



British Sports Car Centre

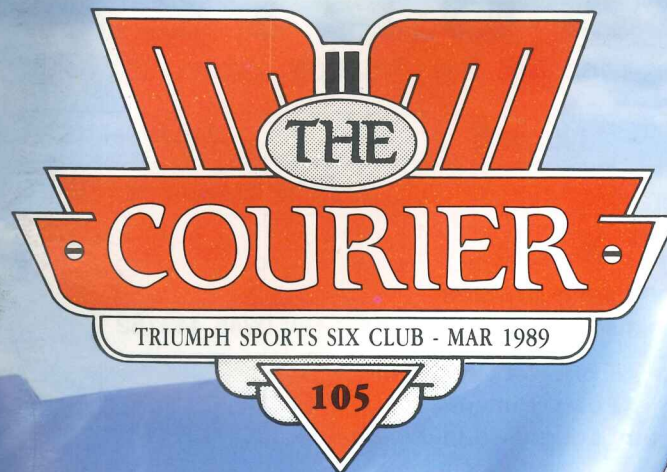
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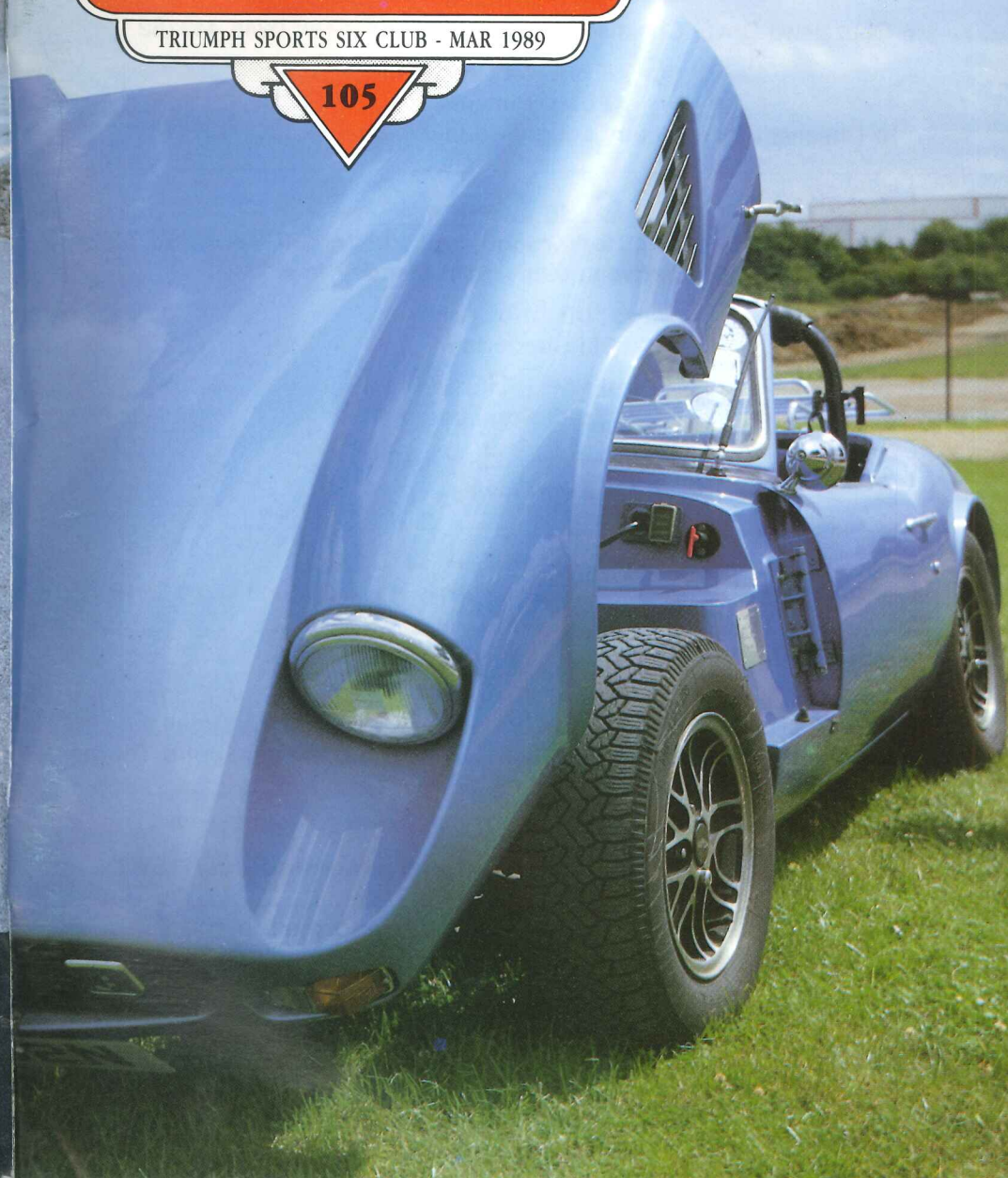


Spitfire, GT6, Herald, Vitesse
Spares Specialists

Magazine Typeset, Produced and Published by Bill & Jo Sunderland
Printed by Peak Print (Specialist Magazine Printers to Clubs and Societies)
3 Ise Vale Avenue, Desborough, Kettering, Northants NN14 2PU



TRIUMPH SPORTS SIX CLUB - MAR 1989



THE COURIER

The Official Monthly Magazine of The Triumph Sports Six Club

VOL. 9

No. 105

MARCH 1989

Price £1.00

Free to Club Members

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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

Hurricane taken at TSSC International Weekend July 1988

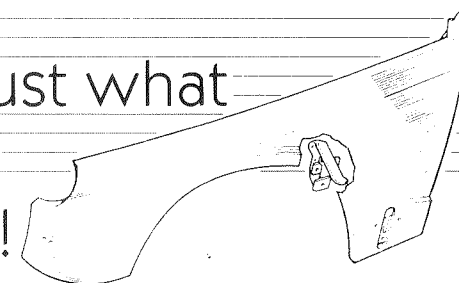
Whereas every care is taken to publish accurate information, the Editor and the Committee of the TSSC do not necessarily agree with all the views expressed within THE COURIER OR TURNING CIRCLE and cannot accept any liability for erroneous or misleading information found therein.

For a full list of TSSC Officials see page 66

EDITORIAL

Just what

the doctor ordered!!



Good news well, excellent news really! John Kipping (spares supplier extraordinaire) has just announced some very interesting information. At long last, Herald 13/60 and Vitesse owners can completely rebuild their bonnets with new panels (manufactured using the original Leyland jigs). John is no stranger to reproducing/remanufacturing new parts for our cars and his continuous commitment to the Herald/Vitesse is a blessing to the Club. You can now obtain virtually every panel from John with the confidence of knowing they will fit. Of course, this happy situation can only lead to increased value being put on our cars, and therefore keep more Herald and Vitesse models on the road.

John's wife, Fiona, has also produced a new part: born to them on 6th February, Clare Kipping weighed in at 8 lbs. I know we would all like to wish them much happiness.

Many TSSC traders are now remanufacturing parts. Please be sure to let us know the details of anything new, and we will shout it from the rooftops. TriumphScene, for one, are great innovators of ideas - let's hear from more of you.

Apart from all the shows this month, we now have the date for our International Weekend: 29th June, 1st and 2nd July to be held at Stafford Showground, just north of Birmingham. We hope you will attend in your thousands.

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PRESIDENTS

INTRO



John Griffiths

IT'S ACTION ALL THE WAY

Things are buzzing at the TSSC. New members are pouring in each day, the new M17+ Insurance Scheme for members aged 17-24 is going great guns and the Club has had more than it's share of Press coverage just recently. And most importantly, the events season is upon us when we can all enjoy seeing old and new friends, familiar cars and newly restored ones after a winter rebuild.

Being a member of a friendly Club like the TSSC, is all about sharing enjoyment in a mutual interest. The first time you come to a major TSSC event and see so many Club cars together, will not be a moment you will be able to forget in a hurry. There is nothing more exciting than to see so many Triumphs and so many enthusiasts all enjoying the pleasures of TSSC camaraderie.

SUMMARY OF EVENTS IN MARCH:

- ★ TSSC A.G.M. 12TH MARCH
- ★ BRISTOL CLASSIC CAR SHOW 18TH & 19TH MARCH
- ★ LONDON INTERNATIONAL CLASSIC CAR SHOW 25TH, 26TH & 27TH MARCH ALEXANDRA PALACE

Make sure you get some of the TSSC action this summer!

★ ★ ★

CLUB INSURANCE UPDATE:

We launched the new M17+ Scheme for members aged 17-24 in December last year. The feedback we're getting from you is that it's a great success. The TSSC Valuations are certainly pouring in and the girls at Footman James are working flat-out dealing with your proposals.

Keep them coming!

The Scheme for members aged 25-70, now known as the M25+ Scheme, continues to go from strength to strength. Over 2000 members are now insured the TSSC way!

What we're offering with both these Schemes, is quality cover, which is competitively priced, especially as it includes AGREED VALUE protection. If you want to find out more about the Schemes, the following leaflets are available from the Club Office free on request.

- ★ M17+ Scheme leaflet
- ★ M25+ Scheme leaflet
- ★ Insurance Guide booklet (New edition for 1989 now available)

By taking out insurance through the TSSC, you will be ensuring you're getting the type of cover your Classic car deserves, but at the same time helping the Club. By the end of this year we hope to be insuring 3000 of you.

Incidentally, some of you are not sure whether you have to get the Valuation completed at the same time as completing the Insurance proposal. The simple answer is no. Complete your Valuation Certificate at your convenience. We give you two months' grace, which many of you need to get photos

together etc. But remember, the sooner you get the Valuation form completed and posted to us, the better as the AGREED VALUE cover aspect doesn't commence until the Valuation Certificate is actually signed.

★ ★ ★

WHAT'S IN A NAME?

From time to time, members ask me about the connection between Triumph cars and Triumph Motorcycles. So here's a bit of history!

The origin of the Triumph marque goes way back to the late 1800s! The story centres around two young enterprising Germans, one a businessman and the other an engineer. The businessman was called Seigfried Bettmann and the engineer Mauritz Johann Shulte.

It all starts with Bettmann. He was born to Jewish parents in Nuremberg in 1863. He came to London with linguistic skills at the age of 21 to seek his fortune. He had a number of jobs but after a quarrel with his last employer decided to start his own export/import business by acquiring agencies for German firms. The import side which included sewing machines was far from successful, but the export position went well, particularly with the growing interest in bicycles (Penny Farthings!). He engaged William Andrews Company of Birmingham to manufacture the cycles for him. Bettmann wanted a brand name for his cycles (who said marketing was a thing of the 80s?!). He chose TRIUMPH as it was a name that meant the same in most European languages. No doubt he had no idea how popular and respected the name would become throughout the World.

In 1887, he met Schulte who has been described as an "excellent and far-seeing man". They became partners with Schulte playing a leading part in the early expansion of the Triumph Company.

In 1888 they moved to Earls Court, Much Park Street, Coventry. Coventry was well known for it's expertise in cycle making skills and as the two men wanted to get into the manufacture of bicycles this was the logical place to go.

During their early days they were under capitalised and had to work hard to make a go of it. The partnership however, soon became Triumph Cycle Co. Ltd. and as cycles began to boom, things looked better. But the real turning point was when Harvey du Cros of Dunlop Tyres invited Bettmann to their Dublin based factory in 1895. Dunlop who wanted to promote their pneumatic tyre decided to invest "a fair amount" of surplus Dunlop capital into Triumph Cycle Co. This enabled the Company to expand. In addition, the number of Triumph agencies increased. A friend of Bettmann who was called John Griffiths (no, I'm not that old) and who was the Secretary of Dunlop was encouraged to buy the business "of the most successful cycle dealers through the country".

The bicycle boom continued and Triumph shortly became a Public Company.

Whilst the idea of a motorcycle was first played about with in 1897, it wasn't until 1902 that Schulte converted a pedal cycle

to a motorised cycle. To begin with he used the commercially available Belgian "Minerva" 2 1/4 HP engine and other "clip-on" engine units of the day including JAP and Fafnir.

Three years later in 1905 they had their own 3 horsepower engine as a result of which motorcycles became the dominant strand of their operation although Bettmann found it difficult to relinquish his love of bicycles. He even presented a pair of silver-plated bicycles to Queen Victoria during her Diamond Jubilee.

In 1907 the company moved to larger premises in Priory Street, with the Much Park Street property being retained for sidecar production. This was known as the GLORIA Works. The name Gloria was destined to reappear on a car in the thirties at which time there was speculation that it had been taken from the well known fashion model - Miss Gloria of Selfridges! It seems more likely it came from the name of the Works and earlier sidecars.

Triumphs however seemed to like associations with beautiful women remember Sabrina which was the nickname given to the 50's twin cam Le Mans engine. Sabrina was a girl in a popular Arthur Askey TV series. She apparently had an extremely well developed and attractive figure with her bust being the most prominent asset! The two bulbous timing wheel covers on the TR engine, had a certain resemblance to Sabrina hence the nickname! And remember Sue Cuff the TV hostess, who was often seen in publicity shots of the Spitfire (1977). I digress!

Interestingly, in 1911/1912,

Bettmann became Chairman of the Standard Motor Company although this ceased at the advent of the war!

Siegfried Bettmann became a leading figure in the community, becoming a member of the City Council, President of the Chamber of Commerce and Mayor of Coventry City during 1913-1914. He was also President of the British Cycle and Motorcycle Manufacturers Association from 1928-1929. Whilst a Liberal, he was a close friend of Labour leader Ramsay MacDonald.

It wasn't until 1914 that the well known Motorcycle Triumph motif appeared in the Triumph Cycle Company Ltd. catalogue.

TRIUMPH



Their perserverance during early days to overcome dependability problems with the motorcycle was enormous. Schulte, in particular believed in the motorcycle and was determined that it would have it's own part to play in 20th century transportation. By 1915 they were contractors to the British, French, Belgian and Russian War Offices. The Model "H", in it's World War One "call-up" guise was known as the despatch rider's "Trusty Triumph".

After the war, a new generation of motorcycle enthusiasts evolved and by 1927 production had topped 30000 machines per year.

Shortly after the First World War, Schulte retired and a Lieutenant Colonel Holbrook was appointed Manager of the Company. He was to play a major role in the production of the first Triumph motorcar.

The history of the Triumph car is well documented by Richard Langworth and Graham Robson in their book "Triumph Cars The Complete History".

However to complete the story, Triumphs announced their first car in April 1923 which was known as the 10/20. This was later followed by the superb Super Seven range but business was hit by the 1929 Stock Market crash and Depression. Motor Cycle sales were hit even harder and in 1932 the bicycle business was sold to Coventry Bicycles against the strong objection of Bettmann! Holbrook wanted to ditch Motorbikes as well and concentrate on sporty, luxurious larger motorcars. Bettmann of course favoured the light type of vehicle Triumph had successfully built todate. With other directors backing Holbrook, Bettmann turned his job over to Holbrook in 1933 retiring on April 18th, his 70th birthday. He remained as Board Vice Chairman.

During the years 1934 to 1939, Triumphs were to build the "Smartest cars in the Land". The six cylinder Gloria Vitesse, the Gloria Speed, the Gloria Southern Cross and so on. But the financial position was getting worse and the question of selling the motorcycle business arose again. (1935) Eventually the motorcycle subsidiary, known as Triumph Engineering Coy Ltd., was sold on 22 January 1936 to a Mr John Y. Sangster. He was son of the Sangster family who had nurtured the Ariel car and motorcycle company in nearby Birmingham. Sangster appointed Ariel designer Edward Turner as M.D. of Triumph Engineering and Siegfried Bettmann as Chairman!

Triumph Motorcycles became the "leader of the pack" and were very

successful right up until the undiscerning British public was influenced by glittery Japanese machines in the sixties (me included!). The split with Triumph cars was probably the best thing that could have happened to the bike business, for with Triumph cars it might have dwindled away and we might have never had the Bonneville!

The Triumph Company (cars) appointed receivers on 7th June 1939. It was purchased by Thomas W Ward Ltd., but war broke out and any plans Ward had for getting into car production were scotched. The old Coventry works were all but flattened in one of the heavy blitz raids and most of the Triumph records destroyed. They were however to remain active in aircraft production and built more than 1000 Mosquitos.

Standard Motor Company Ltd. bought Triumph from Ward in 1944. The birth of Standard Triumph had been made and fifteen years later we would see the revolutionary HERALD hit the world by storm. The rest is well known.

Acknowledgements:

"Bonnie The Deveopment History of the Triumph Bonneville" by J. R. Nelson
"Triumph Herald & Vitesse" by Graham Robson
"Triumph Cars The Complete 75 Year History" by Richard Langworth & Graham Robson

★ ★ ★

WHAT'S IN A NAME?

Many of you will be aware of the revised type of Bank Accounts coming onto the market No charges and Interest on credit balances! In the New Product Development

Marketing section of NatWest where I work, we have been busy getting our product "right" for what we believe are most peoples' needs. Anything of this nature takes many months to launch and each such project is given it's own code name. Guess what we called this one YES PROJECT TRIUMPH!

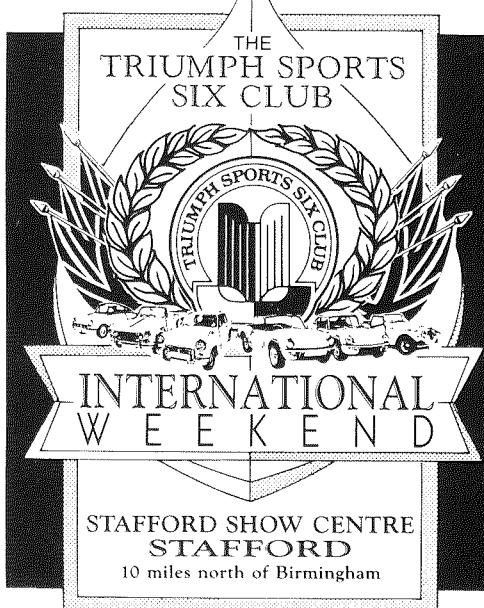
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WHO'S THE MOST POPULAR?

We've been doing a bit of research recently on the make-up of cars in the TSSC. You might find it interesting to know how the top seven is made up:

- No 1 SPITFIRE 1500
- No 2 HERALD 13/60
- No 3 SPITFIRE MKIV
- No 4 GT6 MKIII
- No 5 HERALD 1200
- No 6 SPITFIRE MKIII
- No 7 VITESSE MKII

THE MAIN EVENT 30th June 1st & 2nd July '89



Full details next month...

Are you Proud Of Your



VITESSE ?.....

Then why not share it with us ?

We are currently looking for material for the forthcoming VITESSE TURNING CIRCLE. If you have any information of a personal or Technical nature please forward it as soon as possible along with photos or drawings to the Editor. PETE WILLIAMS, 10 CHESHAM RISE, CHERRY LODGE, THORPLANDS, NORTHAMPTON.

NEWS REVIEW

If you have any news of which may help and inform members or snippets of information send them in marked news review.

GT6 Register Secretary

Although I have received one near ideal application for the above position, the post of GT6 Register Secretary remains unfilled. Appointing marque register secretaries for the benefit of all members has always been a major policy of the TSSC and, as outstandingly shown in February's Courier, when all the Register pages start to flow the magazine content is truly outstanding: putting every other Classic Car magazine (club or high street) in the shade.

If you're a GT6 enthusiast and would like to put something back into the Club, the above position offers a great opportunity for doing so. Duties include answering members' enquiries and producing regular articles of general interest for inclusion in the Courier. The latter do not have to be long but we do ask that a register page be produced at least once per quarter.

I'd be pleased to hear from you and supply further details.

Peter Williams
General Secretary

CORRECTION

VITESSE 1600/Mk1 Register Feb 1989

An important omission and mix-up crept into last month's article during the printing process. Para 4 on page 34, should read:-

"If the slip angles are greater at the front than at the rear of the vehicle, then it will UNDERSTEER, i.e. the vehicle will tend to go wide in a corner.

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

Universal Joints Update

Ref Courier 79, January 1987

Doesn't time fly!

Those of you who follow the technical articles we've produced for the Courier may remember that I said I would investigate why screw-in blanking plugs aren't supplied with Quinton Hazell greasable universal joint kits (QL 102). No one remembers? Well never mind I'll tell you anyway.

I had a reply from Derek Lees, Quinton Hazell's Technical Services Manager, stating that it was deemed unnecessary in terms of the limited volume sales to supply suitable plugs in the kits but that the required quarter inch UNF blanking plugs should be available at engineering merchants. To me this remains rather inconsistent as of course a grease nipple which is needed to grease the joints after fitting the UJ 'is' supplied in the QL 102 kit. No doubt there's some Industrial Logic in here somewhere but I can't see it. Although Derek doesn't agree (with me) that it's easier to fit greasable joints, he did re-emphasise that the bearing cups on non greasable joints (the most common available) should be one third filled with a lithium based grease prior to assembly. I think a lot of the problems with fitting pre greased joints is associated with overgreasing so bear this in mind next time you do the job. Don't pump in too much grease on greasable joints either else you can force the dust shields out of position. Both types of joint should give a similar service life.

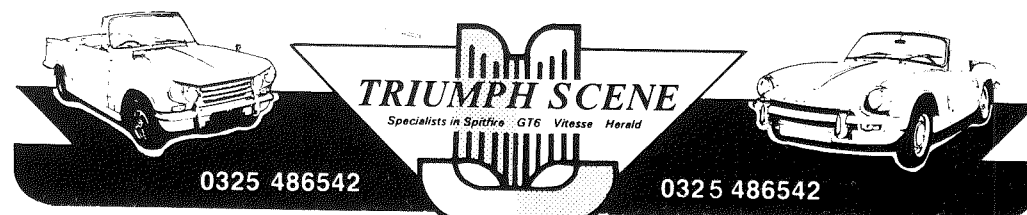
Peter Williams

CAR STOLEN

Carol Judge has phoned to say her Herald Saloon 948 has been stolen from a car park in Ledbury on the 14th of February - The condition of this car is superb colour coffee reg. no. 539 TPG. If anybody can help her find this car and there is a reward please telephone her on (0531) 2992.

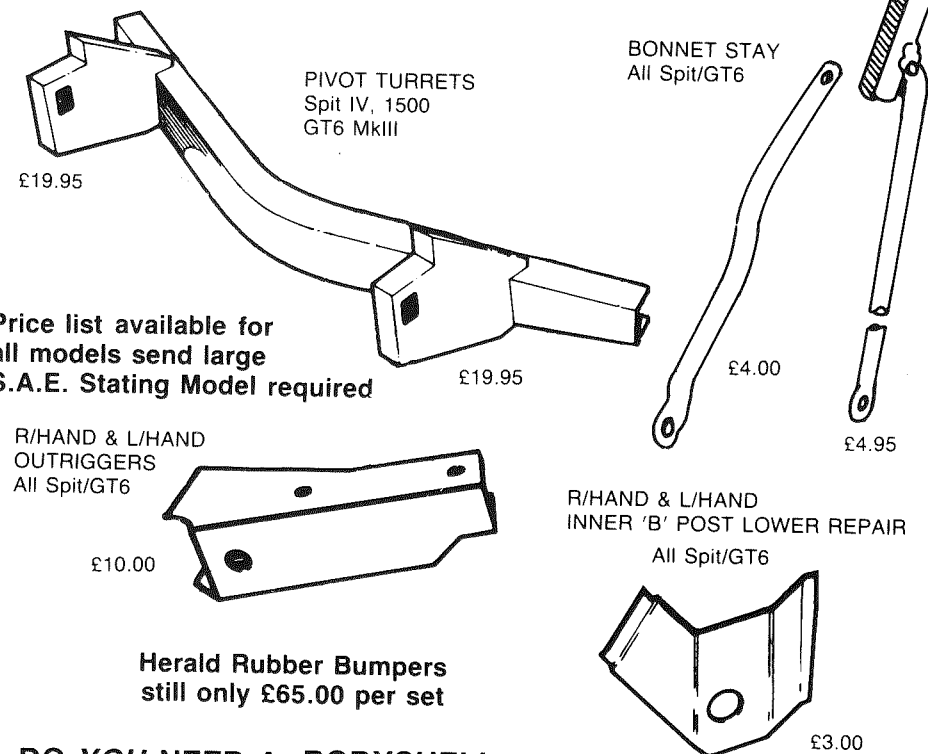
Snippet

The Daily Mail, on the 9.12.88, ran an article talking about remanufactured bodysHELLs for Leyland Sports Cars mentioned was the Triumph Spitfire - lets hope in the not to distant future we can give news of ROVER CARS manufacturing for us!!!!



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Mike Crewes

COP SHOP

SO YOU THINK YOU ARE A GOOD DRIVER!

After recent law changes and the extended issue of Fixed Penalty Notices, some motorists may feel the need to improve their driving. This has a number of advantages.

Firstly, you are less likely to have an accident, therefore, injury and damage for which you may have to pay will be minimised. Secondly, you are less likely to commit an offence and receive the dreaded new tickets. Thirdly, you may qualify for up to 20% discount on your insurance. This discount is not yet enjoyed by the Club Insurance users but we are working on it.

HOW DO I RECEIVE ALL OF THESE BENEFITS?

Simple! You become a member of a motoring organisation such as the Institute of Advanced Motorists. Many of you who have met me at the shows will know that I push leaflets on just about everyone, but I think you will agree, it is a worthwhile cause.

Joining is not quite as simple, since you will have to take part in a 1½ hour test with a ½ hour debriefing afterwards. The test itself revolves around the Police System of Car Control which was developed in the 1930's by various experienced drivers including racing drivers. The system has changed little in the last 50 years, which is a testament to the way it was derived.

HOW DO I PREPARE FOR THE TEST?

This is the most important part of the exercise. If you receive the correct training and raise your standard to the required level, then the test is a piece of cake. Firstly, you contact the Institute of Advanced Motorists and obtain a list of the Associated Groups. This is a list of the addresses nationwide. Each address is of an organiser for the local associated group. Most of the groups give talks, film shows and

visits to local places of interest. Many of these are unrelated to driving but of interest to their members. What use is this? I hear you say. What these groups can do, which is of most use, is arrange for you to go out at weekends or evenings in your own car with an Observer sitting next to you. The Observer is a member who is of such a high standard as to be able to give instruction. He is unpaid and does it as a hobby. The Observer will give you all the instruction you will need to become a better driver and capable of passing the Advanced Test. He will be able to tell you when you have reached the required standard. You can also buy one of two books available from good book shops or the I.A.M. 'Roadcraft' or 'Advanced Driving'.

HOW MUCH DOES IT COST!

The test itself costs £24.00 and this includes £7.50 for the first years subscription, refundable if you should fail the test. Instruction by an Observer costs between £10.00 and £15.00 per year for membership to the Associate Group and you also have to pay for your own petrol. As you can see, for around £40.00 you can save yourself 20% insurance discount for the rest of your life. Not only that, you will become a better driver with less cost on vehicle damage, fines, etc.

There are four different tests to take:

- A car test - in your own car.
- A motorcycle test - on a motorcycle over 200cc.
- A goods vehicle test - in any goods vehicle.
- A towing test - in any vehicle with a trailer.

You can only take one test at a time, so if you take a test towing a trailer for instance, you only pass the towing test and not the car test.

For companies with fleets of cars, who feel their employees may benefit from such a test, the Institute now do a Fleet Training Scheme. This means that an ex-Police Driving Instructor will come to your premises with a driving course tailor-made to your company.

The Institute also have a number of films for hire or you can loan their 10 minute promotional film made with the help of the T.S.S.C. Why not use them at the Area film night!

For more details on the I.A.M., contact either:

**The Institute of Advanced Motorists,
I.A.M. House,
359 Chiswick High Road, London W4 4HS**
or
COP SHOP

Please send an S.A.E. A5 size. If you have any queries regarding the I.A.M. or Road Traffic Law, write to Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL8 5EN, remember help is only 28 pence away.

TOP TRADERS

MARCH 1989

- | | |
|-------------------------------------|--------------------|
| 1. John Kipping, Coventry | Parts |
| 2. Sports Car Supplies, Tyne & Wear | Parts |
| 3. Chiswick Car Craft, West London | Parts & Labour |
| 4. Spit Bits, Reading | Parts |
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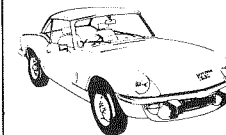
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REAR SUSPENSION

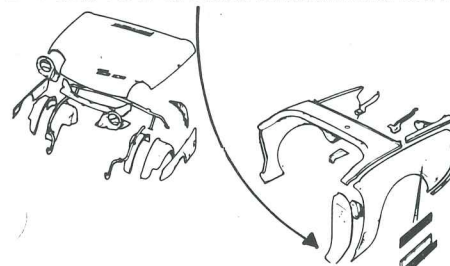
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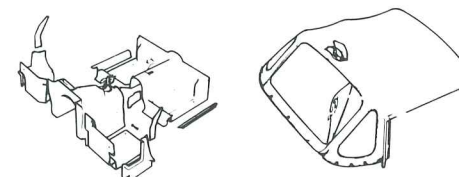
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An Imaginary News Item

Richard Jones, Cheadle, Cheshire

Bargain basement manufacturers YUGO are enjoying a stunning success in the sales figures for their range of the bespoilered Fiat 128 clone. In the trendy areas of Yuppie-dom, Mercs are out and YUGOs are IN, yes the Young Upwardly Gullible Optimist has arrived. Perhaps this is not surprising with standard features such as a boot decal & GT reversing light.

Princes Di has treated her hubby to a royal blue VW Polo, and, on the subject of the Royals, sources reveal that the Queen Mum is quite interested in a Reliant Regal, although this has yet to be confirmed by royal spokespersons who remain tight-lipped with "no comment".

Triumph enthusiasts will be encouraged to hear that the maligned Ben Johnson will be maintaining his allegiance to the marque as he has just purchased a well used Sprint. Still on the other side of the pond, we hear that Audi USA are to launch a limited edition 4x4 off-roader in the wild west named the 'Partner'. Things aren't too smooth over here though with the shock announcement that Citroen is to introduce credit restrictions on it's Visa range of dustbins. Following their flashy TV adverts, Ford are strongly pushing their 'caring' image. Following Mrs Thatcher's delivery of her Fiesta Popular, Ronald Reagan will be presented with a souvenir car as a memento of his achievements in the shape of a Ford Grenada. In this age of anti-smoking campaigns, GM are to cater for the smokers with the introduction of the Vauxhall Ashtray. Skoda also deserve a mention with their new cheapened version of the 'Rapid'. The 'Rap' will be in your showrooms soon. Depreciation is still taking it's toll on executive vehicles with the report that Jaguar's Sovereign is only worth a paltry £1.05 on the secondhand market, which may explain why Fatima Whitbread is continuing to soldier on with her (t)rusty Jowett Javelin. Arthur Scargill appears un-affected by this thought, having just taken delivery of a new, bright red, Maserati Borer.

The anti-stutter campaign is lobbying Brussels to ban the use of the Morris Isi, while Cynthia Sin is currently looking at buying a TVR Vixen. Whilst on the subject of TVR, rumours abound that redundant pressings are to be shipped to India for the production of a limited edition in ivory, yes! the TVR Tusk-an has arrived!!! Talking of small companies, Reliant's sales are booming, with the Scimitar spearheading next year's range. Greece is to launch it's first new off-roader for many years. Unfortunately air-conditioning is not yet available so there will be a fair amount of hot air around. The Models development code name is rumoured to be 'Dukakis Mk1'.

Austin Rover are considering selling off old pressings to the East. If this goes ahead, the first car will be produced next year under the name of 'Asia-Minor'. Musically speaking 'Allegro' means cheerful and jolly. Surely the French word 'lugubre' would have been more apt, meaning 'dreary'. Talking of dreary cars, with all the 'Glasnost' in the air nowadays, many Russian automobiles are hitting western shores with catchy advertising blurb such as 'Get a thrill in a Zil' and 'Be vulgar in a Volga'.

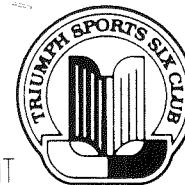
Good news for sports car freaks. Ford & Renault are to collaborate in restarting production of the Delorean. The car's new name is to stem from 'Ford' and 'Renault', the new Delorean is to be named 'Fraud'. The Olympics have been in the news a lot recently. Have you noticed that many Korean officials spoke in a rather high voice? After medical consultation, this has been put down to having 'Hy-undais'. On a different note, the Sinclair C5 ("What's yours called?" - sorry Renault) lives on in Germany, being produced by Volkswagen. There is encouraging news for people with large zits (no 'zit' is not another Russian car make!) with the return of the Wart-burg model to our shores. Historians note: did you know that Herbert Austin and a German built a one-off vintage car called the Opel Ruby????

German giants Mercedes offer many variants (sorry VW) in their off-road range of 'G-Wagens'; is this a G-string of models? David Frost is to start a regular column in a leading car magazine ('Skoda Developments?') on the subject of in-car hi-fi products. His introduction will be headed 'Frost breaks into ICE'. By the way, do you believe Honda's Legend?

I'll finish this report in Italy. I have heard that an Italian car manufacturer has missed payment in some of its bills, but they assure me that they are Innocenti. Finally, Alfa is to scrap its Green Cloverleaf range with the re-introduction of the much HERALDed Sud name. The top of the line-up will be headed by the new Greeny whiteness, non-biological Sun!

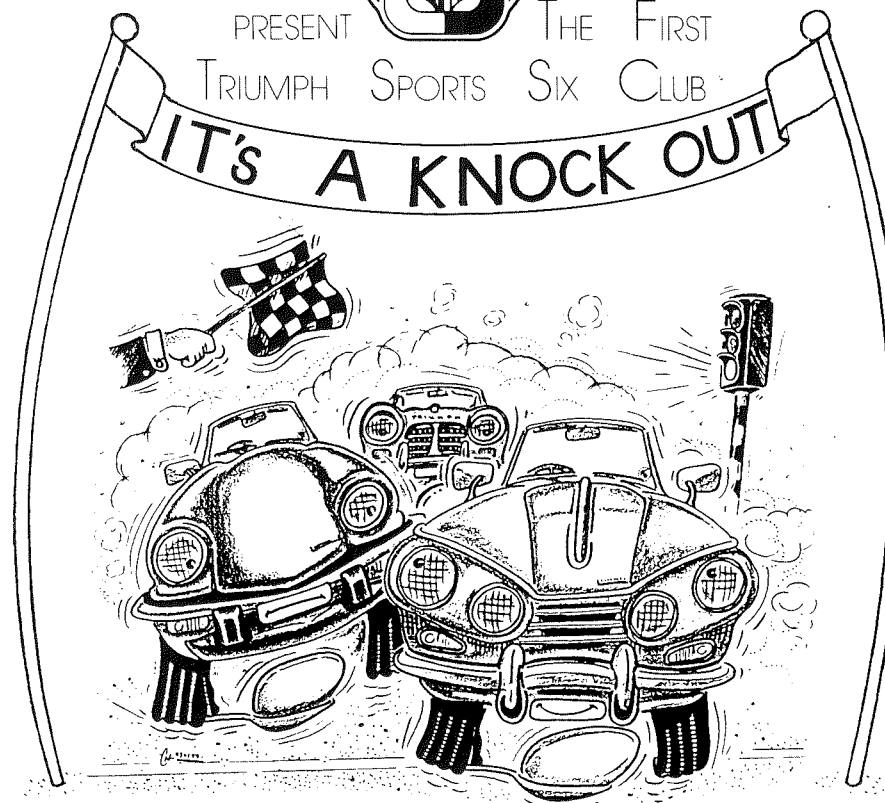
Thank you.....until next time.....

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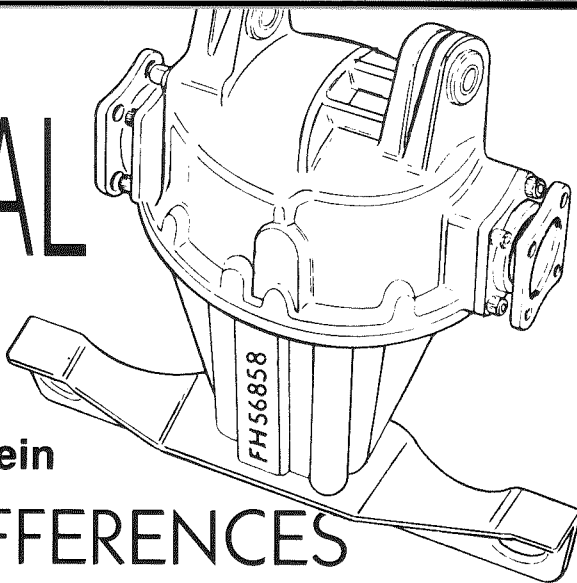
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Carl Heinlein

D..D..DIFF..DIFFERENCES



You will find your differential at the back of the car, between the rear wheels. It turns the drive from the gearbox through right angles to turn the rear wheels.

There are many 'differences' between the various differentials fitted to our cars.

1. RATIOS:

This is the number of revolutions the propshaft has to make to turn the rear wheels once. The higher the ratio, the faster your engine will have to rev when you're doing 70 mph on the motorway. Ratios range from high (4.875:1) down to low gearing (3.27:1).

2. ROAD-SPRING FIXING HOLES:

Later 'swing-spring' cars (Spitfire IV, 1500 and GT6 (KE20000 on)) have a four-stud road-spring fixing arrangement on top of the differential casing. A six-stud casing can be used on these cars but the two unused holes must be blanked-off. Use a 10mm length of 3/8" UNF stud and cut a screwdriver slot in one end. Screw this into the housing with Loctite and ensure that the screw does not protrude above the top face of the housing.

Four and six-stud casings are interchangeable on the other half of the differential, the differential housing. Use gasket part no. 114749.

3. STRENGTH:

Early differentials (Herald, Spitfire I, II and III & Vitesse 1600) used smaller diameter splines on the output shafts and these have been known to fail (see diagram). Later diffs. used larger diameter rolled splines and are stronger. A different carrier and different sun and planet gears accompany the smaller-splined output shafts.

High-ratio crown wheel/pinion sets can be built using the later, stronger carrier etc. for competition/hillclimb use.

4. DRAIN PLUGS:

Some early differential casings were fitted with a drain plug. Being able to change the oil in any unit, particularly a competition diff., is very useful. All these casings will have a six-hole road-spring attachment.

5. INPUT/OUTPUT FLANGE SIZES:

There are two sizes of input/output flanges that may be found on the differential. Early, small flanges can be recognised by the use of 5/16" UNF bolts (1/2" AF), whereas the larger flanges use 3/8" UNF bolts (9/16" AF) with a larger PCD. You cannot bolt a small flange to a large flange or vice versa. The variations are listed in the chart.

The odd-one-out is the Vitesse 1600 unit. This has the weaker, small splined output shafts but these also have large output flanges. Don't be tricked into thinking this is a later-type differential.

If you have mismatch problems, do not forget it is possible to change the flanges on the swing-axes or the propshaft; the UJ is the same and the flanges are a straight swap.

6. OTHER:

- If you have a differential without a drain-

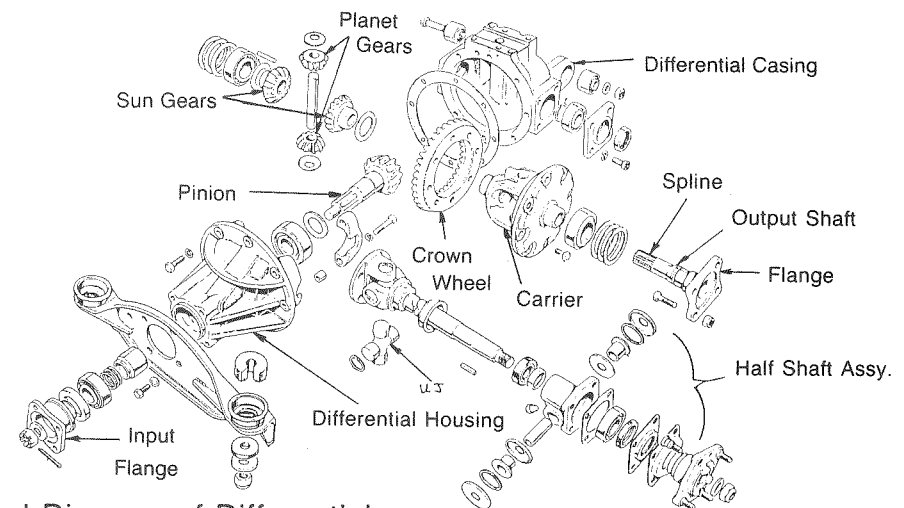
plug and it is removed from the car, it is worthwhile changing the oil by draining it upside-down through the road-spring stud-holes. Refill with Hypoid EP90.

• Changing ratios will upset your speedo calibration. You can either get your speedo recalibrated or you can use the speedo (or at least its innards) from a car fitted with that ratio. Changing from a 4.11:1 diff. to a 3.89:1 ratio is only a change of just over 5%. The law calls for

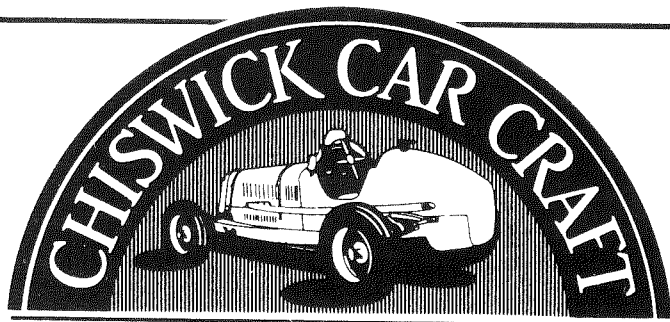
an accuracy of $\pm 10\%$ on a car's speedo reading and, as such, you may still be OK. It is possible to check your speedo calibration by counting marker posts on motorways. These are spaced at 100 metres and, as such, sixteen of these are, near-as-damn-it, one mile. Drive at an indicated 60 mph. Time (x, secs) how long it takes to pass sixteen marker posts and use this formula to calculate your true speed.

$$\text{Time speed, mph} = \frac{3580}{X} \text{ mph}$$

Model	Diff Suffix	Diff Ratio	Drain Plug?	Spring Fixing Holes	Strength S-Strong W-Weak	Input Flange Size	Output Flange Size
Herald 948							
Coupe, TC & Conv.	G	4.875	YES	6	W	S	S
1200 (to '65)	Y	4.55	YES	6	W	S	S
1200 (65 'on)	GA	4.11	YES	6	W	S	S
13/60	GA	4.11	NO	6	W	S	S
	GE	4.11	NO	6	W	S	S
Vitesse 1600							
2L MkI	HB	4.11	NO	6	W	S	L
2L MkII	FD	3.89	NO	6	S	L	L
	HC	3.89	NO	6	S	L	L
Spitfire							
I/II/III	FC	4.11	NO	6	W	S	S
IV	FH	3.89	NO	4	S	L	L
1500	FR	3.63	NO	4	S	L	L
GT6							
I/II	KC	3.89	NO	6	S	L	L
	KD	3.27	NO	6	S	L	L
III(to KE20000)	KC	3.89	NO	6	S	L	L
	KD	3.27	NO	6	S	L	L
III (KE20000 on)	KC	3.89	NO	4	S	L	L
	KD	3.27	NO	4	S	L	L



Exploded Diagram of Differential



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1600/Mk1 REGISTER

**John
Thomason**

Like last month's heading photo, this month's Vitesse is also a PJ registered car but sent in from the other end of the country by Mark Bland of Yately, Surrey. Unlike last month's Vitesse, this 1963 Powder Blue/Beige 1600 saloon with 71,000 miles on the clock, has a somewhat dubious history; rather like it's current owner!

DO YOU SUFFER FROM WEBBED FEET?

With Spring on it's way, and the April showers arriving early as usual, then sadly our cars become not as waterproof as we would like! Identifying the source of the leak can be difficult, since usually we only see the results after a nights rain. Sitting in my Vitesse in the rain, whilst replacing the interior trim after the rebuild, gave me a good opportunity to identify the area of leakage not usually visible with the carpets and trim in place.

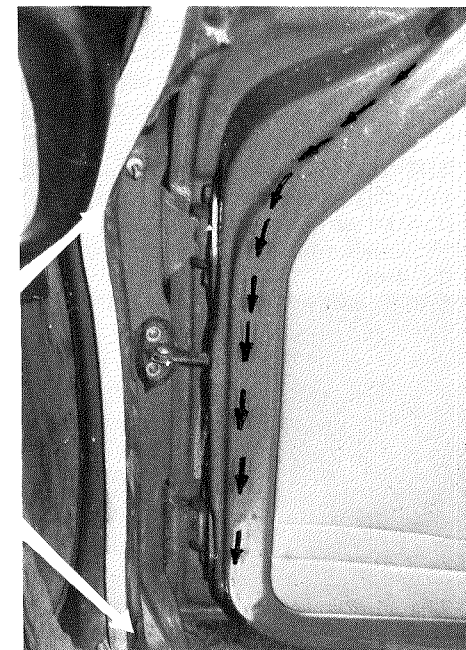
FRONT FOOTWELLS The following areas have been identified as contributing to flooded footwells and soggy carpets. Remember from little drips grow big puddles!

1. DOOR APERTURE SEALS

PROBLEM: Obviously, it is important that these seals are in good order. Unfortunately, some leakage appears to be due to the shape of the door aperture itself. At about the height of the dashboard, the front of the door aperture ('A' post), slightly curves inwards as shown in Fig. 1.

This change in direction can be sufficient for rainwater running down the aperture seal, to transfer across at this point and run down the door instead. At the bottom, water collects on top of the aperture seal, overflows and runs into the footwell as shown in Fig. 2.

SOLUTION: By cutting a series of small drain holes through the bottom of the aperture seal, the water can drain away onto the treadplate area.



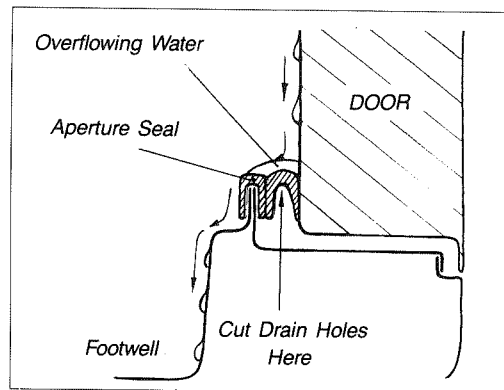


Fig. 2. Water Overflow on Aperture Seal

In an attempt to prevent water running down the door in the first place, a length of rubber seal (e.g. DIY draught excluder) could be neatly stuck to the door where shown in Fig. 1.

2. DOOR WEATHER CURTAIN

PROBLEM: Even with new door window seals, rainwater still manages to get inside the door; usually through the quarterlight seal. How many owners have taken off the interior door trim panels, and seen a sheet of polythene (weather curtain) inside? Without this polythene in place, the curvature of the door is sufficient for rain water entering the door interior, to drip onto the inner shell of the door and through the access holes in it, as shown in Fig. 3. It then runs down the door and the back of the trim panel, collects on the door aperture seal and overflows into the footwell as described above. A secondary effect is that the back of the interior trim panel becomes saturated, and rots and warps.

SOLUTION: Fit a weather curtain as shown in Fig. 4, if the original has been torn out. It can be held in place by the quarter-light and tape, and should come between the window and the inside shell of the door.

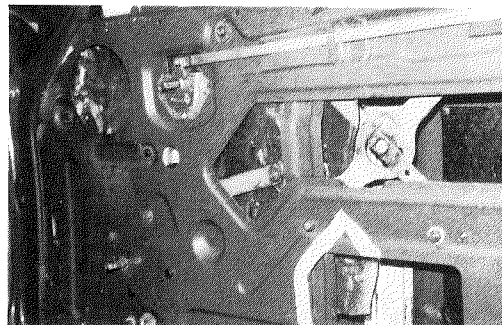


Fig. 4. Weather Curtain in place

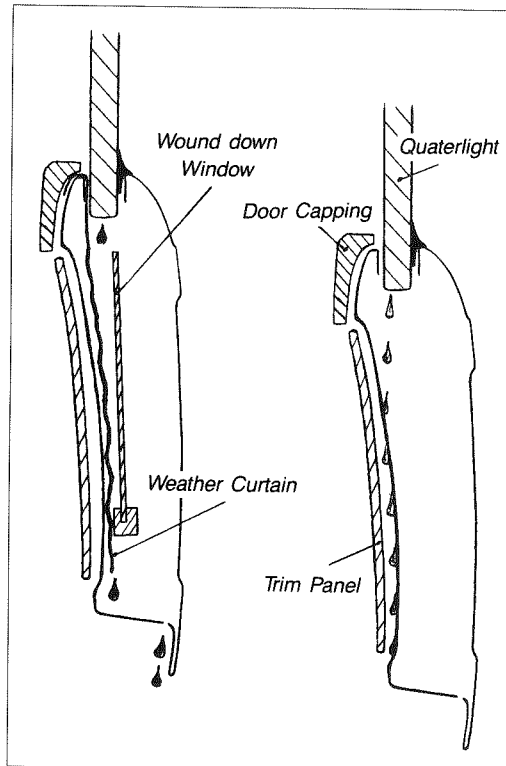


Fig. 3. Door with and without Weather Curtain

Extending the curtain only as far as shown in Fig. 4, and passing it between the window winder and lever mechanism, avoids removal of the winder and the entanglement with the mechanism. To ensure that the interior door trim panel still doesn't get wet, back it with polythene as original, or cover the door shell with polythene as shown in Fig. 5.

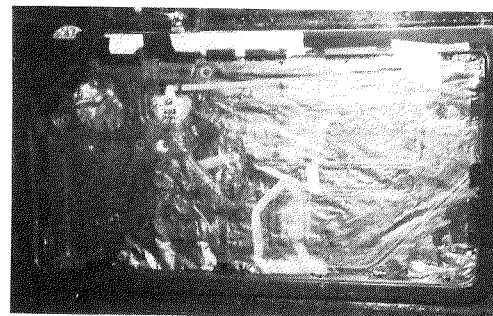


Fig. 5. Trim Panel protective Polythene

3. FRONT DOOR PILLAR OR 'A' POST

PROBLEM: Although unclear how; possibly through a rusty windscreen gutter; rainwater gets inside the 'A' post. The water collects at the bottom

and passes through the seam shown in Fig. 6 and out into the footwell. Ultimately the bottom of the 'A' post rusts away; a common area of rust on our cars.

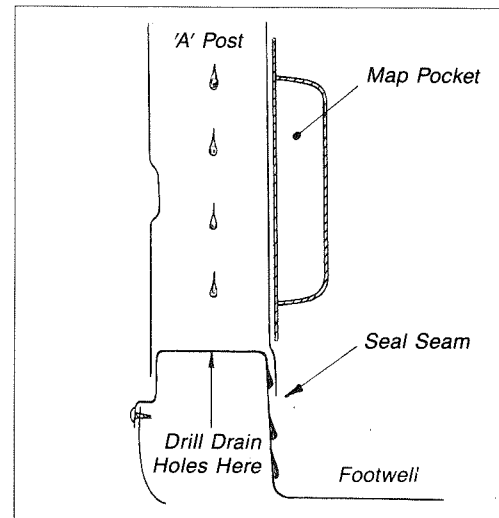


Fig. 6. 'A' Post seam leak

SOLUTION: From underneath the car, drill drain holes as shown in Fig. 6, and inject Waxoyl to prevent further rusting. Unfortunately, a body mounting point is located just where the holes are required, although, with care, they can be drilled either side. Only once these drain holes have been drilled, can the seam be sealed to prevent further leaking.

4. WINDSCREEN SEAL

PROBLEM: This is a common source of leaks on older cars, when the seal becomes perished and less supple.

SOLUTION: If unprepared to go to the expense of fitting a new windscreen seal, then there are a number of propriety sealants available. Pay particular attention to the top of the windscreen. A leak here is not usually obvious, as the puddle of water always appears at the bottom. If there is excessive wear in the windscreen wiper gear, then check also the area where the wipers come crashing down onto the windscreen seal!

BOOT AREA

1. REAR ROOF PILLARS

PROBLEM: Puddles of water in the back of the boot and rusty rear wheel-arches are common on our cars. On saloons I have noticed that the majority of trouble appears to be due to leaks in the area shown in Fig. 7.

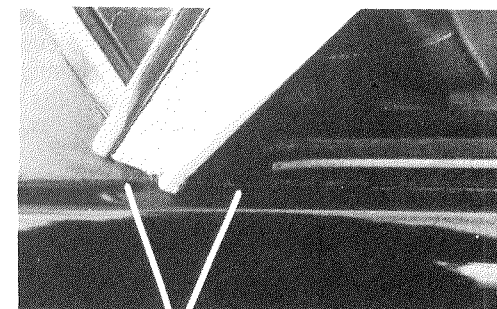


Fig. 7. Roof Pillar/Wing Seam leak

The seam joining the top of the rear wing to the top deck should be sealed with sealant. With age the sealant cracks, water seeps in, and rust gets a hold. The rear side window seals and rear roof pillars accentuate the problem, preventing adequate drainage and ventilation.

If you look up at this area from inside the boot, the chances are that it will be pretty rusty and leaking water. The seam is immediately above the inner wheel-arch. Water drips down and either runs down the front of the wheel-arch or down the back of the wheel-arch into the boot. If it runs forwards, the water rots away the front of the wheel-arch and the bottom of the wing immediately to the rear of the door. If the water runs rearwards into the boot, it collects in the areas shown in Fig. 8.

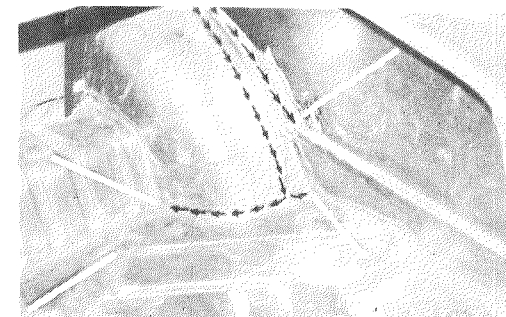


Fig. 8. Areas of water collection in Boot

SOLUTION: Bunging up the area around the base of the rear roof pillars with filler or sealant, apart from making a mess, will probably make the situation worse. The most satisfactory repair can only be ensured by taking off the roof. Alternatively, Waxoyling the seam top and bottom and then drilling drain holes in the same positions shown in Fig. 8, will aid the situation. N.B. The drain plug shown in Fig. 8 was covered over by original, sound-deadening mastic on my early Vitesse. Next time you have the sills off,

drain holes in the bottom of the wing to the rear of the door, are also recommended.

A solution I have adopted with great success is shown in Fig. 9. Plastic U-channel, (obtained from DIY shops) running the length of the offending seam, collects any leaking water and drains it down a length of pipe passing through the boot floor. The channel is held in place with trim clips, clipped to the channel and body seam.

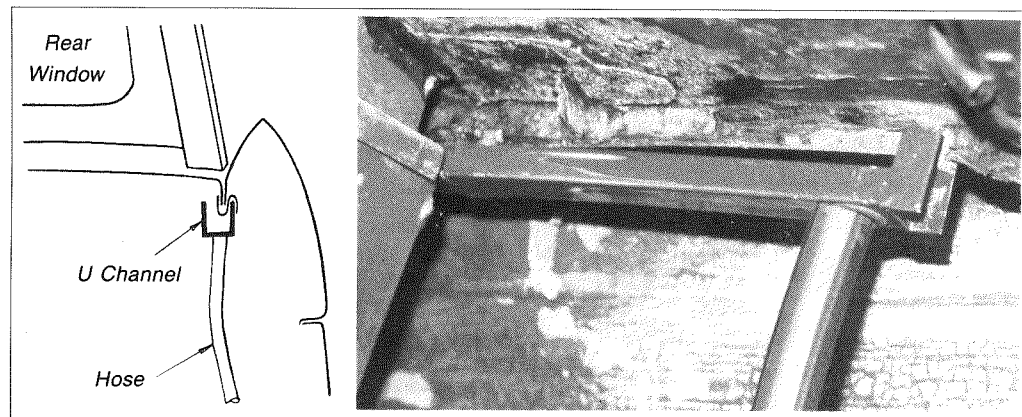


Fig. 9. Roof Pillar/Boot drain channel

2. REAR WING SEAMS

PROBLEM: A leak that took me a long time to discover was found to originate from the seam between the top and bottom halves of the rear wing as shown in Fig. 10.

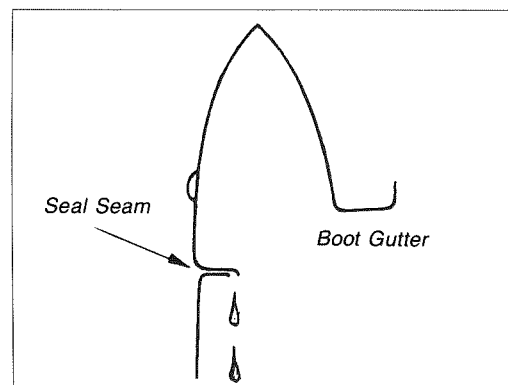


Fig. 10. Rear Wing Seam Leak

Again, this seam should be sealed but with age the sealant cracks and water seeps through into the boot by capillary action. Overfilling the petrol tank, allows petrol to wash out the sealant, increasing the problem on the N/S wing.

SOLUTION: Using DIY coloured flexible sealant, a thin bead of new sealant can be run along the seam. I have found that running the finger along the seam, removes excess sealant, giving a neat finish.

3. OTHER AREAS

- Ensure that the heads of the nuts and bolts fixing the rear overriders and light clusters are sealed with mastic.
- Ensure that the boot gutter is clear of leaves and dirt etc. and that it is not leaking in the top corners.
- Check for leaks arounds the petrol filler pipe grommet.
- If you are lucky enough to have a sunroof fitted, check that the sealant between the aluminium brightwork and the roof is still intact. Naturally check that there are no tears in the sunroof itself.

If you have discovered any other less than obvious leaks, particularly on the convertible, then send them in to me and, hopefully, we should all be able to drive around nice and dry!

WINTER TITBIT

I hope that it is not too late to be of use: A drop of oil on the windscreen wiper spindles helps to prevent them freezing and overloading the wiper motor.

SPRING TITBIT

For those of you having read the above but still have puddles in the footwells, then the following is suggested. A *ribbed* rubber car mat, cut to size and placed in the footwell, *beneath* the carpet, helps to reduce saturation of the carpet by raising it out of the puddle.

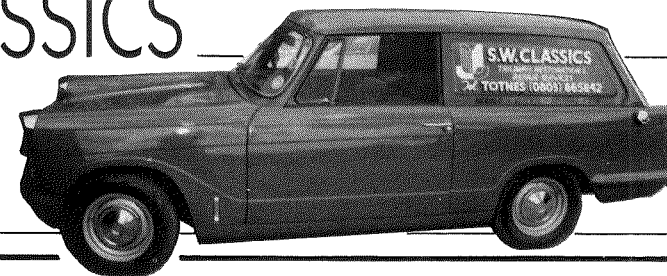
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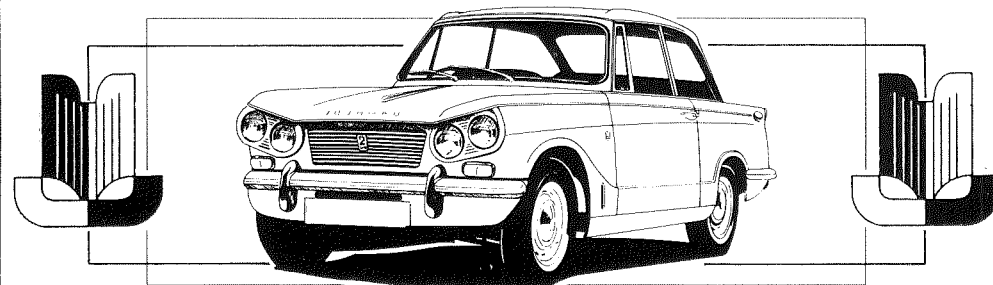
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SPECIALS REGISTER

Trevor Collett



WORRIED ABOUT LEAVING YOUR CAR ALONE?

Car security is a topic that concerns all car owners but seems to be a particular worry to kit car owners. There are several reasons for this. Most kits, and all of ours, are convertibles and as such are prone to forced entry. Our kit cars also tend to stand out from the crowd and so attract attention from the less desirable element of our society.

Having decided that our cars are particularly vulnerable what can we do to protect them? One way, that is practised by several owners, is not to let their machine out of their sight. This can be very effective but not very practical. If, like me, you use the car every day we must think of some effective security measures.

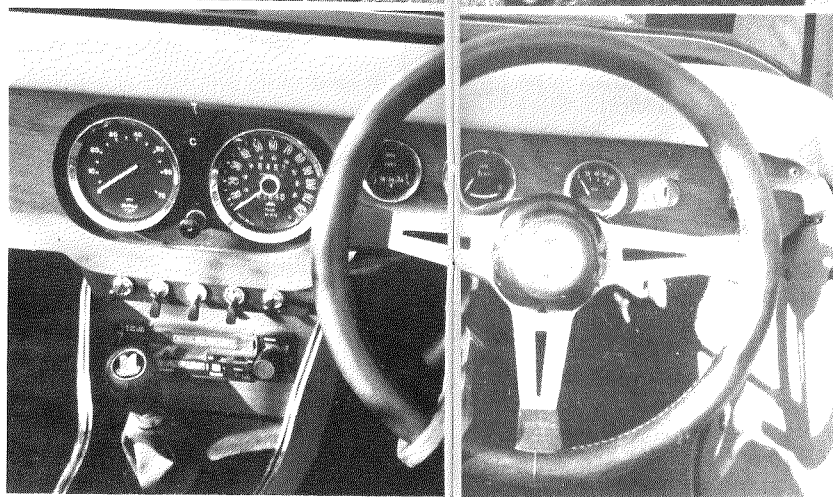
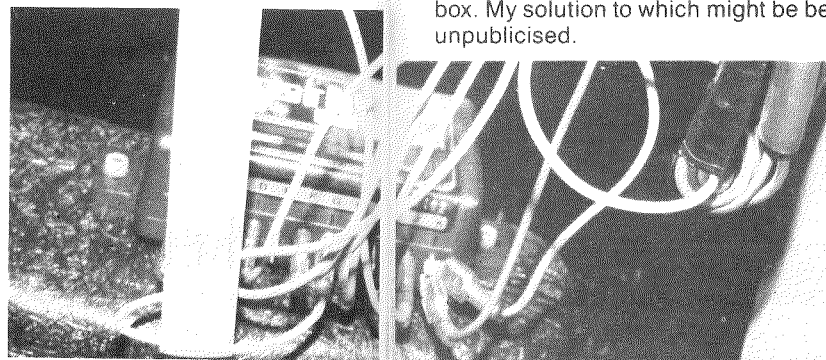
Car security can be split into two groups: electrical, which includes alarms and ignition cut-outs, and mechanical, which includes steering and brake locks. You will probably have your own ideas on what works and what doesn't but I will give you mine for comparison. By the way, for more than four years I have used my Moss Malvern to work where I have to leave it in public car parks and so far it has stayed in one piece in the place I left it.

The first part of my ploy is not to fit any locks on the doors - is this security? I hear you ask. The theory goes that if anyone wants to get in the car they might as well just open the door instead of going through the roof with a pen knife.

Hurdle number one for the would be tea leaf is the steering wheel to clutch pedal lock. I use the well known Krooklok - some of you may think that the ways round a Krooklok are equally well known but I'm sure it deters a certain percentage of car thieves. I have seen another make that is somewhat more substantial, and more than 3 times the price, that actually locks around the steering wheel rather than just hooking over it. Then there is the gadget that locks the handbrake to the gear lever. I haven't used one myself but it seems to have potential; although I have heard of a chap who made his own version from a bit of scaffold tube and a padlock. Another variation is

the combination handbrake lock which fixes permanently onto the handbrake which can then be locked on. This last item has the advantage of not requiring storage space when not in use which can be an important consideration in our cars. On the other hand the relative unobtrusiveness of the handbrake lock could be a distinct disadvantage. It could happen that the thief breaks into your car, settles down, starts the engine and only then realises that he can't release the handbrake - what does he do then?

My next line of defence is an electronic car alarm. There are a considerable number of different alarm systems available today with an equally considerable price range. Mine is a fairly basic Sparkrite system which was quite cheap and has been reliable. Installation in my Moss Malvern was fairly straightforward, the biggest problem being where to mount the actual control box. My solution to which might be best unpublicised.



Wiring up should be no problem if you've already wired up the rest of the car, but all alarms will come with instructions.

My unit is armed by a switch inside the car and gives you about 30 seconds to leave the car and shut the door. If the door is opened after this time you have about 5 seconds to switch off or the horns blast and the lights flash. This will go on for about a minute if the alarm is not switched off. This sort of alarm requires courtesy light switches on the doors; you haven't got courtesy light switches on the doors? A bit of initiative and a careful look at the different makes of plunger switches should sort that out. If you've got no doors, you'll need a bit more initiative!

I think another sensible move would be to fit a plunger switch on the bonnet so that it cannot be opened without setting off the alarm.

An idea that is particularly useful on open top cars and one that can probably be wired into most alarm systems is a loop of wire with a connector in the middle. When leaving the car the wire is opened, wound through any valuables and reconnected. Now the valuables cannot be taken without breaking the wire which sets off the alarm.

An old favourite security measure is the ignition cut-out. I have arranged things in my car so that switching on the alarm also cuts out the ignition. This requires a changeover switch rather than the plain on-off variety.

I have by no means covered all the different types of alarm or other security measures but hopefully have given you some pointers that might lead to greater peace of mind when you and your car are out of each others sight. If you have any good ideas or know of some that don't work let the rest of us know.

DASHBOARD TIPS

A Spitfire speedometer not only goes higher than a Heralds (pose value at least) but incorporates two more warning lights.

An electric rev.counter, which can be obtained from a later Spitfire, a Dolomite Sprint or other younger Triumphs, means you can use a Herald distributor and will need one less hole through the bulkhead.

You can also get electric oil pressure gauges which will save you another hole in the bulkhead.

Why have an oil gauge and an oil pressure warning light? I have wired the oil light as the indicator warning light.

If your heater does not have an outside air intake, that is it just recirculates the air inside the car, there is no need to fit a heater control because even with the valve fully open you won't feel any heat unless the blower fan is switched on.

BOND

Equipe -REGISTER-

Peter Jacklin



SPORTING EQUIPES

In January 1964 an Equipe 2 + 2 (Registration TCK 300) took part in the Monte Carlo Rally, the driver was John Cuff, an experienced rally pilot whose previous events included the East African Safari, seven Monte Carlo's, the Tulip and Alpine Rallies. The co-pilot was a Lancashire motoring writer called John Lambert and the total budget for the exercise was £300, this included the entry fee, channel crossing, petrol and living expenses en route.

The Equipe was fitted with extra lighting and a special manifold with a Weber carb, but otherwise the engine was a standard Spitfire Unit, the gearbox was fitted with overdrive.

The chosen starting point was Glasgow and conveniently Preston was on the route so an extra special reception was laid on by the Bond management. After an uneventful trip to Dover they crossed the Channel, from here the true rallying began and soon there were some problems with the handling after fitting studded tyres for the ice and snow of the mountains. Punctures and broken lights did not help their progress through the adverse weather conditions and whilst trying to make up lost time on one of the special stages the car slid on the ice and hit a bank,

one headlamp went out but they pressed on 'one eyed'.

The Equipe and its drivers finished the Rally, but unfortunately they were 24 minutes outside the time that would have put them in the 'classified' finishers, a worthy effort nevertheless after 850 miles of flat out motoring. Both drivers pronounced themselves well satisfied with the comfort and handling of the Equipe, the car itself having no mechanical problems.

Another 2 + 2 (UCK444) took part in the 1964 Welsh Rally, but I have not been successful in locating a report of this event.

I have, however, found an article which shows a GT4S 1300 and a 2 litre Coupe being used in 1968 for ice circuit racing in Sweden. The report includes action shots of both models plus a spectators car at an event, proof positive that at least three Equipes were exported to Scandinavia - do any survive?

Next month more about the export achievements of the Bond Factory and further news on badge reproductions. Meanwhile don't forget to book the date of the Bond Equipe Weekend, June 10th and 11th! ★



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GT6 Power Bulge	16.00
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Rear Wing	15.00
Rear Valance	15.00
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Door Skin Mk3	17.59
'A' Post Repair	7.94
Side Plate	7.24
Rear Lower Qtr.	8.62
Front Footwell	13.68
Rear Floor Rep.	21.39
Front Wing Mk4	46.46
Boot Floor	40.13
Mk3 Rear Valance	33.12

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1200 Bonnet	110.00
Vitesse Bonnet	140.00
13/60 Bonnet	140.00
Front Valance	13.20
Gearbox Tunnel	15.40
Rear Centre Valance	11.00
Rear Qtr. Valance (Pair)	12.00
Hardtop	185.00

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Herald	61.75
Vitesse	61.75
Spitfire Mk3	61.75
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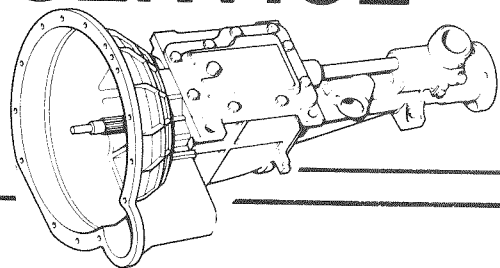
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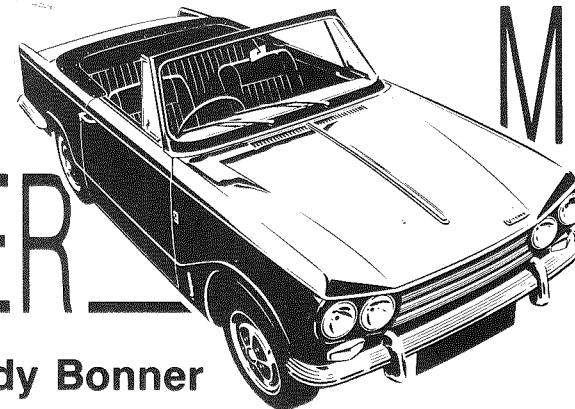


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VITESSE REGISTER



MkII

Andy Bonner

Following on from the Vitesse MkII column issue 103 of the Courier regarding "works" MkII's. I had an interesting letter from former Vitesse Registrar Martin Brown in which he says that Gareth Thomas of GT Transmissions fame spotted MWK666G in London during 1983 or 1984 when it was apparently in a pretty rough state and looked unlikely to survive much longer. Does anyone know if it is still around?

Another interesting lead came via a telephone call. Going back to the days when Tony Bostock was the editor of Hot Car Magazine, before it became a wide wheels and flames down the side rag, Tony B owned a MkII onto which he transferred his personal registration GAY 40! Apparently there is a photograph in an old copy of Hot Car in which Tony is swapping to his new number plates and this shows the old registration to be one of the "works" cars, although the caller couldn't remember which one.

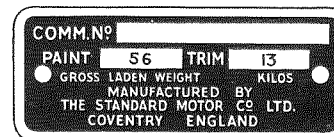
I have been through my old copies of Hot Car but I don't have a complete set (close friends have known this for years!). Anyway have any of you out there got the missing copy with the mystery photograph in it! **Please** let me know.

try and reduce this number I will be listing a batch of registration numbers each month. Hopefully the owners will contact me with the relevant commission number. Also please note that your number should be in the sequence HC50001-HC58109. If it is not and you are simply copying from the registration document have a look at the commission plate on the LHS bulkhead. The letters which follow the commission number indicate the following information.

CV - convertible
DL - saloon
O - overdrive

OWNER

8733	MC	-	J Hadlow
YTG	805H	-	W. Haseldine
BPF	336H	-	F + O High
DXF	728H	-	A. Hurd
GWA	166J	-	M. Hancock
EMX	100J	-	R. Otten
119	CCE	-	C. Edwards
YPD	199G	-	P. Eustace
XPB	606G	-	W. Curling
WOJ	567J	-	N. Moore
XMO	34H	-	D. Moody
BAA	8J	-	A. Cameron
VYH	609G	-	A. Brown
TPP	938J	-	G. Ward



When you renew your membership and till out your IVR'S, if there is no change to the details that you have given in previous years please at least give your commission number. The MkII records are kept in commission number order only and all IVR'S that do not have this information are kept in a separate unknown file and this amounts to several hundred forms! To

Many thanks to the several members who replied to my request for details of optional

extras on the MkII. From this information we have compiled two separate lists. The first is taken from the original press pack when the MkII was first introduced and is as follows:

Vitesse MkII Press Pack October 11th 1968

*Overdrive
Safety Harnesses
Sunshine roof
Armstrong GT7 Heavy Duty Dampers
5.60 - 13 4 ply Rated Whitewall Tyres
5.60 - 13 4 ply Nylon Heavy Duty Tyres
Special Thermostat (winter)
Skid Plate
Leather seat covering*

The second list is a compilation of the information given in the MkII parts catalogue and another 1967 list given to me by Martin Brown.

I will produce the second (much longer) list next month.

WANTED

I am about to embark on a rebuild of a MkI engine to as near to the original "works" specification as possible. Can anyone help with the details of camshaft profile (timing figures) and head mods etc.

Also I am looking for a set of triple SU carbs and manifolds for this engine. Please write to me if you can help.

Also Shaun Mitchell who supplied the press pack information this month collects sales literature/press packs. He would like to obtain press packs for the '6' and the 2 litre MkI. Please contact him direct if you can help. S. Mitchell, 3 The Retreat, Dunstable, Beds LN5 4PZ.

STOP PRESS!! Just received a phone call from Marion Firman saying that she and husband Richard have just acquired a 1970 MkII Saloon (white, black interior) 36,000 genuine miles from new in A1 condition. Value approx £1500/2,000, they are hoping to exchange for similar condition GT6 MkIII any body intrested - further details Phone Cardiff 593230.

STOP PRESS!!!! Namrick nut and bolt people can now offer TSSC members 10% discount - Phone (0273) 736963

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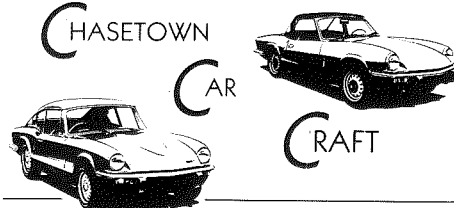
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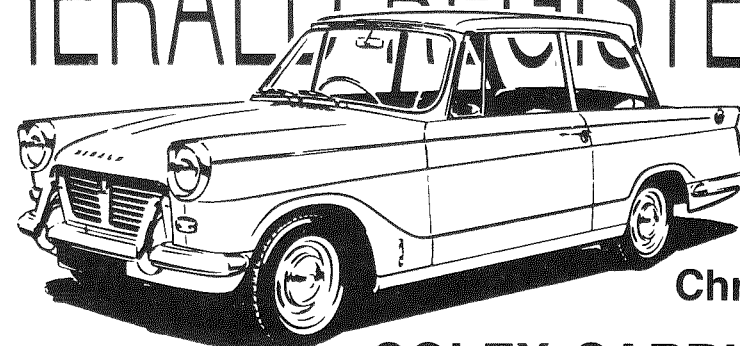
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TSSC/CT/189

HERALD REGISTER



Chris Longhurst

SOLEX CARBURETTORS

Both 948 and 1147 (1200) single carb. Heralds are fitted with Solex carburettors. Service items are now difficult to obtain.

The three main service kits produced are as follows (see Fig. 1 for guide) for the Solex B30 PSE1 carb. on the Herald 1200:

Diaphragm Pump Kit:

Solex kit B17446 (also known as Pack PA). This contains the accelerator pump diaphragm (A) and (B).

Needle Valve Kit:

Solex kit B17442 (also known as Pack AH). This kit contains the needle valve (C) and washer (D). Note that three thickness' of washer are included and make sure you replace with the correct thickness (which relates to the float material) or flooding/air locks can result.

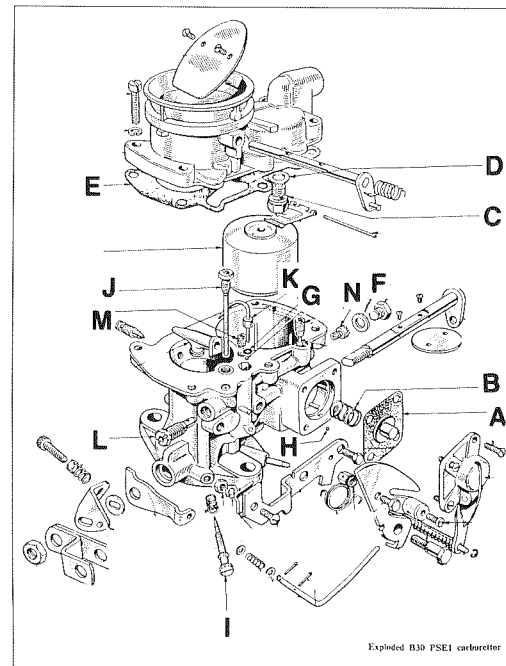
Gasket Kit:

Solex kit GP223. Contains the main gasket (E), gaskets for carb/manifold (not illustrated), and gaskets F,G.

The new address of Solex is Solex (UK) Ltd., 77 Capitol Park, Capitol Way, London NW9 0EW.

I believe they are re-manufacturing the above kits so it may be possible to obtain kits from High Street shops soon (Halfords, Les Smith etc.). I managed to get parts from the Carburettor Centre, 426 Archway Road, London N6 4JH (01-348 4218).

New "jets" (I - volume screw; J - air correction; K - accelerator pump jet; L - slow running; M - econostat, N - main jet) do not seem to be available but rarely wear (being fixed!). If you turn the carb. upside down, be careful not to



Exploded B30 PSE1 carburettor

lose the ball-bearing (H) under the accelerator pump jet (K).

One "common" problem is a blocked, slow-running jet (L); the car will not idle and needs constant "revving-up" at the lights etc.! This jet can be removed easily without dismantling the carb. and cleaned with a fine needle/bristle. I once found mine blocked by an eyelash which had fallen in when changing the needle valve!!

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Spitfire MK3 Sound £950
MGB roadster 1973 £1850
Midget 1977 Excellent £1500

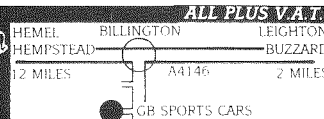
Cars for restoration

Spitfire MK3 wires £895
Spitfire MK3 runner £295
Spitfire MK4 restoration £295
Spitfire MK4 rebuild £275
Spitfire MK4 faulty G/box £650
GT6 MK2 complete restoration £295

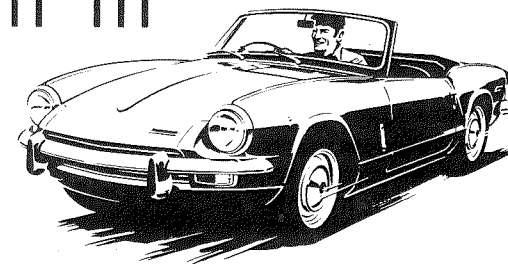
Special purchase

Spitfire 1/2/3 GT61/2
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SPITFIRE I II III REGISTER

**Nick Lord**

Well, on a beautiful frosty morning in February I have gone topless for the first time this year. Not so much for the glories of open air motoring but being too lazy to defrost the windows!

Thanks to Peter Gidden (Technical 6 Cylinder) we have now found the question to an answer that has been troubling me for sometime (yes, I have written it the right way round!).

Since October my Spitfire has been spluttering when running on Webers with full open throttles and misfiring at very low and very high revs. It wasn't a tuning problem as the whole set-up was checked twice on a rolling road. After much thought I solved the problem by fitting a piece of tumble-drier pipe from the exhaust manifold to the air filters, thus providing a hot air-flow to the air intakes.

However, a 2cm. split in the pipe caused the spluttering to return, so obviously whatever the problem was, it was dependant on a totally sealed hot air flow.

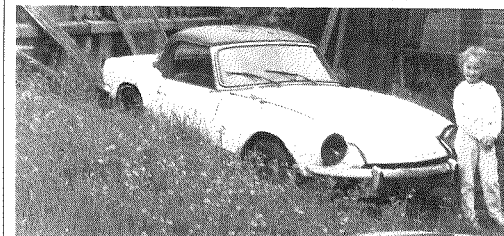
Doing a lot of mountaineering and climbing I should have realised what was going on, but I remained obstinately obtuse. I had the answer but didn't know the question. Thankfully Peter came back with the answer - the wind chill factor causing icing up inside the carbs, plus some other more technical data (I believe there may be an article on the subject forthcoming from him). We are constantly aware when climbing that a good headwind can dramatically reduce an ambient temperature of, e.g. 5°C. to a chill factor of - 10°C. Therefore, with a car moving at speed, even on a sunny day, an outside ambient temperature of even 10°C. can reach - 20°C. inside the carbs, thus causing the icing up. I have now replaced my tumble-drier pipe with a purpose-made (new on the market) K & N appliance which is quite simply a box to fit over the air filters (round or oval) with a flexible pipe to attach to the hot spot on the exhaust

manifold. It costs £8.50.

I have heard of an earlier MK3 that exists on our register. Although not on the TSSC register, FD 1414L is owned by a member of the Triumph Spitfire Club of Sweden.

Odd Hedberg, the Treasurer of the Triumph Club of Sweden has a complete list of all Triumphs registered in Sweden, so this will be invaluable to me in ascertaining the whereabouts and numbers of remaining Spitfires (job for you Leon!).

Here we have a photo of KFU 859F (FD 14875) currently being restored by Mark Walmsley of Penwortham, Preston. Any information on the car would be appreciated.



I have received an inquiry about a car registered originally 3139KU, now RSP 438B. The chassis number is X913E/4. The 'X' prefix referred to experimental cars. 3139KU was built by Standard-Triumph as a demonstration car with a full blown Stage 2 engine conversion. It was loaned to Autocar for testing and their report was published in Autocar on 12th February 1965. Apparently the car is for sale and I am trying to verify if it is the original 3139KU, as the Stage 2 conversion is no longer 'insitu'. I would appreciate any thoughts on this.

Happy Motoring.

★

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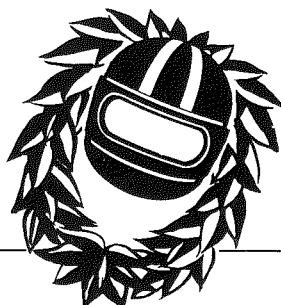
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Competition News

SPRINT AND HILLCLIMB CHAMPIONSHIP

Neil Sleightholm



WHAT ARE SPRINTS AND HILLCLIMBS?

If you feel that full-blown racing is not for you but would like to compete in some form of motorsport, then perhaps sprints and hillclimbs are for you. They are run on closed courses with competitors racing against the clock for the fastest time. The cars run individually and each run is relatively short, therefore, not putting the car or you under any undue stress. If this has whetted your appetite or you would like some more information, then contact me or come along to an event and chat to the drivers, you will be impressed by the friendly but competitive atmosphere.

SPRINT/HILLCLIMB REGULATIONS 1989

As some of you will know, I am assisting Tony in the running of the Sprint and Hillclimb Championship. I have produced the following regulations after consultation with various members involved in the championship last year. They should allow Club cars to compete fairly in our Sprint and Hillclimb Championship, although I would be pleased to hear from anyone who has any comments about them.

If you would like to compete in the Championship, you will need to register with the Championship Organiser. There is a small fee payable to cover administrative costs including postage and membership of the BARC Championship. You will also need a Restricted Speed Licence from the RAC Motor Sports Association; this will enable you to race in all of the TSSC/BARC sprints and hillclimbs.

The regulations will allow cars in Class A to be entered in sprints or hillclimbs as a standard car and Class B as roadgoing and comply with 1989 RAC regulations for sprint and hillclimb cars.

ALL CARS:

Roll-over bars are compulsory.
Cars may be trailed to and from events.
Members must be registered for TSSC and BARC Sprint and Hillclimb Championships.

Best eight events (TSSC or BARC) to count towards points (may be varied according to attendance during the year).

Points for each class:

1st	-	6 points
2nd	-	4 points
3rd	-	3 points
4th	-	2 points
5th	-	1 point
Others	-	1 point

Positions based on best of two timed runs only.

Points apply irrespective of number of entrants.

Points may be carried over if changing from Class A to Class B during the season.

Cars should be in good mechanical and structural condition and of good appearance.

Class A - Standard Four and Six Cylinder Cars:

Road Registered, Taxed, Tested and Insured.

Full trim (except where this interferes with safety equipment e.g. fitting of roll bars).

Tyres: 185 maximum width, 70 series minimum profile, as RAC Blue Book Production Tyres list (remould/retread tyres not allowed).

Wheels: 5½" maximum width, standard diameter (13"), steel or alloy.

Electric fan and electronic ignition allowed.

Exhaust: manifold standard, system free.

Suspension: standard except dampers free (e.g. Spax adjustables).

Brakes: standard except servo and uprated linings allowed (e.g. Mintex M171 pads).

Bodywork: std except panels prone to rust, fibreglass bonnets allowed.

Engine, gearbox and differential standard and be in original positions (axle and gearbox ratios to remain standard).

Carbs: must remain standard size (swapping to SU from Stromberg allowed if same size).

Class B -

Modified Roadgoing Four & Six Cylinder Cars:

Road Registered, Taxed, Tested and Insured.

Trim may be removed.

Tyres: as RAC Blue Book Production Tyres list (remould/retread tyres not allowed).

Wheels: free.

Electric fan and electronic ignition allowed.

Exhaust: free.

Suspension: free except standard configuration, i.e.

Front: double wishbone, coil over damper. Rear:

transverse leaf spring, lower wishbone allowed on all

cars. Springs and dampers free.

Brakes: free except they must retain front discs and rear drums.

Bodywork: free except basic floor scuttle and body silhouette must remain.

Engine, gearbox and differential free except they must remain in original position and be recognised Club units. Increased capacity engines allowed. Limited slip differentials allowed.

Fuel: must be petrol, octane booster additives allowed.

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All modifications should be recognised Club car parts (fuel injection and Weber carbs excepted).

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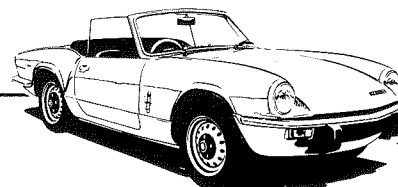
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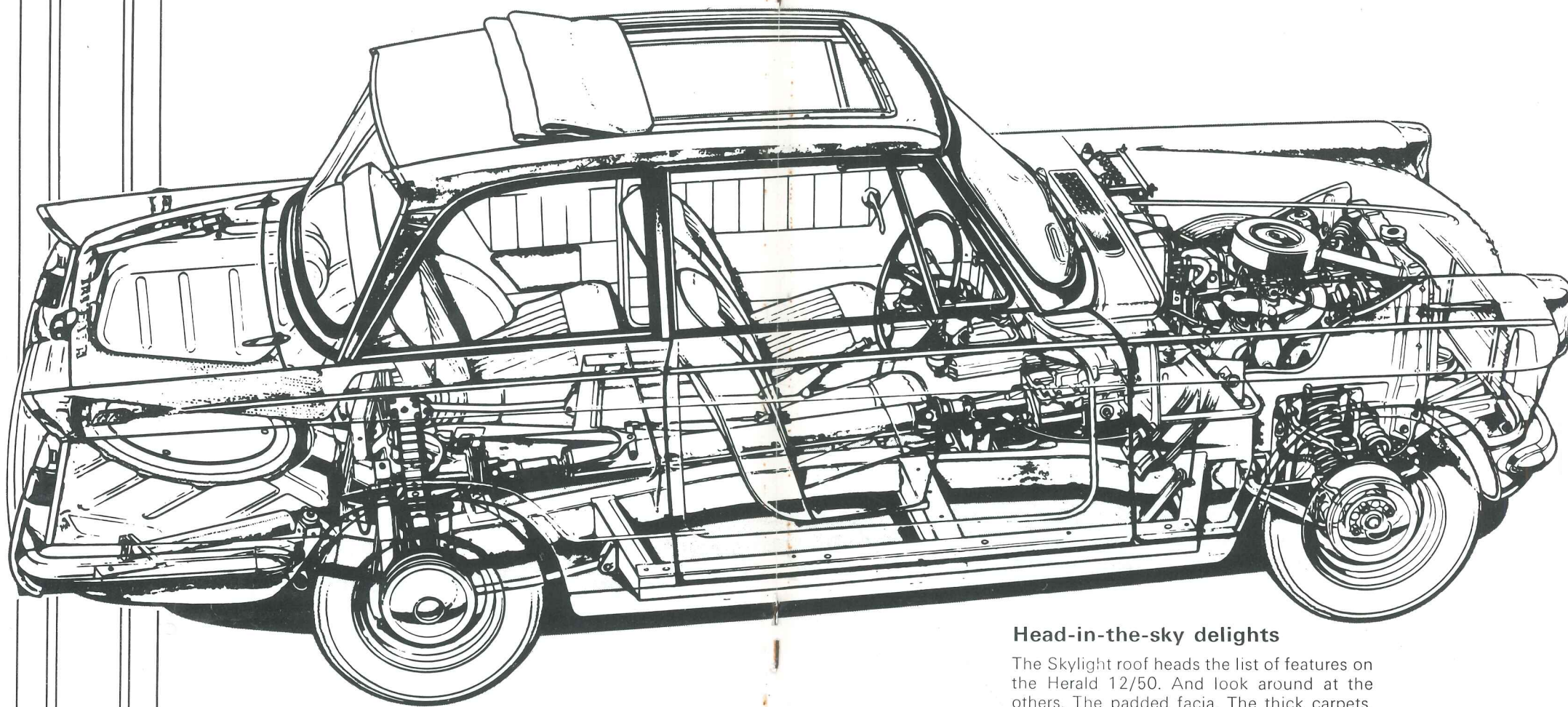
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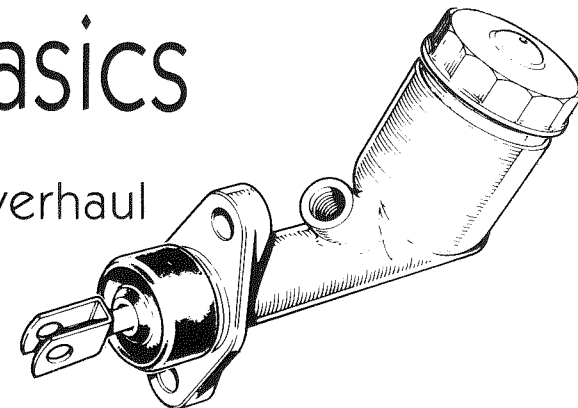
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Back to Basics

Master Cylinder Overhaul

Peter Williams



Loss of fluid or a spongy pedal in hydraulic brake or clutch systems can point to a number of faults including, poorly made pipe connections, perished master or slave cylinder seals, general wear in the cylinder bores and deteriorating flexible and/or solid brake pipes. ALL should be in perfect order. No single part of the system is expensive or difficult to replace so there's absolutely no excuse for having a substandard system. For those not familiar with hydraulic braking systems, the following sequence showing how to cure one of the common complaints listed above, that of worn master cylinder seals, should be of interest.

Fig.1

With the master cylinder off the car, start dismantling by removing the outer rubber dust cover...

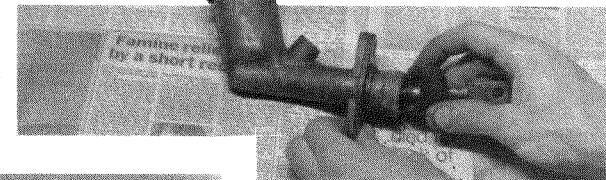


Fig.2

...followed by extracting the push rod and piston retaining circlip to be found just inside the cylinder body. Being infrequently serviced, the clip is likely to be encrusted with dirty and dried out brake rubber grease.

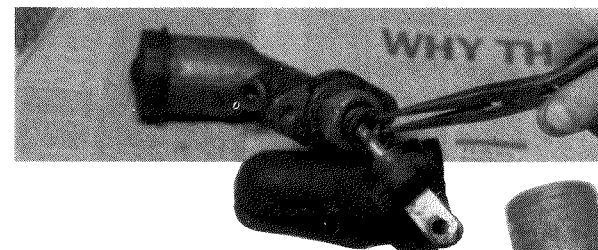


Fig.3

With the clip removed, the operating push rod drops away and the inner piston can then be withdrawn. If the piston sticks in the bore, try pushing it further in - allowing it to be pushed back out under increased spring tension, or jolt it out by gently tapping the cylinder body on a piece of wood: avoiding any damage to the relatively soft alloy cylinder body.





Fig.4
The constituent bits: cylinder body; inner piston assembly; push rod; circlip and dust cap. The bore should be cleaned using fresh brake fluid after which, inspect the surface walls and if there's evidence of any marks in excess of the general slight discoloration produced by the piston seal, it's probably best to replace the whole unit with new. If in any doubt replace the cylinder though usually it'll be OK.

Fig.5
Keeping hold of both the piston and the piston spring, ease the locking tab of the thimble shaped spring retainer out of the way to allow the various parts to be separated. Don't let the spring fly off into space as the the 'connecting rod' valve stem is removed from its retaining slot in the end of the spring retainer.

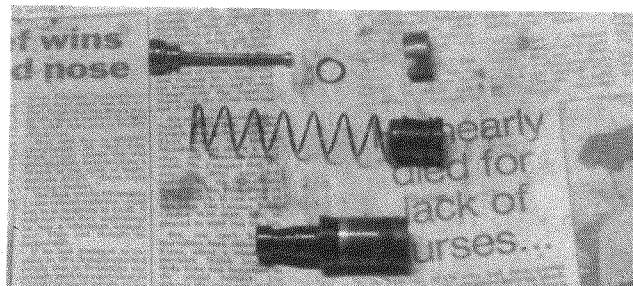
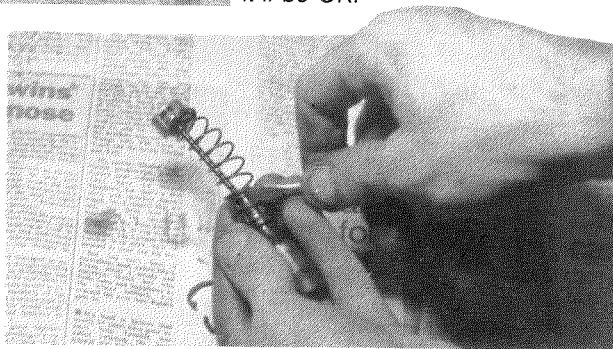


Fig.6.
Separate off each component in turn, taking note of their location, shape and orientation - especially that of each seal and the small bevelled spring washer, so as to ensure that replacement new items are fitted the right way round. Correct replacement is essential to the cylinder's operation.



Fig.7
Remove both the small end valve rubber seal...



Fig.8
...and the main piston seal.

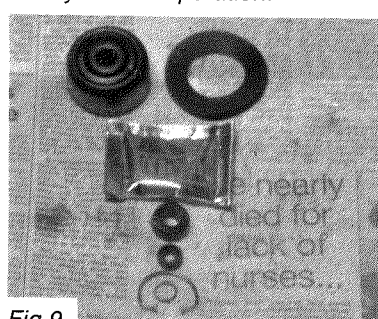


Fig.9
Repair kits, such as this one by Moprod, contain new piston and valve seals, circlip, bevelled washer, outer dust cover, cylinder lid sealing gasket and a sachet of the correct rubber grease.

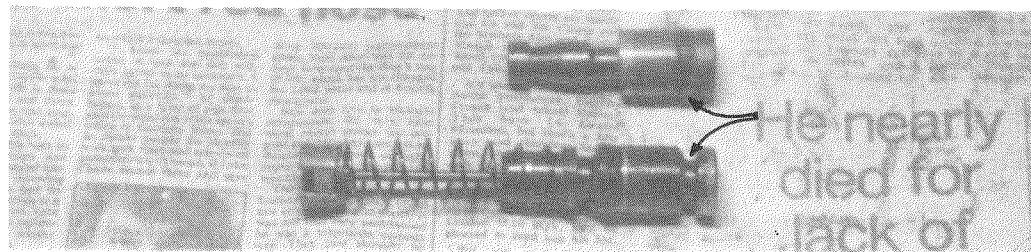


Fig.10
One anomaly found with all the repair kits I've come across is that one of the **two** piston seals found in master cylinders - at least as on early cars (the cylinder above is from a 948 Coupe), is not supplied. The seal in question sits in a slot close to the end of the piston as shown arrowed in the figure which compares a piston with the seal still in place (above) and with it removed (below). Two different suppliers I've spoken to reckon that this extra seal isn't really required and certainly on dismantling my Coupe's brake and clutch master cylinders, one was found fitted with the extra seal and the other wasn't though both were fitted with a slotted piston. All kits contain the main piston seal shown in figure 8 which must be replaced. Any thoughts out there?

Fig.11
Making doubly sure that the end valve and piston seals, and the bevelled spring have been correctly replaced, start re-assembly by refitting the valve spacer followed by the spring. Next, slot the valve stem into the end of the spring retainer.

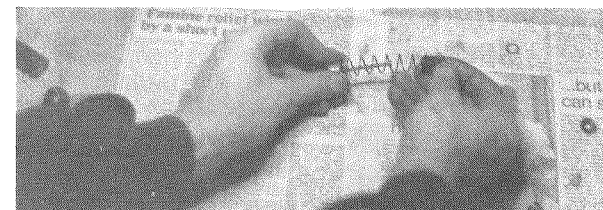


Fig.12
The retainer/spring assembly can then be fixed in place on the piston body by suitably re-angling the locking tab.

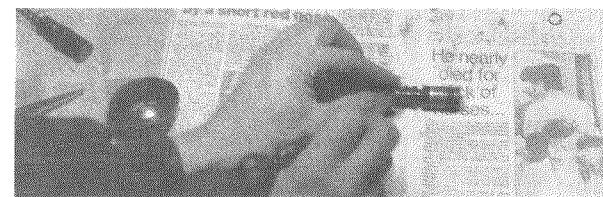


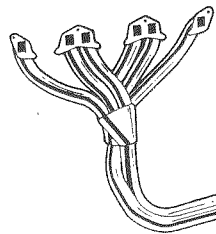
Fig.13
Nearly done. Slide the inner piston assembly into the cylinder bore followed by the main push rod. Secure both within the cylinder body with the new circlip supplied. Force the new dust cover over the end of the push rod, fill it with brake grease (and only BRAKE grease) and then push home.



Fig.14
Finally, replace the cylinder lid gasket with new and the job's done.



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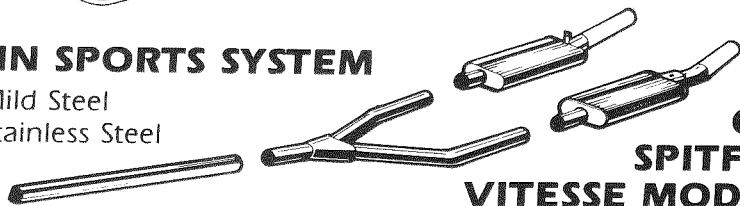
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WINTER PROJECT

2.0 SPITFIRE MKII OR GT6 MKI CONVERTIBLE

By Robert Poulson - Hornchurch, Essex

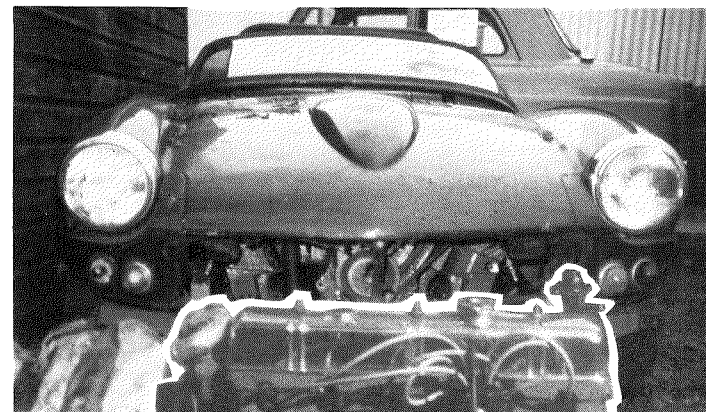
The project started when my GT6 Mkl was written-off and the only way to better it was to build a convertible.

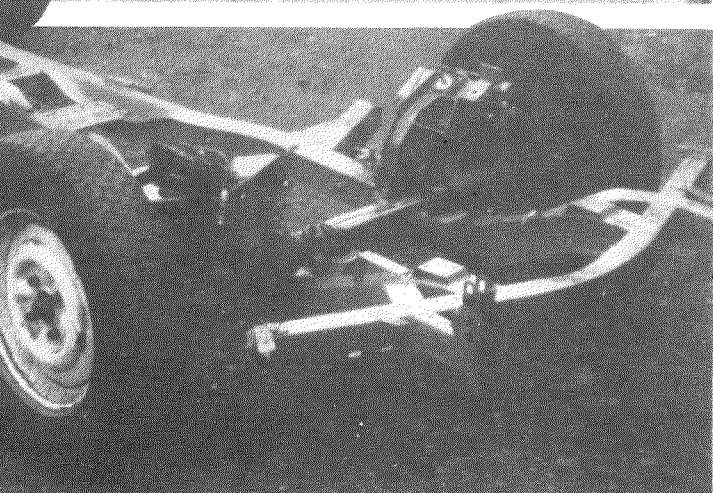
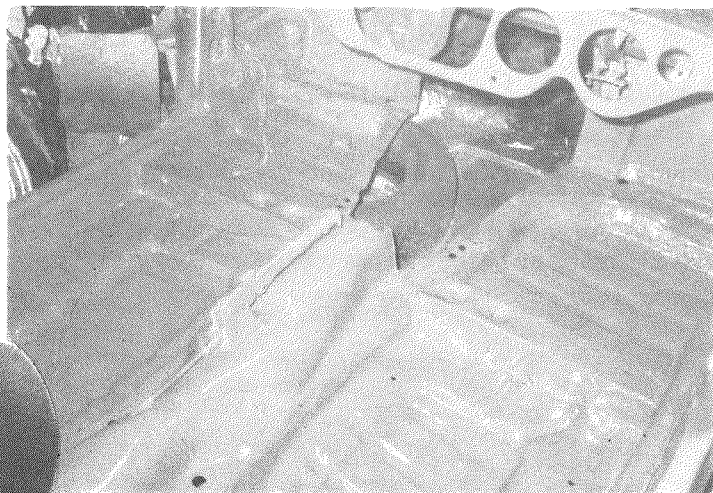
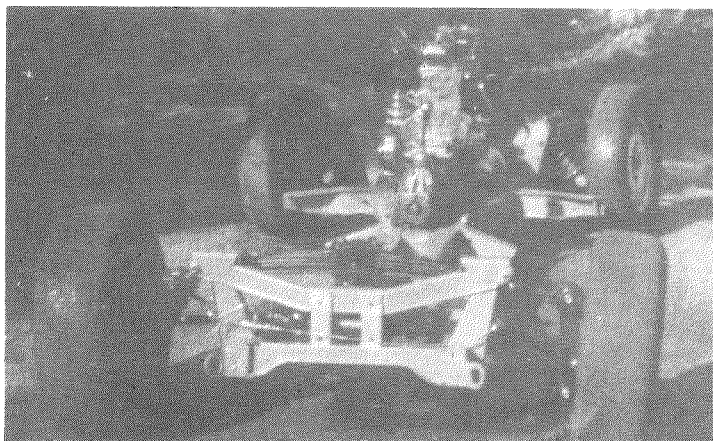
The GT6 body was taken off and scrapped, leaving the running gear and chassis. All parts were taken off the chassis and bit by bit the chassis was rubbed down to metal.

Then a good coat of blue Hammerite was painted on. New brake pipes were added. Then the suspension parts were taken down to metal and painted with black Hammerite, renewing rubbers, trunnions, ball joints, U/Js, brake pads, plus buying new shorter springs and Spax shocks. That got the chassis rolling again.

In the GT6 Mkl, the engine and O/D gearbox was GT6 MkIII and in very good condition with new parts already added. They were both stripped and painted heat resistant blue, new parts bought and the good ones being repainted in black before going back onto the engine. A new six branch with twin box system and a pair of 1.75 Strombergs was also added for extra fun.

Then the waiting game started looking for a body.





Four months later a body was advertised in Practical Classics. A trailer was hired and the trusty O/D Vitesse 6 convertible towed it home without any trouble.

A lot of months were spent on the body (and money) with it having new inner sills, baffles, sill extensions, sills outer and full floor pans each side, also the GT6 Mk1 dash was welded on. The body was then looking good with boot floor and rear valance being added. All underseal has been taken off. The inside and underside were grey filler primed. The inside of the car was then sprayed Tahiti Blue to make sure I liked the colour.

That's as far as I've got, but the plan is to spray the underside and bulkhead in the blue, then put it back onto the chassis. Then spray the rest of the body. Two new doorskins have been fitted and will be sprayed with them on the body to save them getting chipped when refitting. The bonnet (GT6 Mk1), boot, front valance, window screen will all be sprayed separately. I'll put the electrics back and start her up. Then add the wood dash, carpets, reclining seats, arm rest, roll bar and new soft top, plus adding re-chromed bumpers and badges, Compromotive alloy wheels with 205 x 13 tyres.

As you can see, there is still a bit to do but when it's finished I'll send some more photos in for publication. I would like to thank everyone that has helped me in this project. ★

The year 1962 saw the birth of the Triumph Spitfire; a tidy but distinctly effete sports car, heavily underpowered by an 1147cc engine which gave fuel economy in the mid-thirties and a top speed of just over ninety. The car was a modern design for its time and was very affordable at £678 on the road.

The dinky convertible (with optional hard top) weighed a mere 14½ cwt, was a mite over 12 feet long, and offered an independent swing axle with transverse leaf at the rear, with coils and disc brakes at the front. Like the Herald, from which its engine was derived, the Spitfire had a remarkable 24 foot turning circle, and excellent engine access thanks to that well-known complete forward-opening front end.

The Mk2 appeared in 1965. Improvements were minimal; a new cam and exhaust manifold and a diaphragm clutch oh, and better seats. The real advance came with the Mk 3 in 1967. This model sported a raised front bumper - which now split the air intake, higher rear bumper without over-riders, and 63bhp from a 1296cc mill which, still equipped with twin SUs and a 9:1 compression, brought the consumption to 30 and took the top end just over the ton. This model and the Mk 4 which followed also had a greatly improved hood design which allowed the top to be folded down far more quickly.

Though prone to crippling body rot, the Spitfire in its best form (and I'd go for a Mk3) can be worth finding nowadays and need cost you no more than £600 for a clean example.

coupe came out in 1966 with two Strombergs on Triumph's 1998cc straight six. With a 9.5:1 compression ratio the motor produced 95bhp and was capable of around 110mph and 0-60 times of 11 seconds. Apart from weighing in at 17cwt and having a slightly larger fuel tank (9¾ gallons rather than 8), the basic car was a per Spitfire. The gearbox was all synchro with optional over-drive by Laycock de Normanville, which is well worth having if you are buying second-hand - presuming it still works!

The Mk2 GT6 came out two years later. It shared the higher bumpers with the Mk 3 Spitfire and now ran to 104bhp. It had a range of distinctive wheel trims over the following years as well as now being blessed with a series of slanting louvres high up behind the front wheel arches, like gills on a shark.

prices are correspondingly higher. Don't be wooed into that particular rip-off trap. £900 should buy you a goodie late model; production ceased in 1974.

PROPORTIONAL REPRESENTATION

The GT6 - to take that first - offers quite a lot of scope for restyling by the talented custom body man. The machine is off to a good start with hints of both the E-type and the Corvette. Also, being so small a car, it is one on which it's all too easy to get the overall proportions wrong - as I've seen from one or two customised GT6s on the road.

A good place to start would be at the back of the car. Things get fussy round there and it could be made a lot cleaner. Take everything off - lights, bumpers, and all; then

CUSTOM PROFILE - TRIUMPH SPITFIRE AND GT6

Remember that it's a sports car though and look hard for signs of distortion resulting from crash damage, as well as mechanical wear.

BIGGER BROTHER

Just as the Herald was accompanied by its big brother - the quart-into-pint-pot Vitesse - so the Spitfire spawned the GT6. This smart fastback

Quite a butch little car (less than four feet high), and with its improved suspension, one ready now to take on its critics. Somehow more attractive than the Spitfire, it was certainly much more business-like in the performance stakes.

The GT6 is actually becoming a minor classic among collectors - much more so than the Spitfire - and its

look at its from a three-quarter view. There's almost, but not quite, a very attractive elliptical curve coming right down the back and curving under as far as the metal goes. Having taken out the bumpers and fulfilled the curve, how about echoing the shape in the little fins which currently terminate in the light clusters, and rounding those off? The lights

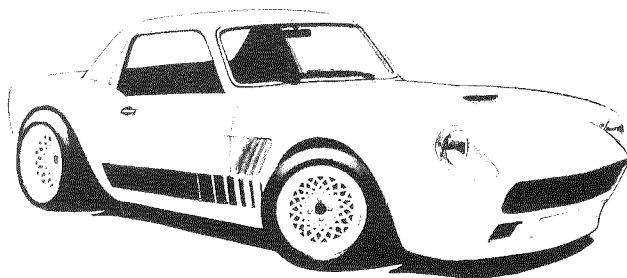
could be frenched in, as unobtrusively as possible, in-board.

Alternatively the lights could be recessed in their stock positions but be cowed by mini fins. These could flow forward along the styling line and lift that profile so that the hump over the rear arches was greatly increased. Then build out the arch itself to accommodate slightly wider boots and so that the bulge reflected the upper curves. The rear quarter lights would then be a bit lost; I'd look to either a new shape or would simply panel them over.

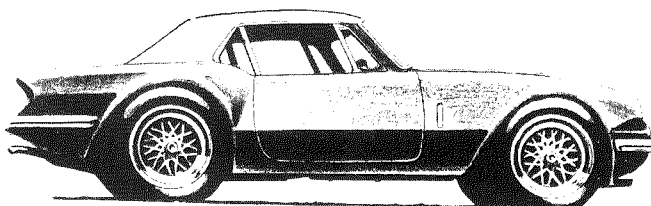
Creating a Targa top would look effective, as would losing the front quarter lights and transplanting a Spitfire single side window.

The line that runs forward from the back of the door is just right, though the headlights could move forwards two or even three inches in conjunction with a snout extension which would bring out the E-type look. Certainly I'd chop the bumpers up so that Mk 3 quarter bumpers passed just beneath the lights and finished in over-riders - perhaps with a thin linking chrome oval. The seams down the wings (chrome on early models) should go.

The other alternative for the GT6's front end would be to construct a complete 'Vette replica nose. This is something that I've seen attempted several times; the only person who did it really well though was Ian Etheridge, but he junked the project (back in '77) and never saw it through. The 1968/9 chrome-bumpered 'Vette is the one to copy; create a shoulder over the wheel arches and sort flapped lights, and perhaps even add a

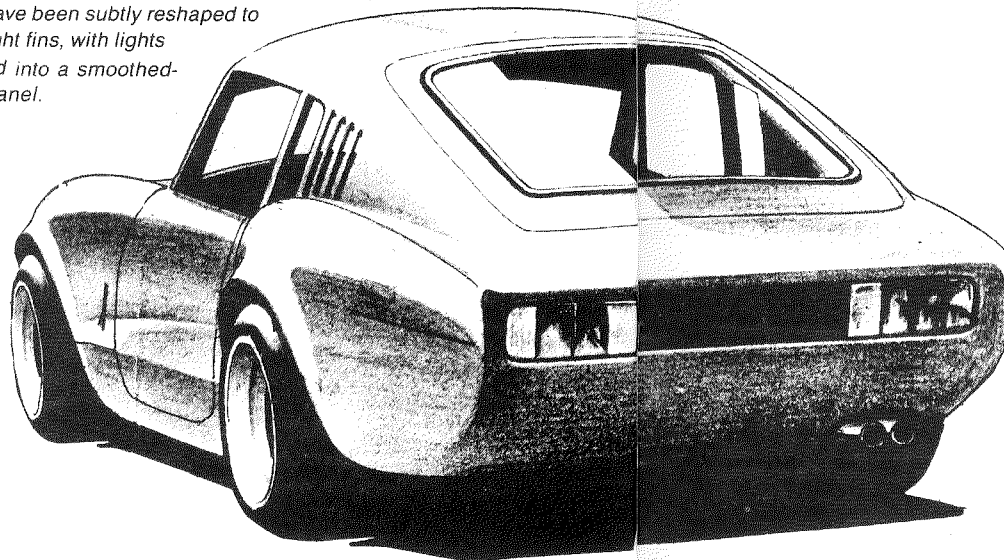


This Spitfire, apart from the drastic chassis- dragging lowering job, has a flicked-up tail, front side vents, which could perhaps conceal the bonnet catches, and a smoothed and extended nose. That may mean making a glass fibre lift-off front end to get round bonnet hinging problems though.



A definitely unusual treatment for the Spitfire would be to give it an Italianate up-market feel. Here, a restyled hardtop (the shape of the side window is very important) chrome wires (perhaps alloy rims) and dark, rich paint with a light top accent the subtle body mods of moulded-in mini airdam and shaved handles and seams. A six cylinder transplant gets rid of the under-bonnet clamour and gives the excuse for a functional bulge.

The tail-end will stand improvement on any of the Spitfire/GT6 variants. Here, Steve Kirk has drawn you a cleaned-up example where the rear wings have been subtly reshaped to form slight fins, with lights recessed into a smoothed-out tailpanel.



scaled-down L88 scoop.

I wouldn't go for ultra wide wheels back or front on the GT6. The back can come out a bit but the front wings wouldn't stand flaring or widening very far.

The one overwhelming problem with the GT6 is a fact of proportions which owners often fail to notice until they've started (or worse, finished) their bodywork: The roof is too high. Although, being practical, headroom would suffer, a roof chop would be a very worthwhile exercise. Removing the rear door makes life easier for a start, and cut the rear pillars through right at the base so that the entire unit comes down and sinks behind your built-up rear wings. Such a move would also give you the opportunity of rejecting the curve in the fastback and taking a straighter line down as far as the lights, and then flicking it up to form a lip spoiler with a flat tail - a bit like a DB6. Very smart indeed; and if you are going to shave the top, do make that your first move and then fit everything else around it.

BABY BROTHER

The good ol' Spitfire is a very different proposition. One approach would be to extend front and back to take the maximum advantage of its curving side profile (I'm ignoring the detachable hardtop) and produce a really aerodynamic torpedo - but accentuate that bump in the top line behind the door: Give it a classy Italian look as Ghia might have done in the mid-Sixties.

Certainly the front needs to be longer - much as for the GT6 - but as well as lengthening the nose I would section the car by taking out a two inch swathe all round; no difficult job up the front with that one-piece bonnet section and not too much trouble (relatively speaking) round the back as it's all dead metal. The curves on the wings could then come right up - as indeed they would have to - to accommodate the wheels. The result would be very low and much curvier. With a lower screen on a thinner frame, and at a steeper rake, you would then have an exceptionally sleek-like two-seater. Add three inches up front and cut off the back of the boot sharply while allowing the rear wings to curve right up and stretch back beyond the boot, and you're really in business.

Another trick which would be a simple enough job providing you were prepared to lose the doors, would be to weld them up solid, and then cut down and forward on the line that comes over the rear wing - and then arc that up sharply so that you're left with a stride-in door like on a Morgan. Then treat the sides of the bonnet to a long row of scallop-shaped scoops - an exaggeration of the sharp louvres on the Mk2 GT6.

The point I'm getting at in all this is that the Spitfire is blessed with very attractive lines to start with - but they need sort of bringing out to get round the car's inherent petite-ness. It's never going to make a road-burner - but compare it with an E-type, slab side on, and you'll see what I mean.....so near yet so far.

The end result could be a really sharp boulevard cruiser, and one remaining way to really make an impression on the show circuit these days is to design and craft truly professional bodywork that looks as if you've just found a fabulous missing-link prototype. Think hard before you make a move: The first cut is the deepest...and the most damaging.

POWERPLANTS

Enginewise, the Spitfire ended its days with a long-stroke 1500cc derivative of the original Standard Ten-based engine, as found in the Dolomite 1500 HL, so obviously that's the ultimate drop-in swap. With a bit more work you could use the GT6 or bigger stroked-out 2500cc unit from the big Triumph four-door saloon, but you'll also need the GT6 front suspension, brakes and safer independent rear to go with it, plus the humped GT6 bonnet. We've not heard of a Jag IRS transplant as yet though...

One thing we definitely have seen is a Ford V6 in a Vitesse, so it should fit the little sporty cars without too much bother. The Rover aluminium V8 would be light enough, but the bulk would be a problem, the gearbox as much as the engine. With such a small car, really big, heavy motors would upset the balance too much, so forget them. Don't dismiss a twin cam though if you're after points on the show circuit. We do recall a Toyota Celica engined GT6 from the dim and distant too. There was once a twin-cam Celica, so one of those and a five-speed could add a definite touch of class on your show-card.

Steven Myatt

Article First produced in STREET MACHINE June 1982

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THE FOUR



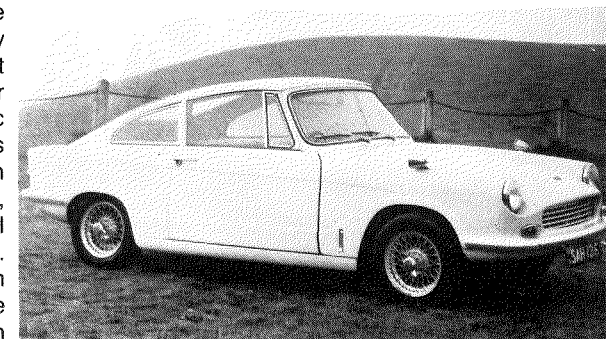
CYLINDER BONDS PROFILE:

by Eddie Evans

As builders of the Bond three-wheeler cars, Sharps Commercial Ltd., of Preston, Lancashire had carved a solid platform of reputation from which to launch their new four wheeled coupe, and when the Bond/Triumph double-act came to fruition in May, 1963, the Equipe GT, 2 plus 2 sports saloon was snapped up by those who longed for an individual hand made sports car which enjoyed the practical advantages normally associated with mass production and a prolific dealer network.

As their base, Bond had chosen the Herald chassis - modified only by removing the extremities of the front crash bar and shortening the rear outriggers. Running gear was basic Herald stock, though the Herald's optional front disc brakes were chosen as standard equipment on the Bond, whilst power was supplied by the Mk1 Spitfire engine via the Spitfire gearbox.

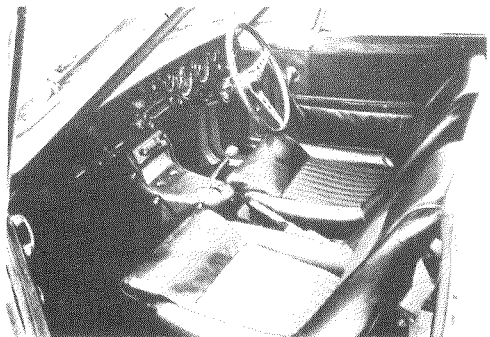
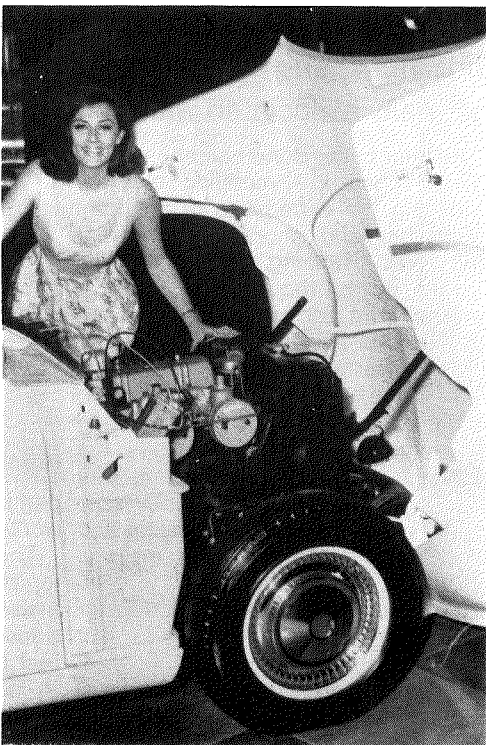
The body construction was a fusion of Triumph and Bond technology, the Herald front bulkhead, complete with windscreen frame being an inevitable datum point for both construction and styling. A Herald rear floorpan was bolted to the bulkhead floor in the usual Triumph manner, but with the boot floor having been discarded immediately aft of the rear spring hump. The GRP shell, incorporating Herald steel inner wheel arches, was grafted directly onto this steel base and bonded along the



perimeter of the rear floor pan with the roof line neatly worked into the top flange of the windscreen frame.

The boot floor - similar to the Herald's but with no need for rear chassis mounting points - was a separate moulding, being permanently joined to the main shell by a seam along the centre of, and hidden by, the aluminium rear bumper capping.

The external sculpting of the Herald steel doors was continued fore and aft along the body sides, lending a distinct Triumph family resemblance. Again, steel inner



wheel arches were employed in the one-piece front end which tilted forward to reveal a totally "Triumph" engine bay.

The formula had produced a clean, purposeful body style. The single headlamps astride a low, wide grille suggested performance whilst allowing the sporting style of the bonnet to rise gently to the high Triumph scuttle, barely recognisable as the long roofline swept down through its huge, inclined rear window to a neat low tail framed by unusually aesthetic fins.

But sacrifices had to be made to allow such styling; the most obvious being the lack of a boot lid, luggage having to be stowed from inside the car after lowering the rear seat backrest - though this did offer a generous luggage area if no rear passengers were carried. Furthermore, the low roof line restricted rear seat headroom, thus branding the Equipe as a 2 plus 2 with only children finding any rear seat comfort during long journeys.

The interior was well appointed, with the Herald's black trim and fittings centering on a Vitesse style veneered fascia and Triumph's thick weave carpets contouring the floors. The "bucket" seats were of Bond's own design and far superior to the Herald or Spitfire, giving good sideways restraint during cornering and excellent thigh support from the extended cushion.

Owing to extra weight and aerodynamic disadvantages of the sweeping tail, performance was slightly down on the Spitfire though the light,

precise and predictable handling was retained. As with the Spitfire, the gearbox ratios were rather widely spaced but third gear was well placed for hill climbing and overtaking. On a level road the car would happily pull away from a standstill in second gear, but first gear starts on a steep hill could bring problems with clutch slip and handbrake efficiency - and what a pity the handbrake used the Herald's ratchet, rather than the Spitfire's "fly-off" lever.

At speed, the Equipe was quieter than its Triumph counterparts and any wind roar from the side windows could be eliminated by adjusting the opening rear quarter-lights.

Engine noise was not low, but the healthy hum and sporty exhaust crackle were music to the enthusiast's ear. Even so, at 5,000 RPM the engine becomes busy, and on entering the rev counter's orange sector at 5,500 RPM, there is little left before a confusion of valve bounce curtails the power band.

The Equipe continued in GT, 2 plus 2 form until the spring of 1965 though its successor, the GT4S, had been introduced at the Earls Court Motor Show of the preceding October displaying major styling changes to the front and rear ends.

Twin headlights were now a prominent frontal feature and a vertical Herald style bar split the grille in two. At the rear, the tail had been raised, providing an opening boot lid and enough increase in rear roof height to establish the marque as a full four seater. The flowing tail and fins were replaced by a rounded, truncated rear panel which nowadays is perhaps not as pleasing to the eye as the earlier style. However, at that time it was the trend of sports car design; you only have to remember TVR, Ferrari and Marcos for their aggressive "flat-backs".



Internally the new model remained largely unchanged except for the addition of wood door cappings, in keeping with the wood rimmed steering wheel, and revisions to the rear accommodation. Here, the previously folding rear seat was now permanently attached to a new steel bulkhead behind it, sealing the boot area. Additional luggage could still be stored behind the front seats by removing the rear seat squab to reveal a carpeted load area.

The new model also gained reversing lights, seat belt anchorage points and a ten gallon fuel tank with reserve tap.

In March 1965, the GT4S received the MK2 Spitfire engine, giving an increase of 4 bhp and compensating for its extra body weight which had left the new model slower than its predecessor.

Early 1966 saw the introduction of a sunroof and heated rear window as optional extras and in March of the following year the 75 bhp MK3 Spitfire engine was fitted, to produce the fastest version of the four cylinder Bonds. By August of the same year however, the GT4S production came to a halt, bowing to the entrance of Bond's big, 2 litre coupe.

The Equipe saga was by no means over; yet in only four years the tiny Bond company had forged a unique relationship with a major mass producer, assembling fifty cars per week and selling worldwide in twenty six countries - and those three wheelers were still rolling out.



At a glance	GT 2 plus + 2 Mk1 engine	Mk2 engine	GT4S Mk3 engine
MECHANICAL			
Capacity	1147cc	1147cc	1296cc
Compression ratio	9:1	9:1	9:1
Max. Power	63 bhp	67 bhp	75 bhp
bhp/ton	80	81.7 (76.8 Mk engine)	91.5
PERFORMANCE			
Max. speed	81.8 mph	85.8 mph	90 mph
0 - 60	17.5s	17.9s	17.1s
30 - 50	8.1 (3rd gear)	8.8s	
50 - 70	20.4s	18.3s	
1st gear max.	23 mph	25 mph	
2nd gear max.	40 mph	44 mph	
3rd gear max.	62 mph	68 mph	
4th mph/1000 rpm	15.7	15.7	15.7
Fuel con. ave.	30 mpg	29 mpg	28 mpg
STATICS			
Kerb weight	15.75 cwt	16.4 cwt	16.4 cwt
Weight distribution			
front/rear	53/47%	55/45%	55/45%
Tyres		Dunlop C41. 5.20 x 13	

My thanks to Mark Walmsley, Ribble Area Organiser for providing his GT4S in connection with this article

APOLLO

PAINT SPRAYING

The TSSC SPECIAL OFFER featured this month of the Apollo 400 sprayer mentions the instructions included with the equipment and although they are written with the Apollo 400 in mind they contain enough general information to form the basis of this article. Please note that although I do not profess to be any sort of expert on spraying, I hope that this article will be of interest.

SAFETY -

You may wonder what safety has to do with spraying paint, not a particularly dangerous occupation you may think, well think again. Apart from the potentially poisonous fumes from some specialised paints, I remember reading instructions a few years ago (for an electric spray gun, which worked at extremely high pressures) warning that if it was sprayed directly at the skin it could penetrate leading to skin infection even possibly to gangrene. Now having scared the living daylights out of everybody all you really have to do is follow the manufacturers instructions for the sprayer and the warnings on the paint can. Unless you are spraying very specialised paints, this usually means don't point the gun at anybody, unplug it (if electric) before dismantling, wear a mask and spray in a well ventilated area.

PREPARATION -

Painting is probably 75% preparation and 25% skill and practice, you can't expect to achieve good results over a badly prepared surface. So apart from making the surface 100% smooth make sure ALL dirt, oil, grease, loose paint and rust are removed and if you have little or no experience of spraying -

PRACTICE ON SOMETHING ELSE FIRST!

PAINT CONSISTENCY -

Follow the spraygun manufacturers advice, and be guided by the paint information. It is important to get it right and it does vary with equipment. The general method of getting it right is to use a viscosity guage (see fig.1). With a finger placed over the hole and the paint/thinners mixture filled to the appropriate



Fig. 1.

mark and remove the finger and time how long it takes for the stream of to break. For the Apollo this should be 18 seconds for cellulose, more thinners will quicken the time, more paint will slow it. Do make sure that the paint mixture is thoroughly mixed to avoid false times. It is worth mentioning here that for the unskilled it is worth

having a spare paint cup so that 2 lots of paint can be mixed to avoid delays between coats or panels, the spare cup should be covered with a lid, cling film or the good old fashion plastic bag and elastic band.

BEFORE SPRAYING -

Practice and then when you've practiced practice a bit more. Old sheets of cardboard will do, see the effect of altering the paint regulating screw. It is best to spray thin coats of paint as heavy coats will run, (usually when you've gone to the other side of the car) and use the spraying technique outlined below.

SPRAYING TECHNIQUES -

Hold the gun about 150 - 200 mm (6 to 8 inches) away from the work, too close and too much paint will be deposited, too far and too little will be deposited and it may have partially dried giving a rough sandy effect.

Begin each stroke and end each stroke off the work and move the gun at a constant speed parallel to and at right angles to the surface (see fig.2). For large areas increase the paint flow and overlap each pass by about 30% (see fig.3). For corners (see fig.4) decrease paint flow, these should be sprayed before the main work.

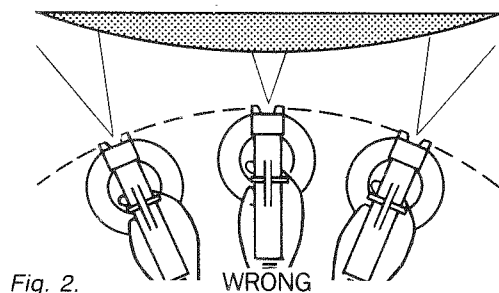
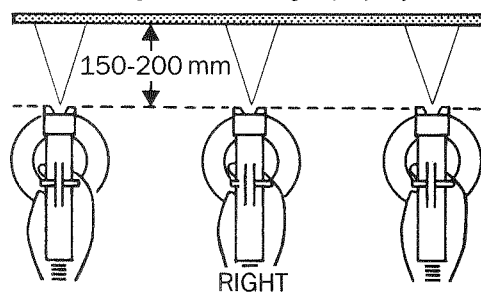
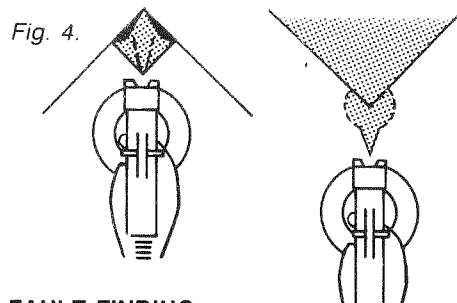


Fig. 2.



and don't forget to clean the gun properly after use.



FAULT FINDING -

Uneven Spray	Remedy
Dirt in Jet/Nozzle	Clean
Loose Jet/Nozzle	Tighten
Sags or Runs	Alter paint flow regulator
Too much material	Speed up
Gun moved too slowly	Check viscosity
Material too thin	Reduce overlap
Spray overlapped too much	Alter paint flow regulator
Dusty Appearance	Move gun closer
Not enough material	Clean surface better next time
Gun too far from work	
Surface dusty	

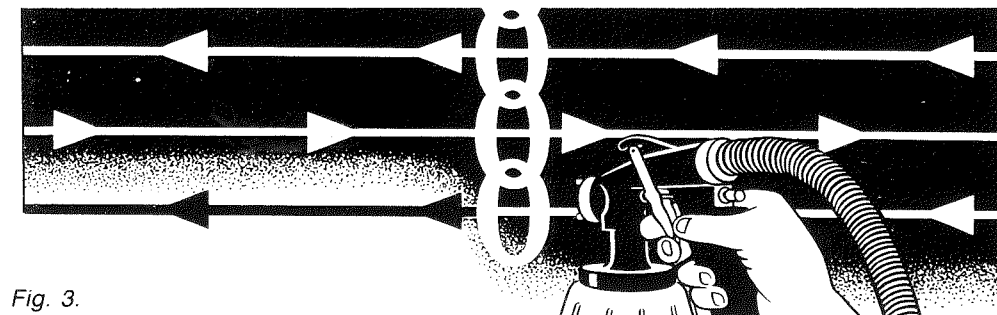
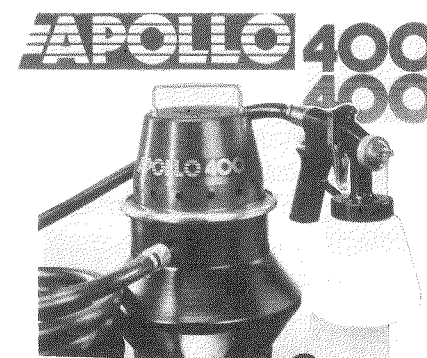


Fig. 3.

This article is only meant to be a general guide, spraying to a reasonably high standard is within the capabilities of most practical members. More specific reading might help try *How to Restore Paintwork* by Osprey available at £8.75 inc P & P, FROM Triumph Bookshop or £7.50 when ordered with the Apollo 400 offered in this magazine. The pictures for this article were reproduced with the kind permission of Apollo Sprayers Ltd.



TSSC Offers



DIY SPRAY EQUIPMENT

- Apollo 400 £86.99

Last months special offer of the very fine sculpted Herald/Vitesse/Spitfire models are proving popular, but because of the large number of 'artist painted' versions being ordered there is likely to be a slight delay before all the orders of this version can be supplied (my artist won't be rushed).

Incidentally it is obvious from a number of recent orders placed over the telephone that many members don't realise that virtually all the TSSC Special Offers are now 'ongoing' and that the catalogue issued in the November Courier is still current. So if you have lost that brochure, please ask for a further copy from the Club Office or ring 0462-56315.

Be warned though, when the next catalogue is issued there will inevitably be some price rises as some manufacturers have already increased their prices (ie. Rollover Bars, Kenlowe fans and seat belts etc), the prices will be pegged for as long as possible, so if you are considering placing an order don't delay.

Apollo is an interesting company, a few years ago when I was looking for DIY spray equipment and was reading various test reports, it was obvious that the Apollo equipment was highly regarded. Since then the original company has been bought out, the range and equipment been improved and their already successful Apollo 400 sprayer relaunched. As part of this relaunch they have offered the TSSC a very special deal.

Don't be misled to achieve perfect results you will have to put in some practice, but the Apollo 400 works on a low pressure, high volume, warm air principle, which is probably one of the easiest to get the hang of. That means that very good results can be achieved quickly with the minimal amount of practice and puts quality part or full resprays easily with the reach of the average member.

If you read the national motoring press or DIY magazines you may well have already seen tests on this equipment. It is light and easily transportable, the low pressure system means much less overspray and bounceback, giving better results for the inexperienced, saving costly paint and minimising the need for masking. The paint delivery is full adjustable, but the Apollo 400 also has a choice of three different spray patterns, vertical for spraying side to side, horizontal for spraying up & down and circular for spraying awkward corners angles and small areas (ideal for touching up scratches/rust spots). The equipment comes with everything you need to start except materials (paint, thinners), ie. gun cleaning kit, tools, choice of jets, air hose, a free mask, instructions and even a plug. They are guaranteed for 12 months and Apollo have an excellent back up service for spares etc. Not only is this equipment good for spraying your car, but has much wider DIY applications, ie. spraying emulsion, hammer paint finish, Enamel, polyurethane, wood stain and even creosote (don't forget to clean the equipment afterwards though!).

The instructions included are good and form the basis of an article elsewhere in this Courier. This particular offer is time limited, that is to say that these prices can only be held for a period of 2 months, so don't delay ordering.

PRICE - normal price is £86.95 + VAT ie. £99.99
the special TSSC price is £86.99 including VAT & delivery, an extra paint cup, so 2 lots of paint can be prepared ready for use, is available at an additional £5.75 (inc. VAT)
A good book relating to this subject is also available, called How to Restore Paintwork by Osprey normally £8.75 from Triumph Bookshop (inc P & P) only £7.50 when ordered with this offer.

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Please send Apollo 400 Spraykits at £86.99
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International Liaison Secretary

Leon F. Guyot

May I introduce myself to all our friends around the world, my name is Leon, and I am pleased to be elected to the demanding position of International Liaison Secretary, the change of title from overseas secretary, reflecting, I hope!, my awareness of special problems encountered by members in both distant, and not so distant lands.

I do hope to be able to do my best for you all, our clubs most valued members, after all, it is no easy task to run any 'classic' vehicle, so far away from it's place of origin, although in a dirty polluted country, jam packed with modern hatch/boxes and ignorant modern car drivers, it often has it's difficulties here too!

Briefly, about myself, I am 30 years old and have been in the TSSC since I bought my first car, a Herald 1200 Convertible in March 1981. I have in the past been Thames Area Organiser for two years, and am also an honorary member of the Triumph Sports & Classics Cars Club of Finland, since I drove there in my Herald in Aug/86.

I have also now been voted onto the TSSC's Council of Management, so that I can keep all the people who actually run the club fully up to date on whatever you may have to tell me, this move being a direct reflection on the high esteem in which the other members of the Council hold you all.

As for my cars, I still have my dear Herald, which I attempt to keep in fine mechanical fettle, although it is now undergoing an extensive bodywork overhaul, outside!, with the invaluable help of a skilled TSSC member, my forte being with the mechanics.

After 158,000 miles/253,000 km, just about everything that could break has done, and has since been repaired/improved on, the learning curve being progressive and mostly fun, if rather expensive at times.

I have also had a Herald 1200 Estate as a cheap



runabout and have been, since August 1985, building a Vitesse 2 Litre Conv' as a last nut/bolt rebuild, this in no way means that I'm not interested in your Spitfires, GT6s etc, as nearly all of my friends run one or more club cars of various types, many of which I admire greatly.

In order that I may more directly help you, the International member, I only ask for some correspondence as follows:

- 1) Would all members abroad, who already consider themselves as TSSC overseas rep's please send me a brief note, just to re-affirm their position, as the rather mixed bag of correspondence that I have inherited from my predecessors is somewhat dated.
- 2) Would any members who feel that their Country/part of Country is not covered by a TSSC rep', please let me

know if they would like to either stand as a rep' or perhaps propose a fellow member, (I will send proposal forms etc, if required).

- 3) Most importantly of all, I would appreciate any stories, anecdotes etc. concerning how you international members acquired your cars, how you overcome any special problems in restoring/running them in your own country, and indeed anything you would like to let your fellow TSSC members know about Triumph activity in your homeland. Photographs would be very welcome and I will endeavour to get your contributions published as space becomes available.

As a hint of what is to come:

- 1) A monthly section especially for international members will be appearing in the Courier, initially edited by me.
- 2) A proper list, space permitting, will be appearing in due course of International organisers, hopefully in a similar format to the present area organisers listing.
- 3) I hope to start listing whatever specific info' that I can find, relating to exported cars, although this is likely to take some locating, but I will do my best, and if you feel that you may have anything useful to contribute, even photos of actual differences on your own cars, do, please send them to me.
- 4) The possibility of special prizes at the International meet for international visitors.

Remember, to make this all work, I need your contributions to respond to, and now, for your interest, an item dated 17th Oct' 1965.

Car and Ship meet at sea

Volker Lange, a young German, was driving along at a modest six miles per hour. Then, he said, his car was in collision with a 10,000 ton British cargo ship.

What is understood to be the first traffic accident of its type, happened in the middle of the Strait of Gibraltar between Morocco and the Rock.

Herr Lange, 24 yrs, drove his Amphicar into the med' from Ceuta in Morocco on the 15 mile crossing to Spain after his eight week holiday.

From a hospital in Gibraltar, on 16th Oct, Herr Lange described what happened next "Visibility was good even though the sea was a bit rough", he said. "I first saw the ship, the Rotherwick Castle, when she was about two and a half miles away. She was coming up fast on my left straight for me. I started to blow my horn and then quickly turned right to get out of her way. But she still came straight at me - she didn't seem to hear my horn. When she was almost on top of me, I jumped overboard and swam out of the way."

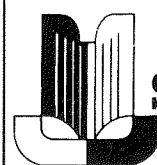
"My Amphicar spun round and then overturned and sank. The ship stopped after about 1,000 yards and came back to pick me up. My passport, papers, money, radio and camera have all gone down. The car cost me £780 (1965), but with the other things, including money I had with me, I lost over £1,000. If the shipping company doesn't pay compensation, I will have to make a claim against them - I suppose in England."

A Union Castle spokesman in London say: "We had a message form our agent in Gibraltar reporting that the Rotherwick Castle had picked up a German survivor, but this is the first we have heard that the ship encountered a car in the Strait of Gibraltar". I hope you enjoyed that, looking forward to hearing from you,

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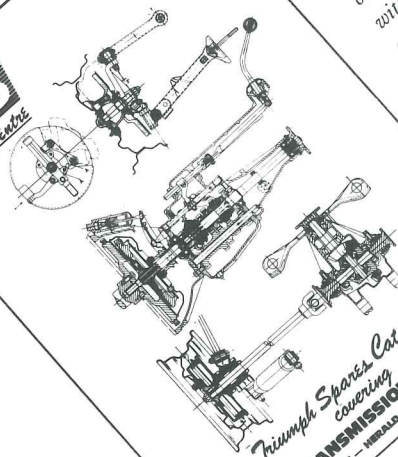
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1988 ISSUE

John HILLS
Triumph Centre



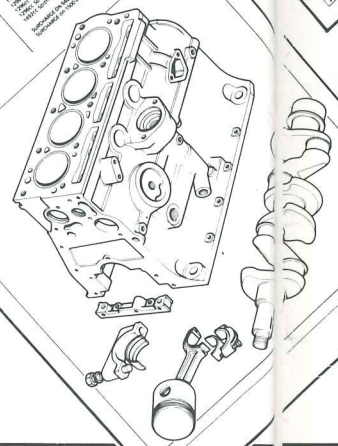
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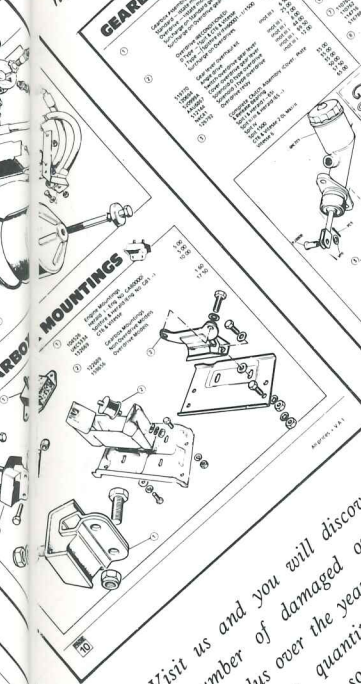
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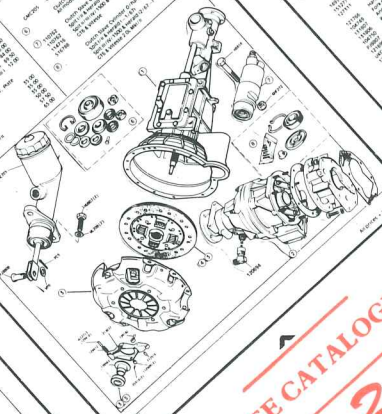
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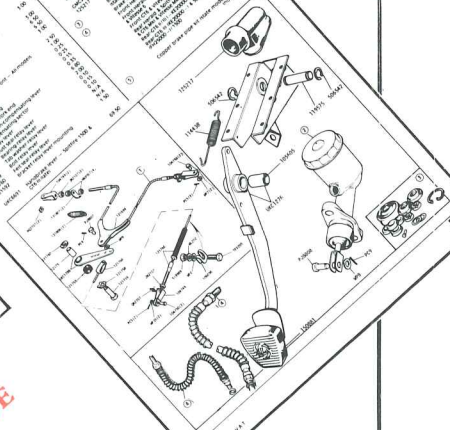
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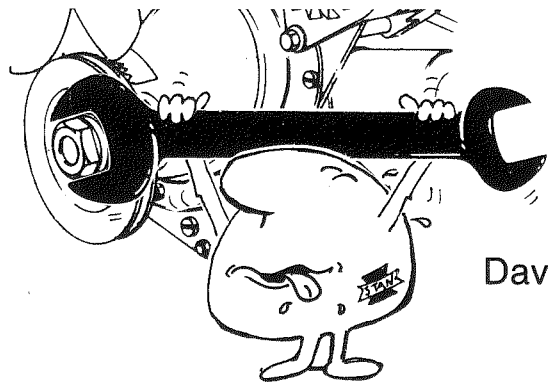
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TECHNICAL TIP



Starter ring fixing tool

David Herriman -
Venlo Holland

Have you ever tried to undo the big nut on the end of the crankshaft with the engine in place? Have you ever tried to do it up tight with the engine not stripped?

If you have, then you will know what a difficult job it is. You have to take the starter out and try and jam an old screwdriver in the starter gear. This can only be done if you have someone to help you.

If you are planning to fit a new timing chain, or the oil seal at the front of the crank has "gone", then you will have to undo the said nut.

Here is an idea stolen from my Father.

Using a bendix gear from an old starter plus a bit of old steel you can easily make a tool to stop the engine from turning.

You will need welding or brazing equipment, although if you were to get everything ready, a garage would probably weld the two places for a few pence.

The drawing should be self explanatory.

The measurements of the steel are not critical, only the hole distances

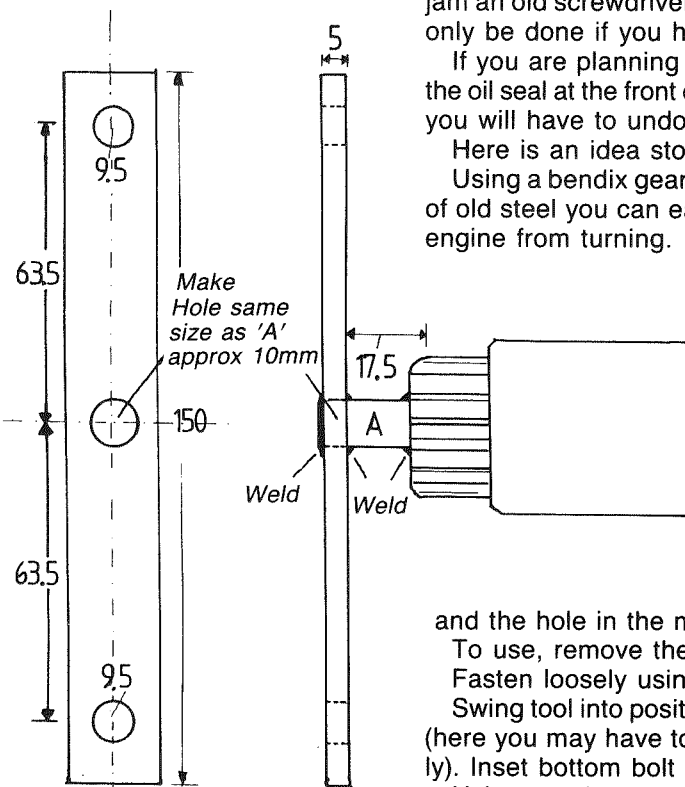
and the hole in the middle must be dead centre.

To use, remove the starter.

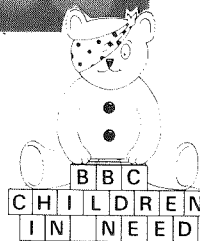
Fasten loosely using the top bolt.

Swing tool into position, so that starter gear locks (here you may have to turn the engine very slightly). Inset bottom bolt and tighten.

Using a 46mm socket or a large adjustable, tighten or undo the nut.



IT'S A LONG WAY TO PUSH A SPITFIRE



PUSH-PULL IN AID OF CHILDREN IN NEED 1988

Chris & Sarah Whitley Wolverhampton Area

'Children In Need' we read, well what shall we do? we thought. A few ideas were bandied around: stripping a Spitfire down in the middle of Wolverhampton's main shopping centre or perhaps a sponsored pub crawl (not very lucrative since not all the Club members drink a lot!). We finally settled on pushing and pulling a Spitfire from Sedgley to the Merry Hill centre.

It seemed a simple idea at first - just get a car, convert it, get some people to fill in sponsor forms, then push the car. That was before Paul met with the local Councils. The Police were helpful and seemed happy to agree to anything but the Council didn't seem to appreciate the benefit that a minor traffic disruption would cause.

Paul began to tear out his hair (hence the balding patch) but after many letters, interviews and telephone calls, we were all set. Sponsor forms were made, a transit van was pledged for the day (to act as back-up vehicle) along with a donation of £100, both courtesy of Andrew Brownsword, Greetings card supplier and Paul's boss. People set off to collect sponsors.

Saturday 26th November



1988 dawned cold and cloudy but the rain held off. Today was *the* day. Whose idea was it anyway to push a Spitfire 5 miles? Paul Rogers. He'd hatched the idea at the end of August and got the support of Wolverhampton Area and a few from Worcester West too. Steve volunteered to convert his Spitfire so that we could safely push and pull it. This involved welding a 'T' bar and bolting it onto the tow bar bracket and attaching a pulling rope to the front crossmembers. The Spitfire was festooned with banners and balloons, as was the transit. We all met in the Crown pub car park in Sedgley where the landlord had given us permission to start and offered to keep an eye on our cars for the day. The Wolverhampton TSSC sweatshirts had all been washed for the occasion (see photo). Our friendly, helpful Policemen came to wave us off and keep an eye on us. The Inspector even took our photos for us but promised not to file them under 'criminal'. Pushers and pullers were sorted out, collecting tins were given out and we set off, with the Police stopping the morning shopping traffic for us. As the car progressed through Sedgley, the foot followers ran in and out of shops shaking their collecting tins. Unfortunately the push/pullers were too enthusiastic and before long, they'd left the collectors and Police behind. However, we all joined up again at the other side of Sedgley and waited for the Police escort which would take us through Dudley. We stopped in Dudley for 15 minutes in the main precinct and drew quite a crowd, then continued on, stopping for chips (see photo)



to re-fuel the push-pullers who also managed to find a pub 2 hours later and some full collecting tins (the push-pullers'), the Police found us and we set off again. A friendly Policewoman escorted us through Brierley Hill even stopping the traffic to collect for us. Further on a bus driver enquired if this was an auction and could he buy the nice Policewoman at the front? (a tall, attractive woman). We declined saying that she was doing a good job for us so he donated some money anyway.

We'd caused quite a stir at Brierley Hill so we went on our way to the Merry Hill shopping centre. So far Hayley and a few others had emptied their tins three times and they were getting full again - we were doing well.

As we approached the Merry Hill centre, the traffic was backing up behind us and becoming impatient, so our friendly Policewoman went and told them they'd just have to wait (we think she was really enjoying herself). The Merry Hill centre was a



disappointment - all those people with money to give and we weren't allowed to go into the precinct, or even rattle our tins outside. In the end, we decided to push-pull the car around the car parks and service roads, having been given permission to do this. Thanks to the local Dudley and District Hospital Radio who had a roadshow on the car park and gave us a mention a few times.

It was getting dark and legs were getting tired, so we went back to the Crown to collect our cars, all safe and sound thanks to the landlord.

We counted the money, all £411.02 of it - 5 Pesatas and 1 South African coin collected on the day. Since then the total has gone up to £1,300 including sponsor money collected at recent meetings and there's still more to come.



Thanks to all who came to collecting tins, our friendly push or pull, those who Police, the local Councils, collected the money, those who Andrew Brownsword for the gave it on the day and in donation and the loan of sponsors, those from 'Fredrick' the transit and last but not least, Paul and Steve Worcester West who donated money, Andy at Midland who 'made it all possible'. ★ Spitfires for the loan on the

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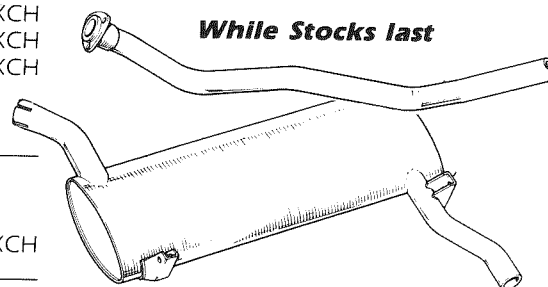
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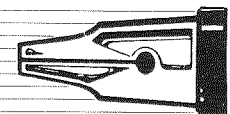
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S.U. Carbs

I'd like to tap the knowledge of our more experienced members with regard to the fitting of S.U. carbs to the Vitesse.

I have recently fitted a pair of HS6 (1¼") carbs on a Triumph 2.5s inlet manifold to a Vitesse 2 litre MkII with a standard exhaust system. This has given an improvement in higher rev performance, however I am not convinced that 'BAM' needles are 'spot on'. Does anyone have any other recommendations for the above with a) standard exhaust system and b) a decent branch manifold system.

More to the point several people I have spoken to recently question the suitability of 1¼" carbs and feel that 1½" carbs work better - indeed Haynes S.U. carb workshop manual (special conversion section) suggests a pair of HS4C (1½") carbs with ABL needles for the Vitesse 2 litre.

Can someone offer some sound advice (biased or otherwise - sorry!).

Why were Strombergs fitted in the first place as the S.U. carb is to my mind a superior device.

Ray Vinters

Door Handles!!!!

I own a MkI GT6 which over the last two years I have been preparing for the road.

I have just had new door skins fitted at a local garage, unfortunately the old skins were scrapped before I had had chance to make templates of where the door handles and locks are positioned.

If anyone could help with measurements or a paper template it would be appreciated. Please contact me at 40A Burringham Road, Scunthorpe, South Humberside.

G.R. Frow

Fittings Please

Last April I purchased a 1979 Spitfire 1500, which was supplied complete with a hardtop plus a brand new soft top and frame.

Unfortunately, I have absolutely no fittings for the soft top and I have not been able to locate any. If anybody could help me to locate some I would be most grateful.

Pat Baldwin - Gillingham, Kent

Lights, Flashers and Wiper Switches

My last letter was published in issue No. 94 of The Courier, in which I asked whether anyone had come up with a good way to update the lights and flasher controls on a Herald.

As a new member, I thought I might get a nudge from someone objecting to any change, but in fact there has been complete silence. So I got down to the job and found it all quite easy, as with most things on a Herald. Only, the flasher symbols are reversed.

First stage: the lights and flasher switches and their covers are interchangeable, the wiring need not be disconnected but just swap over the cables in the trough under the steering column and, of course, move the cancelling clip on the steering column round to the other side.

Next stage: having got the flashers operating on the left side, I thought it would be better to have the lights switch also back on the left side. There was room for this to be mounted just on the dashboard side of the flasher switch, with the centre line about 40° above the horizontal,

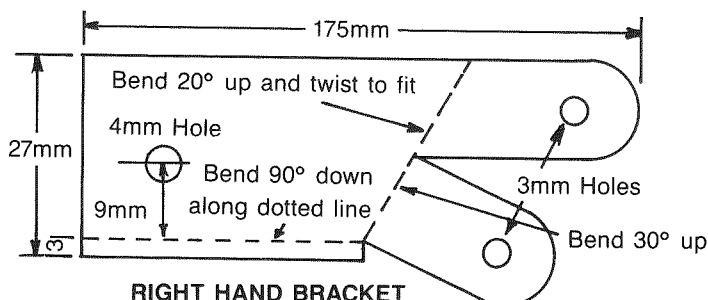
where the levers do not overlap and also the view of the speedo is not obstructed. To hold this in place, I made two small brackets (see diagram) and fixed them to the steering column with self-tapping screws. This seems to be a solid job. I used a spare lights switch and taped the cable along the outside of the steering column; one could equally well combine the two into a single bracket to wrap around the switch body and improve the final appearance.

This leaves a spare lights switch on the right side and this is wired to control the wipers, with second contact for a two-speed unit and the lift position (ex-headlamp flash) operates the electric screenwash.

Now, can someone tell me where to go for stick-on symbols to show which does what? I have cut out some pieces of white insulating tape for the time being. Incidentally, I would mention that my levers are all the later type as on my 1968 model, 105mm long; better than those on my 1965 model which were 120mm.

I hope this information is of use, although I suspect some have done it already.

N T Cooper - Wollaton, Nottingham



RIGHT HAND BRACKET

FOR HOLDING LIGHTS SWITCH

Notes.

1. Reverse all bends for Left Hand Bracket.
2. Material - Mild or Stainless Steel or Aluminium 20 gauge.
3. Fix brackets on to switch and hold assembly in place to mark out centres for 2mm holes in steering column.

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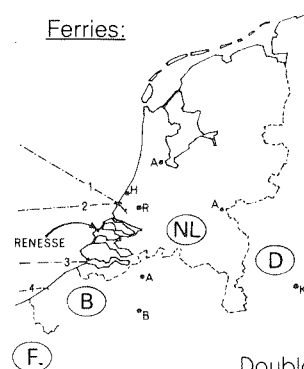
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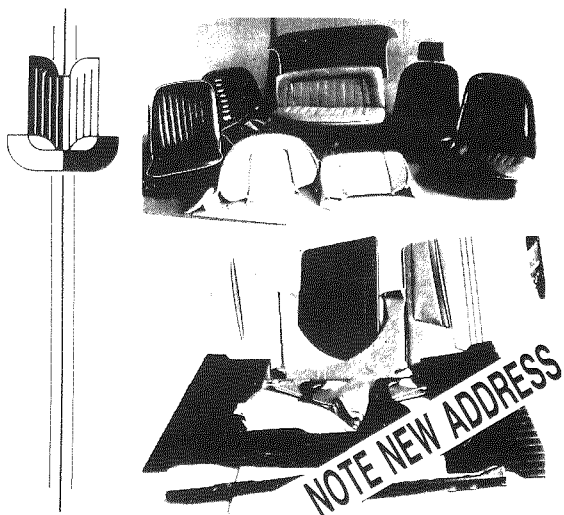
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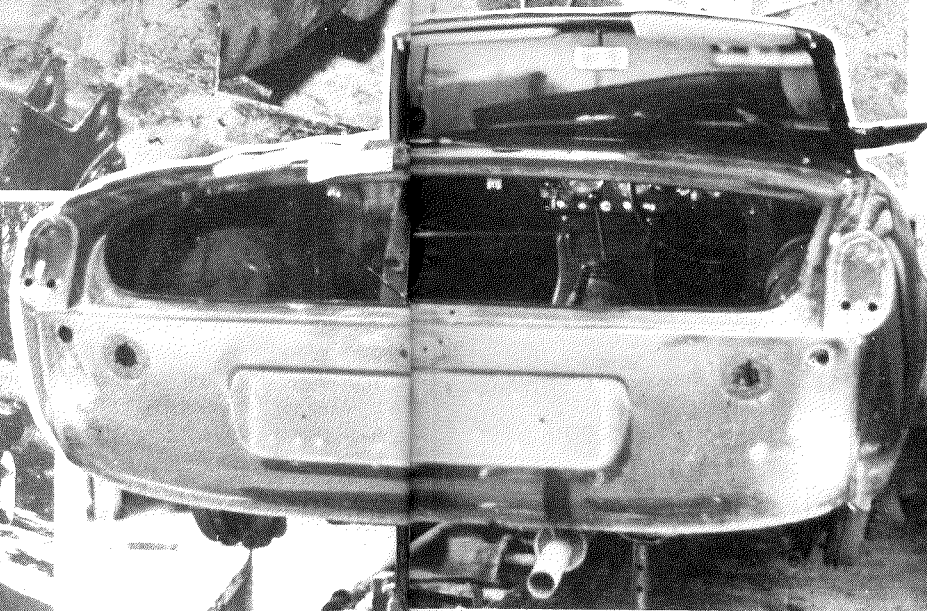
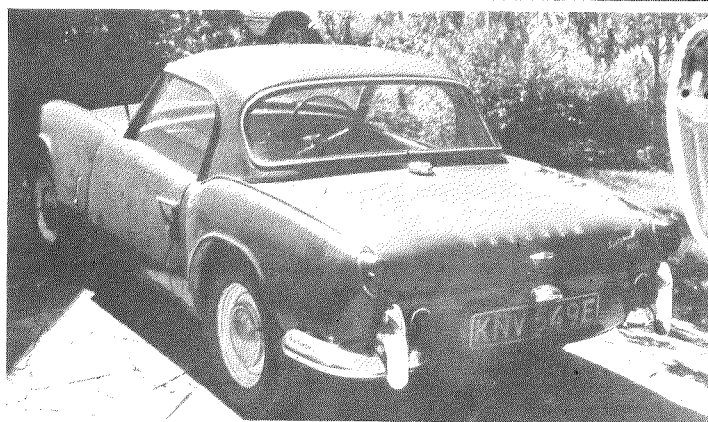
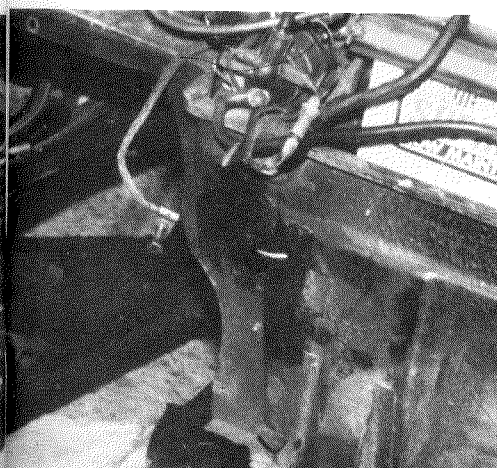
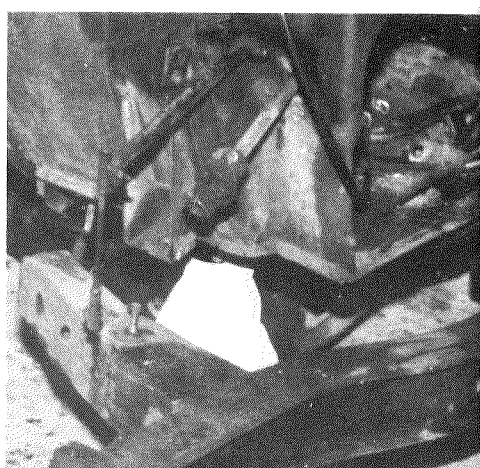
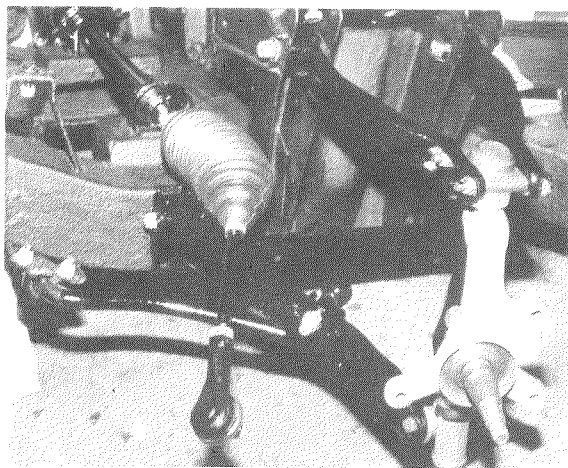
Having previously spent four years restoring a 1971 MkIV Spitfire (Another story) I have always kept a weather eye open for another project on which to spend my spare time. Working in Northampton as a manager for the Post Office's transport section, I see a varied assortment of cars on our car park. One day back in April 1987, I was walking through the same car park when I spotted KNV 549E, a rather tatty and rusted Red Mk.2 Spitfire. I remember thinking to myself, 'Someone ought to do something about you.'

Over the next few months I often stopped and looked at this rather sad and sorry sight. I never did see the owner. Anyway, in the October of that year the car disappeared from the car park and I thought I'd seen the last of it. Some weeks later I happened to be passing the home of a friend who, like myself, lives in Towcester and is a TSSC member. He was restoring a Mk.IV at the time.

What should be standing outside his home? Yes! KNV 549E. I couldn't believe my eyes. He had seen it for sale in the local rag and I had missed it. We had a laugh about it, but for now I had lost it.

One Sunday morning in March 1988 I was passing my friend's house and stopped for a chat. He was cleaning KNV. He announced that he had advertised it in the Exchange and Mart magazine. The fool, he knew I was interested but it had just slipped his mind. I shot off home, and after a short pow-wow with my wife went back round, money in hand and bought it, there and then. I just could not face losing it again.

I started a restoration project on it almost straight away. Body removed from chassis etc., fitting and welding panels when the budget allowed.



My friend gave me two rear wing panels with the car which he had been given. I have cleaned and de-rusted the chassis and undersealed it several times. I've nearly finished rebuilding the front suspension. It's a slow job. Every single mechanical part has been removed for cleaning and checking for possible replacement. I have also now completed the detective work on tracing its history and previous owners. Swansea was a little help, but could not provide me with all the answers because they did not have all the log books.

I checked the telephone directory and low and behold there was the name of the second owner. This lady, who is now in her sixties, owned KNV 549E for 17 years. She lives in a block of flats only 200 yards from my office. She was very pleased to hear that I intended to restore KNV to its former glory.

Surprise! Surprise! Yes, she had still got the first log book in her side-board drawer, and yes I could have it. I wasted no time in collecting said item.

I was delighted because I now have the complete history of the vehicle: from day one to the present day. I am only the fifth owner and the vehicle has never been owned out of the Northampton area. Of course I have promised to give the young lady a ride in the car when it is completed. She was very attached to the car and only sold it because it was a little too low for her to get in and out of.

The car, when I bought it, had got a steel hard top fitted. When I fished the soft top out from behind behind the panel I was surprised to find it still in its plastic bag. I asked the lady owner about it and she said that she didn't know that it was there. The third and fourth owner never bothered to fit it. It's brand new.

The accompanying pictures show KNV before I started and some of my progress since. I thought I would write this little story as it might give inspiration to other members who might be thinking of launching themselves on such a project. All I can say is, "Get on with it and good luck. Don't give up."

More news later when more money and effort has been spent.

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