpler as the tag on the bracket foot slots underneath a small tag already on the top plate. Obviously on the D202, the top plate should be reassembled before refitting into the distributor body. Note that the optical switching vane needs to be positioned over the distributor drive shaft as the top plate is lowered into the distributor body. The plastic vane itself fits positively and snugly in place.





TSSC Special Offers

Lumenition Contactless Electronic Ignition



The Lumenition fitting article in this magazine explains the fitting procedure (obviously!) for the most complicated fitting types on 'our' types of distributors but even on this particular car, it's pretty straight-forward. It also outlines the advantages of fitting electronic ignition in general and this make of unit in particular, so I won't go into too much detail here. Instead, I will briefly list some of the problems which are helped or cured. Basically, the improvement or solution to a problem is due to the electronic ignition system correcting a weak or irregular spark.

- Slow points opening** at low revs, gives a prolonged spark (poor starting)
- Fast points opening** at high revs, weakened spark (reducing power and poor petrol consumption)
- Points bounce** at high revs, contacts opening so fast that a bounce occurs (reducing power, rough running, misfiring)
- Points arcing** at low revs, arcing can occur across the points, giving a weak spark (poor starting, misfiring, lumpy running)
- Points heel wear** with use, this wear takes place altering the contacts gap (increase in dwell angle, weak spark, misfire etc.)
- Points wear & pitting** oxidation of metal, alters gap and reduces spark efficiency (poor efficiency, poor mpg, misfiring and arcing increases)
- Plug wear & fouling** result of temperature/chemical corrosion, causes weak spark and incorrect spark duration (loss of efficiency, poor starting, loss of power and poor mpg)

Some people will say that the improvement is not great over new, correctly fitted points (with some justification on systems which retain the points, but not with this system). But the whole point is that as soon as points are fitted and used, they wear and the timing starts to alter, whereas Lumenition remains perfectly adjusted. For those particularly interested, or who would like some more information, I can supply a copy of an RAC test. If you send a stamped, self-addressed envelope. For those who are already convinced of the advantages, the offer price is £58.75 (inc. VAT) with P&P of £3, totalling £61.75.

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Car (Model & Mark): Year:

Distributor Make: Model No:

Distributors are normally as follows:

- Herald - Lucas 25D4, Vitesse 6 Delco Remy D202, Vitesse 2-litre Lucas 22D6
- Spitfire 1300 Delco Remy D200/D202, Spitfire 1500 Lucas 45D4, GT6 Delco Remy D200/D202 or D204

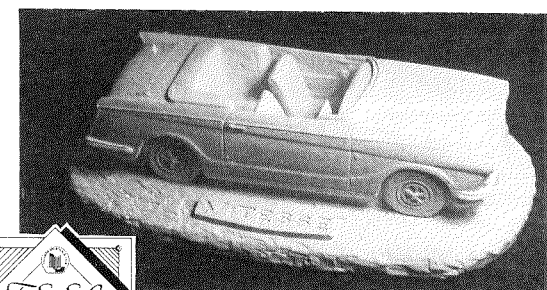
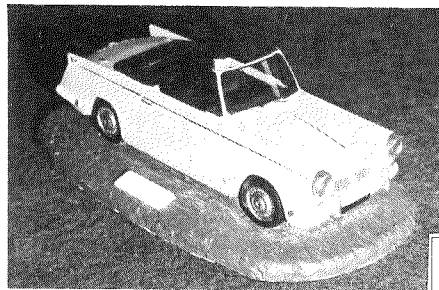
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This offer is one of the latter type, i.e. specially commissioned by the Triumph Sports Six Club. Although pictures accompany this article, I doubt if they will do the actual model justice. Don't doubt it, they are of the highest quality with fantastic detail on both the exterior and the interior. The sculptor (a TSSC member) has gone to extreme lengths to get the details right on each car and these models would grace any mantelpiece, shelf or desk. They would make excellent presents or trophies and will be much sought after by owners and enthusiasts alike. Their length is approximately 10 inches long and the material is of strong, super-hard plaster and each is hand finished. Presently only the following models are available but it is hoped to do the 'complete' range as soon as possible:



Available now
Herald 1200 convertible
(can be easily converted to 948)

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Spitfire IV/1500 convertible
Herald 13/60 convertible

I really can't stress the quality and detail of these models enough, they really are works of art. Two variations of each car are available, 'standard' which is uncoloured and which requires the windscreen and quarterlights (supplied) to be attached. These are suitable for painting if you wish to match your own car, but painting is not essential as they look really good in their uncoloured state (more like a sculpture).

The second option is most suitable for those enthusiasts who require a complete and painted car, but who don't feel artistic enough to do the finer detail work required themselves. With this 'completed' version, a model will be painted and finished by an artist to match (as near possible) your own car. A colour photograph(s) will be required (and will be returned if requested) showing the paint colour and trim colour of your car and details of your car's registration number will also be required. As I have said, this version will be painted by an artist in the nearest available colours to your car. The paint will be mostly matt as the finish achieved has a sheen which makes the model look like a work of art rather than a model. The postage & packing is also slightly more expensive which reflects the additional protection and insurance required.

Costs:	Standard Version	£21.85	Completed Version	£34.95
	Postage & Packing	£3.50	Postage & Packing	£4.00



Information Required:

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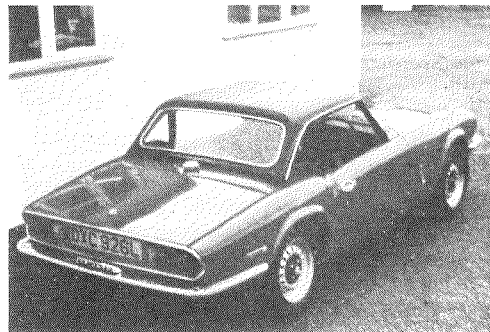
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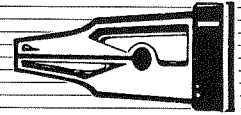
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See you soon!!

May I, through the columns of the Club magazine, thank Tony Dean for organising such an exciting year of motor racing with the Triumphtune Challenge series. To try to get a full grid of Triumph cars to each race meeting must have been quite a task, but together with the TR Club it was all worthwhile.

For those who went along to see the racing, it was a real treat to see GT6s, Spitfires, Vitesse and TRs all competing together; especially at Lydden Hill in the rain.

For those who missed it all, why not come along next year; visit the cars in the Paddock and have a chat with the drivers?

Many thanks Tony and all the drivers - it really was a very good effort and long may it continue.

At least the commentators next year will be able to say TSSC and GT6 in all the excitement of the moment.

Congratulations on a good year,

Ted Wilkins - Crewkerne, Somerset

Lead Free

Conventional wisdom seems to be that "lead-free" conversion of "our cars" is not feasible, mainly because our engines do not feature replaceable (hardened) valve seat inserts. But, being a "British Racing Green", I wonder whether a satisfactory conversion might not be possible as part of a major 'rebuild' - many Club cars, as cherished possessions, are likely to receive such care and attention in future years, with leaded fuel eventually becoming harder to find and dearer - I would willingly pay an extra £50 to £100 if this was an option.

Might not hardened valve seats be desirable anyway in view of the large decrease in lead content which has taken place over in the *leaded* 4-Star fuel?

The other objection to taking the lead-free road is the change down to lower octane and, consequently, detuning, i.e. performance and economy penalty. But I am told that in West Germany one *can* buy premium 97/98 octane *unleaded* - if so there, then why not here? I would be interested to know if any other members have suggestions on these lines - or are there merely ignorant musings. I really don't fancy buying a "Eurobox" to ease my ecological conscience!

Stephen Brent - Bristol

Cure those Waxstat Blues

Anyone who wants to cure the "Waxstat Blues", yet keep their car looking original, can do so for just a few pence.

On the bottom of the carbs, under the jet holder, is a plate held on by metal tongs. Prise up the tongs and remove the plate. The Waxstat can now be removed. Replace the Waxstat with an 8mm nut, which acts as a spacer and replace the plate, bending back the tongs.

With luck, the carburation will not need to be altered but the carbs should still be synchronised just to make sure as the Waxstat may have been sticking.

Bob Zankl - Leigh, Lancs.

A short note on the importance of fuses:

The wiring used in our cars is called 'Flex' because it's core consists of numerous strands of fine wire. These cables are designated by numbers, e.g. a 14/010 cable which will carry six amps and is composed of fourteen single wires each of tenthousandths of an inch in diameter.

If you compare the thickness of the flex leading to your stop/tail lamp, with the heavy one connecting the starter, you will observe the obvious. The stop/tail lamp flex carries two and one quarter amps, while the starter cable in excess of two hundred amps.

Should you decide to connect up an accessory with a flex carrying more current than it should, it will cause the flex to overheat, with the possibility of causing a fire.

Spotlamps and foglamps, (which are best connected to the starter solenoid) taking heavy current will not give full output if too thin a flex is used. The power consumption of accessories is given in Watts. The current required can be found by dividing the watts by the voltage, e.g. 50 watts bulb over 12 volts battery equals 4.166 amps.

Sometimes wattage of headlamps is shown like 40/50 watts, because the battery voltage nominally twelve volts is often a little higher when the dynamo or alternator is charging, therefore the wattage varies. When calculating this current, take the higher wattage.

Your fuses (which must be connected in line with all new accessories) should be rated to blow before cables in the circuit to which they apply can overheat.

IMPORTANT: before connecting any accessories whatsoever, you must seek professional advice in addition to reading this information.

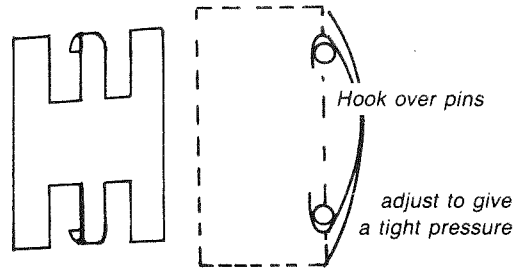
Rattle !!!!!!!!!!!!!

With regard to the Herald 'rattle' and 'cures' covered in December's Courier, it's so common and simple, I'm surprised you're all so badly wrong. The nearest is Philip Wilson.

The rattle is caused by the pads moving up and down in the caliper in response to the slightest road imperfection - remember the caliper is part of the unsprung suspension. Anti-rattle clips are available from motor factors or Halfords for pennies.

The clip consists of two small hooks and four 'ears' on a sprung plate, the hooks fit over the pad pins and the 'ears' are adjusted to give tight pressure on the pads with the hooks fully engaged.

Simple! The giveaway is the fact that the noise disappears with the slightest touch of the brakes and reappears when released. If the young lady cannot get clips, I'll send her some FOC.



Iain Paterson - Coatbridge

Lancashire in November?

This is Lancashire. It is November (at the time of writing), therefore it is very cold, wet, windy, dark and generally rather awful. But, I love the place and wouldn't trade the traffic jams on the M62 for the traffic jams anywhere else.

My Vitesse 6 obviously likes Lancashire too. Just as well, really, as it is used to take me to work every day, a round trip of 35 - 40 miles (depending on how much I try to avoid the traffic jams I love). It has just clocked a total of 110,000 miles, but if you consider that in the first 21 years of its life (before I became its third owner), it only covered 93,000 miles - that works out at about 4½ thousand per year. This year it has done 17,000 miles, with hardly a problem!

Well, I say hardly a problem - I've put a new voltage regulator on it, new head gasket and water pump from a scrap yard, and propshaft U/Js. They were "had to's". The "just in cases" were a radiator from a scrapyards (like new - "it's expensive mate £7"!!), a core plug under the manifolds, driveshaft U/Js and front trunnions/balljoints. All of the jobs have really been completed with the minimum of fuss, with no problems at all. All the work is worth it to drive a Sweet Six briskly through Bolton and Bury each day and just look at the envy on that Sierra driver's face

My only problem driving a Vitesse is people who see me coming, waiting to pull out of sidestreets, and spot that it's "an old car" so pull out in front of me! I'm glad my brakes are good

Do other owners have the same problem? Have they experienced any "rivalry" from the hundreds of Morris Minors on the road

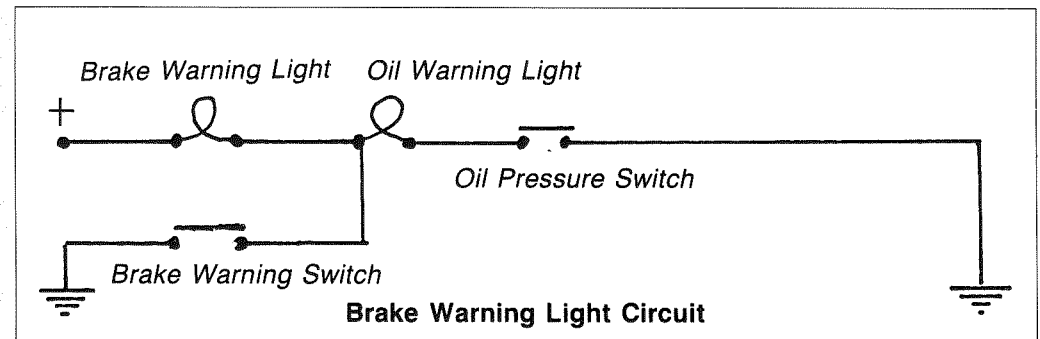
But now I have to make a decision. My company has at last decided to give me a new Cavalier, but I don't really want to stop driving the Vitesse! I suppose I will resist the temptation through the winter, in the interests of long life! The car AND mine, that is.

I can now finish the body restoration (no new panels - just paint), renew all the suspension and brakes, put my reclining seats in properly, fit a Webasto sunroof and fit the carpet set I've had for months! I'm not going to touch the engine - after 110,000 miles, there's no smoke and just a little tappet noise (OK, I'll put a new rocker shaft in). Roll on Spring when I can wheel it out again and maybe this year I can get to some shows (but it's not going to be 'original' - does this matter?!) and maybe take in a little sprinting or hillclimbing - just tell Mike Crewes it'll be on the 'proper' course, though as I've already been crowned 'Traffic Light King 1988'! That's the plan, anyway - let's see if I have time to do it!!

Chris Sheridan - Wigan

Brake Warning Light

Here is a quick line in reply to the letter in the last Courier from Mr. V. Kelly (page 63). The brake warning light on Spitfires fitted with dual braking circuits has nothing to do with the hand brake. I also thought this on my first 1500 Spitfire.



The warning light comes on when the hydraulic pressure in one of the brake circuits is not equal to the pressure in the other circuit.

ie. If you get a leak in one wheel cylinder. The fluid drains out of one system when you press the brake pedal and the switch on the bulkhead registers this difference in pressure. You will still be able to brake on the remaining 2 wheels (1 system) but the brake light will come on to warn you that something is amiss.

The warning light is connected into the oil pressure warning light circuit. This means when you switch on the ignition both the oil pressure warning light and the brake light come on.

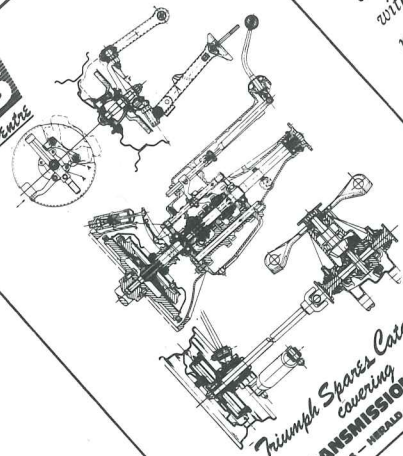
When the oil pressure builds up both lights go out as the electrical circuit is no longer complete (see drawing).

David Herriman - Venlo, Holland

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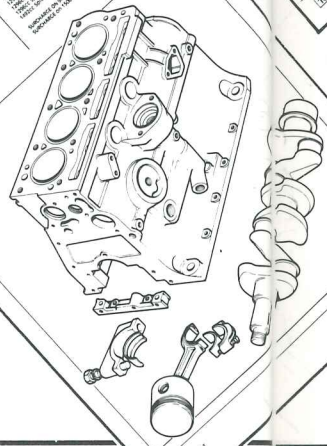
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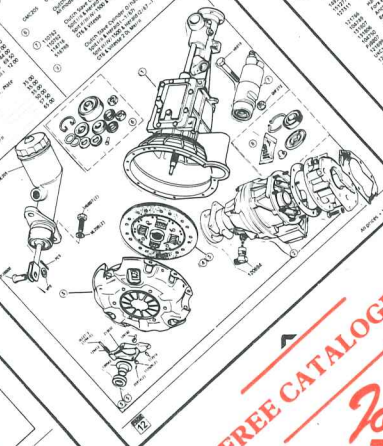


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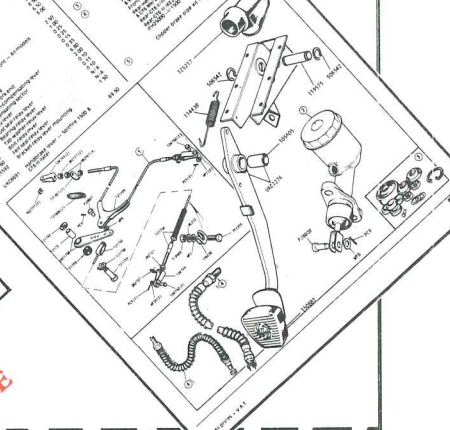


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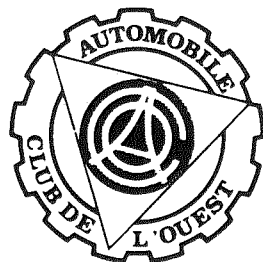
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LE MANS



1989.....

I seem to remember forecasting Jaguar doing well at Le Mans last year you didn't believe me and now the rest is history. As fuel is unrestricted, this year's 24 hour should be another memorable occasion.

HOW, WHEN, WHERE?

Well, if you can dig out a copy of Courier No. 94, page 12, the formula is much the same, with two more dos and don'ts for the benefit of John and Peter: Branch jumping is not recommended, nor is ditch driving.

Unfortunately but predictably, the ferry prices has increased by approximately 6 to 7%. The plan is to travel via Newhaven to Dieppe as we did last year. The date has been pinpointed by the increase in ferry fares for the weekend of 10/11th June. For people on a budget (i.e. most Triumph owners) a 5 day return excursion is suggested. The ideal arrangement would be for all going, to travel on the same ferry on the same sailing. As this is unlikely to suit everybody, I am putting forward three options, for which, if the response is enough, we may be able to get some sort of block discount.

Travelling Thursday night 22:30 sailing.

Car up to 4.00 metres	67.00
Driver	24.50
Total for car and driver only	91.50

Additional passenger	24.50
Total for car, driver and passenger	116.00

This allows for a stay in France up to 01:45 Wednesday the 14th.

Travelling Wednesday night 22:30 sailing.

Car up to 4.00 metres	40.00
Driver	24.50
Total for car driver only	64.50

Additional passenger	24.50
Total for car driver and passenger	89.00

This allows a stay in France up to 01:45 Tuesday the 13th.

LE MANS 1989

Travelling Saturday morning 01:00 sailing.

Car up to 4.00 metres	35.00
Driver	16.00
Total for car and driver only	51.00
Additional passenger	16.00
Total for car driver and passenger	67.00

This allows a stay in France up to 17.30 Monday the 12th.
N.B. You definitely need two sober drivers for the 60 hour trip.

Due to last year being the first trip, some discrepancies in the cash forecasting did occur.

1. If you have a credit card, it is best to use it to pay for all purchases where possible.
2. The Green car park fee was about £12.00.
3. To get round the circuit, a general ticket was £24.00.
- 3a. To get into the Pits and Stands, you need loadsamoney - somewhere around £80.00 to £100.00 or so we have been told.
4. A reduction of one third can be had on the production of an R.A.C. card - unfortunately T.S.S.C. was No.
5. Petrol should be about the same - about £35.00.
6. We did not go the scenic route so no toll charge.
7. Amazingly, liquid refreshment was more in abundance than food, but do try to cater for yourselves - pots, pans, cooker, washing bowl, chair (folding) etc.
8. With some help from the R.A.C. and a little letter from T.S.S.C., it may be possible to tour the complete circuit on the Saturday morning.

This list is worth noting, particularly item marked ***

1. Driving Licence.
2. Green Card.
3. A.A. 5 Star or R.A.C.
4. Warning Triangle.
5. Fire Extinguisher.
6. First Aid Kit.
7. Light Beam Deflector and Yellow Paint.
8. L.H.S. Rear View Mirror.
9. Car Registration Documents.
10. ***Get form E111 from DHSS centre at least 8 weeks before you travel. One of last year's group has had to pay £180.00 for an overnight stay in hospital - so be prepared.

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BOOK REVIEW

by C.Sutherland

Guide to Purchase & D.I.Y. Restoration of the Triumph Spitfire, GT6, Vitesse & Herald. Lindsay Porter & Peter Williams Foulis/Haynes 307pp price £14.95

While one might be rather startled to recognise the familiar chubby features of Our President beaming from the very first illustration, this at once indicates the involvement of the TSSC in the production of this restoration guide. Peter Williams, who shares authorship with Lindsay Porter, the well established writer of a number of similar works, is of course not just the club secretary, but is known to Courier readers for contributing technical articles of outstanding quality.

Although likely to appeal mainly to those who already have a car to restore, the book opens with yet another condensed history of the marque and continues with a buyer's guide which is not just the usual magazine rehash but demonstrates that the writer (Eddie Evans) really does know the problem areas with a series of explicit photographs of penetrating corrosion. The core of the book though is the restoration guide and following a short preamble on tools we suddenly find that the petrol tank is out and we are welding up Herald treadplates. Herald/Vitesse and Spitfire/ GT6 bodywork are described separately and although there are some omissions e.g. rear wing and wheelarch repairs and only a somewhat superficial coverage of the Herald chassis, this is by far the most useful account of body restoration available. The chapters on mechanical restoration are intended to be used along with a workshop manual and form an overview of operations with guidance on where to look for wear and what to replace. These are followed by a generous section on trim and interior refitting.

The quality of the photographs, some of which are familiar from the Courier van saga, is universally excellent and allows the text to be concise, linking the pictures and dispensing useful advice and safety reminders where appropriate. Personally I found the appendices on specifications, production changes and paint unnecessarily lengthy but they will presumably broaden the appeal of the book and the final overdose of coruscant cars will perhaps galvanise the reader into action.

The strength of this book is that every task described has actually been performed or at least photographed by the authors. The obverse is that since they have not needed to repair absolutely everything on the demonstration cars there are some areas which would benefit from more detail. This leaves scope for future Courier articles of course and we should welcome this guide as the definitive one for which we have been waiting. Anyone involved in any aspect of Triumph restoration would do well to obtain a copy.

Guide to Purchase & D.I.Y. Restoration
SPITFIRE, GT6, VITESSE & HERALD
Lindsay Porter & Peter Williams

Leading car restoration author Lindsay Porter, and Triumph expert Peter Williams, have combined their talents to produce this eagerly awaited comprehensive guide to step-by-step restoration of our cars.

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The step-by-step photographic approach illustrates dozens of 'real life' restoration jobs; the result of several years of picture research by Lindsay Porter.

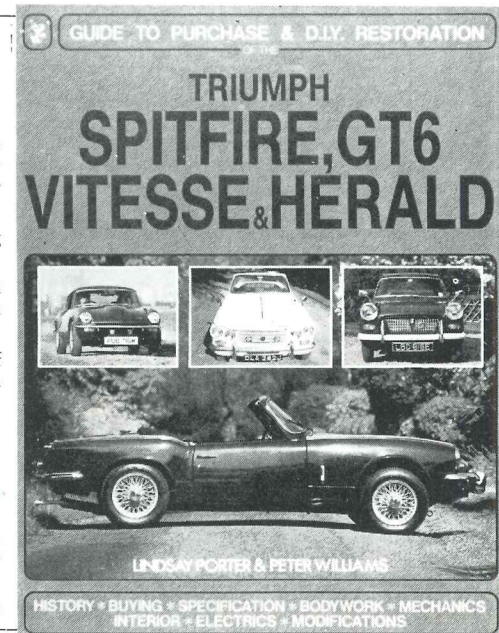
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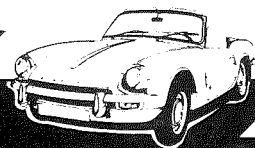
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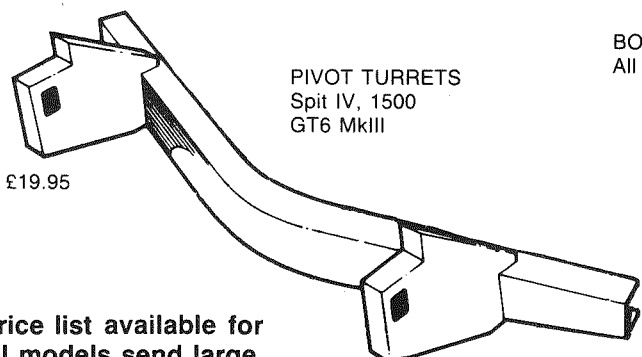
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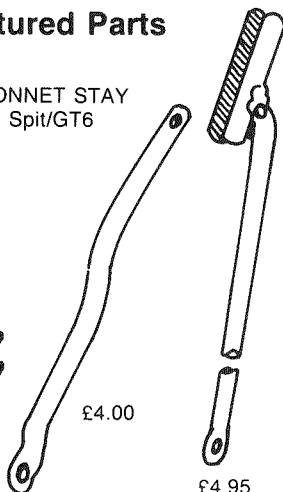
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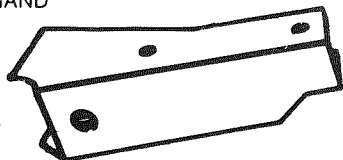
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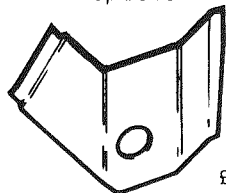
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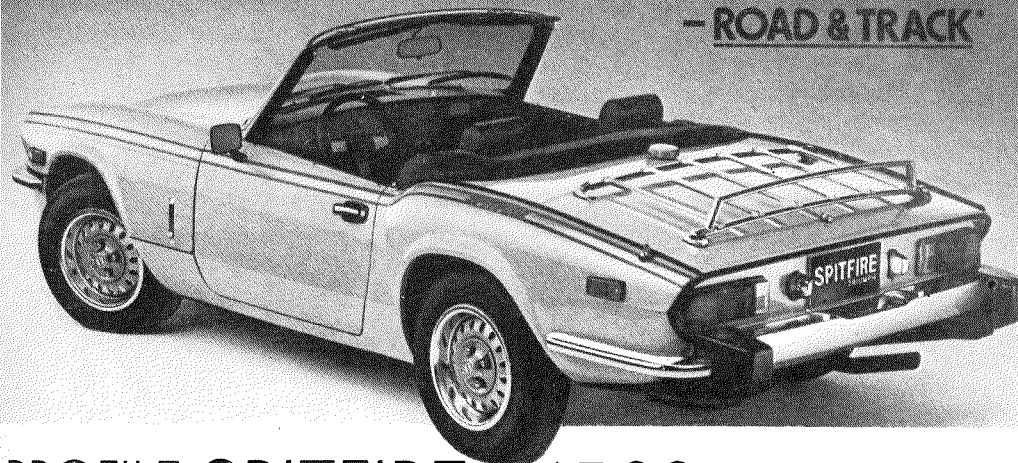
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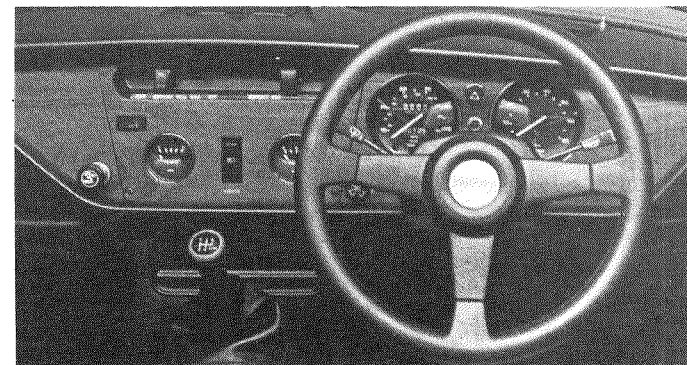
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PROFILE: SPITFIRE 1500 by Eddie Evans

The unique spectrum of vehicles within the TSSC allows members to retain their allegiance to the Club whilst still enjoying an assortment of car types, and even moving up a league in power of refinement - or perhaps both, as in the case of the Spitfire 1500.

As the culmination of eighteen years production experience and almost thirty years development of many major components, it is no surprise that the last Spitfires proved themselves to be a very well sorted sports car, and after much varied criticism of its predecessors, even the motoring press were hard put to find fault.

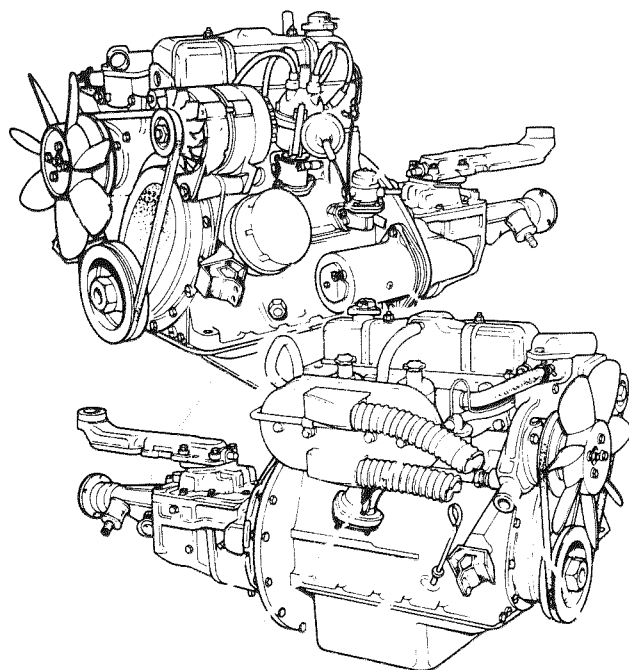


Even so, the 1500's connections with the earlier MK IV are inescapable and the new car inherited all the best details. The most obvious was that flowing body shell, so brilliantly re-styled by Michellotti to bring the Spitfire from the Mk 3 into the 1970's, whilst cleverly preserving the continuum of model identity. The Mk IV's hard top and soft top roof lines were also left unchanged for the 1500; the hood having proved itself reliable, easy to operate and devoid of excessive wind noise. So too, the rear wide track axles and pivoting spring suspension system remained (though with slight camber changes), having by now squashed all the arguments about Spitfire handling.

It was therefore, an outwardly familiar Spitfire 1500 which graced the Turin Motor Show in November 1974; distinguished only by its silver coded wheel trims, matt black tail trim and of course, the boasting "1500" decals on bonnet and boot quarters. Even the interior was barely altered, though chassis number FH75001 led the sales drive offering a useful option package which would add a map light, centre arm-rest, adjustable head restraints and an external door

mirror, all for the bargain price of just £40! The optional laminated windscreen was to become standard in January 1976 from chassis number 81880, and in March 1977, new cloth covered seats were introduced along with a TR7 column switch and an improved padded steering wheel. That hallmark of 60's and 70's Triumphs, the polished veneer fascia, remained throughout the 1500's production.

But of course the highlight of the new car was it's engine,



and although new to the Spitfire fraternity, it had nevertheless been around for some time, busily proving itself in the Triumph 1500 of 1970 and later in the Toledo. Indeed, development work on the new unit had commenced way back in the 1960's.

However, the larger engine did not emerge for our benefit, but rather for the Americans, whose exhaust emission regulations had choked the 1300 engine to the point where it's performance fell short of many saloon cars of that era. This did nothing for the important USA sales and so it was to compensate for the power-consuming emission equipment that BL put forward the extra 200 ccs. In doing so, the Spitfire's Stateside reputation was re-instated.

Amazingly, the engine's roots were still embedded in the old 803cc Standard motor

which had subsequently been bored out to 1147cc before siamezing the cylinders (eliminating the cooling water jacket between pairs), in order to provide the space for further boring to 1296cc. At this stage, bearings and valve sizes were increased, but the cylinder block had reached it's machining capacity, preventing further enlargement of the bores. The 1500 version was therefore realised by increasing the throw of the crankshaft, which, with the connecting rod length unchanged, provided an increase in piston stroke of 11.5mm and consequently brought the swept volume up to 1493cc - nominally 1500.

This increase in stroke paved the way for a useful improvement in torque from 68 to 82 lbs ft, and in power from 61 to 71 bhp (DIN) at 3000 rpm, by matching a new camshaft, improved carburation and

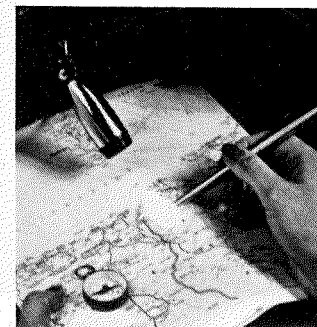
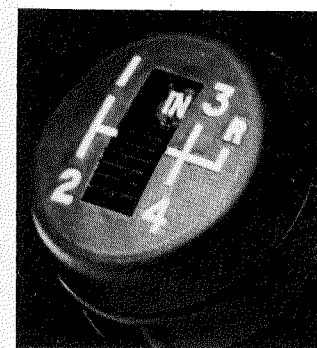
exhaust manifold, and new double concentric valve springs.

It was always to the annoyance of MG purists that this same engine, and indeed the gearbox, was also fitted in the rival Midget; and to make matters worse, the MG installation delivered less power to the wheels due to space restrictions imposed on the design of it's exhaust manifold. Of some consolation was the fact that due to it's lower gearing, the Midget could still accelerate alongside the Spitfire, but only at the expense of being much more hassled at high speeds. The Spitfire's overdrive never found it's way into the Midget because there simply was't room - but more of the competition later.

Meanwhile, the Triumph capitalised on it's new performance by abandoning the Mk IV's 3.89:1 differential

in favour of a higher ratio 3.63:1 unit. This gave the 1500 a long-legged appeal, especially with the optional overdrive fitted to produce 22.6 mph per 1000 rpm when engaged in top gear and 90 mph cruising at only 4000 rpm.

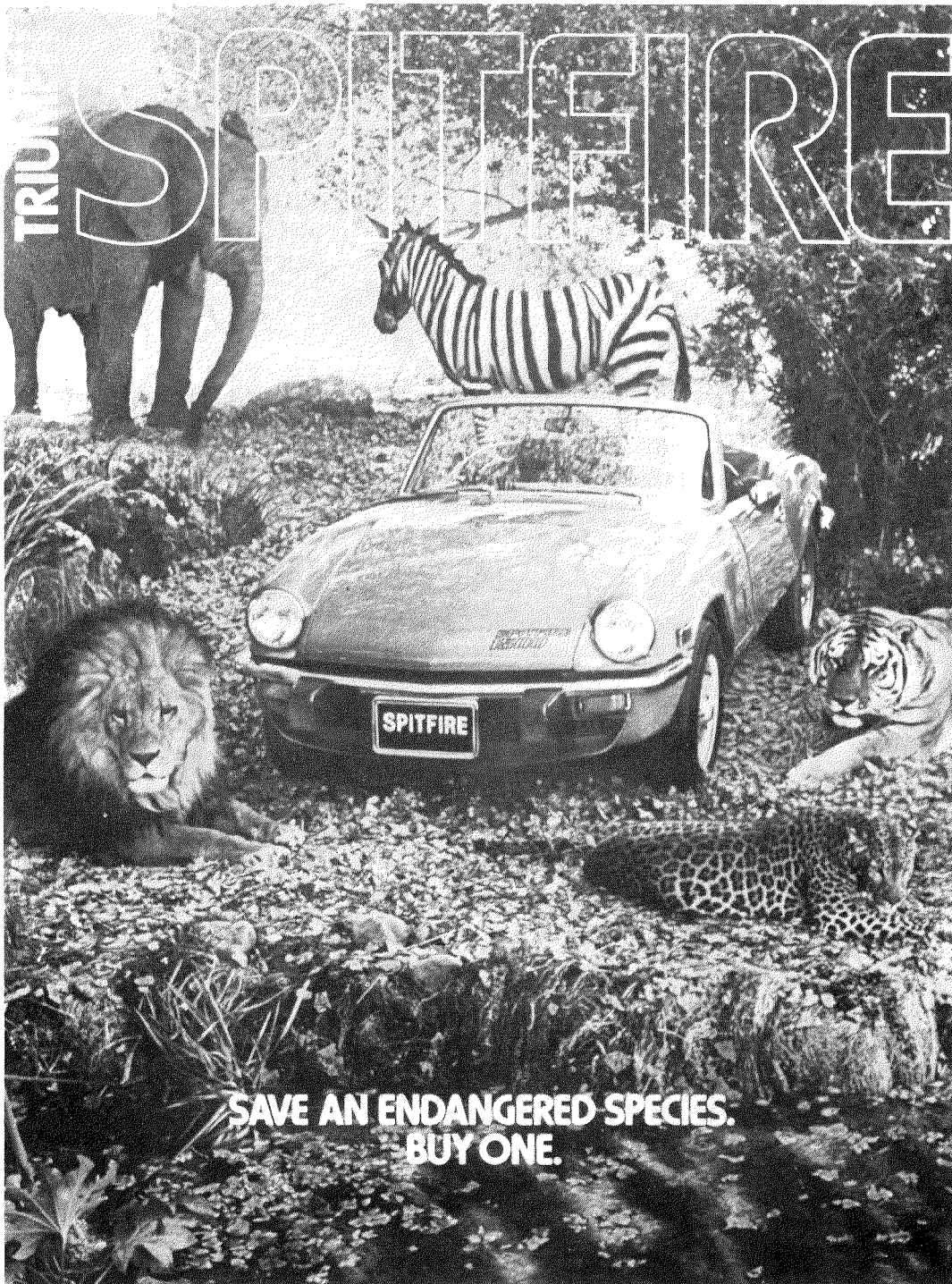
The 1500's transmission retained the Mk 1V gear ratios, but in a single rail, all synchro Marina box, which was itself a derivative of the GT6 unit and would be ultimately fitted, though less successfully, to the early TR7.



So the package seemed right; but the proof is in the driving and here, at last, the new Spitfire scored on all counts with the road testers of the day. Not least of which was the American magazine "Road and Track", who were so enthused as to compare the car's handling with the Lotus Elan Sprint!

And handle it did! That pivoting rear spring had already proved itself capable of taming the rear wheel camber changes under cornering. Now, the extra power at the 1500's throttle meant the predictable rear end breakaway could be controlled with even more confidence and the inherent front understeer could be kicked more instantly into corrective oversteer - the steering being light and precise enough to keep the driver constantly aware of the relation between tyre and road.

Acceleration figures were all improved over the Mk IV and particularly the all important 30 - 50 mph time. In spite of this, even the fuel consumption was improved. But the "feather in the cap" for the Spitfire 1500 was that it had now matured into a genuine 100 mph car, albeit with the engine sounding somewhat busy over 4000 rpm and wind noise with the soft-top



erected becoming tiresome after 85 mph.

In spite of its refinements, the 1500 remains a true sports car in the famous British tradition. The driving seat feels snug and secure, the steering wheel perfectly angled with the gear lever right next to the wheel where it should be. The non-servo brakes are efficient, if a little heavy on the pedal; and whilst the offset pedals are an annoyance to some, those who drive TSSC cars don't even notice. But it is the delicate lightness of the clutch pedal which makes a treat of playing the gear level up and down the ratios along a twisting, undulating country lane.

In town too, the 1500 is "driver friendly", especially when overdrive is fitted, enabling most urban driving to be enjoyed with a flick of the switch between third gear and overdrive third. Even in fourth gear the car will comfortably pull away from 30 mph in top, and from 40 mph in overdrive top.

Not only did this final derivative of the Spitfire marque prove a winner with the car critics of its day but it also showed a forceful stand against its market competitors - few as they may have been. Comparisons between cars are inevitably biased by personal preference, but for me, the Fiat X19 was THE serious competitor, with its two seater sports image, open top and exotic mid-engine layout. But even this comparatively recent design lost ground to the Spitfire on power output, comfort and noise levels, and engine accessibility. And although the Fiat remains in production today, eight years after the Spitfire's demise, you will still see far more Spitfires on the roads - there's a moral there somewhere!

The other two mass produced rivals were, of course, the prolific MG Midget and MGB Roadster. The 1500 Spitfire seemed to fit somewhere between these two; not only size-wise, but also in power and refinement. The Midget as a competitor has already been discussed. As for the "B", it was a larger, sturdier car, bigger engine and more expensive, yet offering no significant extras over the Spitfire. In fact, having tried both cars over winding Lake District hills, there is no doubt that on such roads the Spitfire in 1500 form is the safer, quicker and more exciting of the two; and

it's all down to the precise feel and predictable handling.

Probably, today's market competitor would have been Reliant's Scimitar SS1 - an exciting concept with great potential - but sadly lacking anything of the styling which Michelloti lavished on the Spitfire.

All in all, the Spitfire 1500 represents the ultimate development of a famous marque whose body style was never outdated by fashion - it simply grew from modern to classic - and became one of the most important traditional classic sports cars of today and, undoubtedly - of tomorrow.

AT A GLANCE

Mechanical;

Displacement 1493cc
Cylinders 4
Main bearings 3
Bore x Stroke 73.7mm x 87.5mm
Compression Ratio 9.0:1
Clutch 7¼" diaphragm

Performance;

Max. speed 100 mph
0 to 60 11.8 secs
30 to 50 mph 4.6 secs (2nd gear)
50 to 70 mph 8.6 secs (3rd gear)
Standing ¼ mile 19.1 secs
Fuel consumption 32 mpg overall
(4 star fuel)

Statics;

Turning circle 26'6"
Lock to lock 3.5 turns
Kerb weight 15.88 cwt
Weight distribution Front 56%, Rear 44%



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