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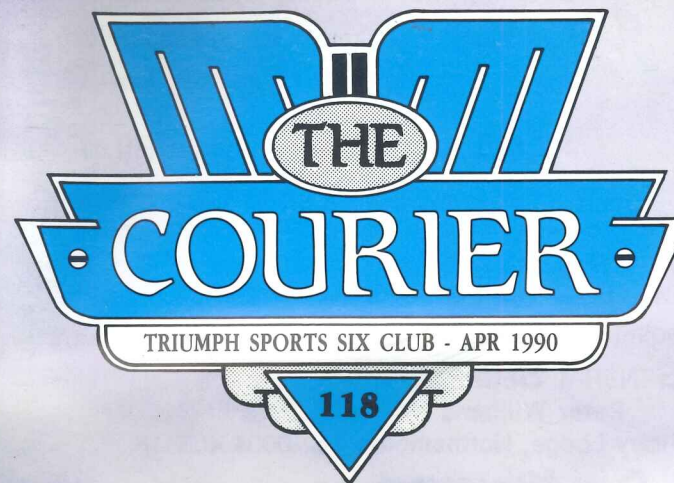
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TRIUMPH SPORTS SIX CLUB - APR 1990



THE COURIER

The Official Monthly Magazine of The Triumph Sports Six Club

VOL.10

No. 118

APRIL 1990

Price £1.00

Free to Club Members

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

SPITFIRE MkII Stafford International Weekend 1989

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 82

EDITORIAL

Save a Classic

After a very successful AGM, an interesting point was raised regarding saving old Triumphs. The floor felt that we should encourage members to inform others of dying Triumphs and to that end from next month we will run a section within the Classified named 'Save a Triumph'. Anybody wishing to give or sell a TSSC car up to a maximum of £100.00 can place their advert FREE in this section - even if you know where a Club car is languishing and can get permission for its removal, we will do the rest.

With this edition of The Courier you will find the new TSSC OFFERS/REGALIA brochure, and for the first time, a separate price list. This edition has been very expensive to produce so please look after it. Orders placed will automatically receive a replacement Price List with their order, and any updates on prices will be mailed to you throughout the year. All the new Regalia lines are now on show, and a vastly expanded TSSC Offers range.

Please support this brochure wherever possible.

Before this years AGM we held an Area Organisers' Seminar and many Areas were represented. A very positive drive was sought for more members to attend Area meetings. As a Club we devote many pages a month (more than any other Club) to Area News, and their hard work could be better rewarded if more members attended their meetings. If you are a new member, have a look at the Directory in the Area News Review and take a look at your Local Area. Much can be gained from attending local meeting from camaraderie to helping the running of your Triumph.

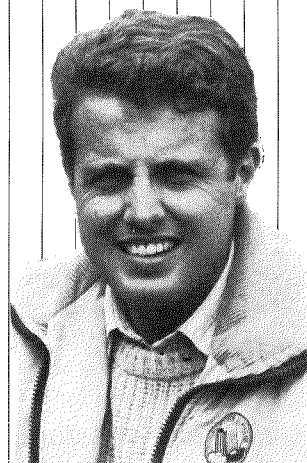
Apologies for some of the typographical mistakes in last months Courier. Unfortunately, things didn't work out with our new typesetter and our usual, trusty brigade are holding the fort again for the moment.

Soft top owners enjoy this glorious Spring - get those tops down!!

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PRESIDENTS INTRO



John Griffiths

"TALE OF A SOFT-TOPPED DRIVER"

Did any of you see the article in the March 3rd Guardian entitled "Tale of a soft-topped driver"?

It was all about this guy, "seduced by the prospect of care-free soft-topped, motoring" who went out and bought for £3000 a MGB Roadster. As an eager new enthusiast, he joined the MG Owners Club, bought a lapel badge, subscribed to a Classic Car Monthly and bought a pair of MG boxer shorts!

On his first Club outing the MG broke down. The week after the battery went flat. That is serious with an MGB because they are positioned in such a stupid place that if you're not careful getting them out, you end up pouring acid over your feet as he found out! Next the jacking point failed crumpling into a rusty sill, followed by worst still, an engine seizure!

His friends got fed up always pushing it, the interior was permanently musty and a bath plug had to be fitted to the passenger footwell. "His girlfriend ran off with a Ford Fiesta owner from Cornwall".

He concludes that MG's are not meant to be driven. He warns fellow readers not to be tempted but to realise they are "dismally slow, cramped, irritating and expensive to run".

Oh dear....you couldn't get much more damning than that!

The moral of this story:-

Never buy an MG, until you have experienced real motoring in a Triumph

Obviously, we have a public duty to warn fellow beings, who may also be in danger of being misled by the hype surrounding the MG name!

INTERNATIONAL VEHICLE REGISTRATION DOCUMENT

This month you'll find our newly designed IVR form enclosed with your Courier, which is much simpler to complete especially as it provides helpful, clear illustrations to assist you.

If we can get everyone to complete a form for each one of their cars, we will have a perfect register as at the end of June. This will be of significant current and historical value.

I see there's even the chance of winning £50, so please do spare a little time to support this fact finding exercise.

CAR VALUES

A lot has been said about Classic Car values recently which in its own way has added to the upward momentum. This upward movement does not necessarily apply across the board. The greatest increases appear to have been seen in the following categories in the order shown:

- Original "Works" cars, driven by famous names with well documented history.
- Original, low mileage, known history cars in first class order, (particularly one owner cars with original bill sale etc.).
- Well restored cars that maintain their originality as far as possible.

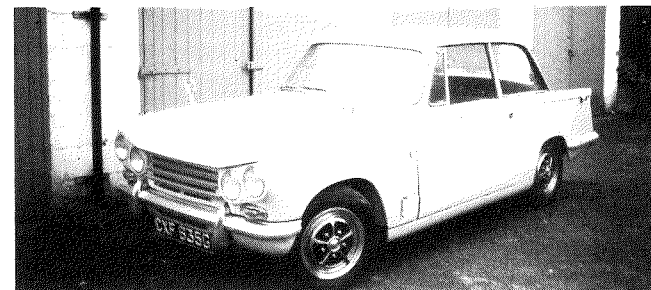
At the other end of the scale, rougher examples of classic cars, particularly those that have been messed about with, generally do not create market interest or reflect the same percentage increases.

There are signs however, that values are flattening out even

amongst the most desirable cars described in the sections above, as the Government's tight monetary policies take effect. Last year Dealers were rushing over themselves to buy "vogue" cars in the upward market but now find themselves with too many cars and not enough buyers. As such prices have hardened.

We have done our bit of market testing by trying to sell our GT6. Pam uses this as her car, but has found it increasingly difficult to transport the two kids around now that they are 6 and 8. So very reluctantly we decided to sell it. To get a feel for what was happening to values I decided to enter it for auction at ADT Blackbushe in early March. Nearly all the cars only achieved bids well under the estimates and I suspect a number weren't sold at all. The GT6 didn't sell either, notwithstanding the auctioneer confidently telling me it would sell between £7500 and £9000 and another trader £10000. As the car is very original, low mileage with known history and unrestored, this was perhaps surprising, but supports the view that the market is stagnating and that prices have levelled out.

However, we have taken the opportunity to revise Club values again after liaising with the Marque Register Secretaries to ensure our values are realistic and that cars are not undervalued for Club insurance purposes. These are shown in the table. If you need a revaluation form please do contact the TSSC office.



Car Values April 1990

	Body	Prod	CC/Cyls	Concours	Cond. 1	Cond. 2	Cond.3
Triumph Herald	sal	1959-61	948/4	1600	800	600	250
Triumph Herald	hnc	1959-61	948/4	2400	1200	900	400
Triumph Herald	dnc	1960-61	948/4	3000	1500	1100	450
Triumph Herald "S"	sal	1961-64	948/4	1600	800	600	250
Triumph Herald 1200	sal	1961-70	1147/4	2220	1100	800	300
Triumph Herald 1200	hnc	1961-64	1147/4	2800	1400	1000	400
Triumph Herald 1200	dnc	1961-67	1147/4	3400	2000	1200	500
Triumph Courier Van	van	1961-64	1147/4	2600	1300	900	350
Triumph Herald 1200	est	1961-67	1147/4	2600	1300	900	350
Triumph Herald 12/50	sal	1963-67	1147/4	2600	1400	900	400
Triumph Herald 13/60	sal	1967-71	1296/4	2800	1500	1000	400
Triumph Herald 13/60	dnc	1967-71	1296/4	4000	2500	1400	500
Triumph Herald 13/60	est	1967-71	1296/4	3000	1500	1000	400
Triumph Spitfire 4	sp	1962-64	1147/4	4000	2300	1400	500
Triumph Spitfire II	sp	1965-67	1147/4	4500	2600	1500	500
Triumph Spitfire III	sp	1967-70	1296/4	5500	3000	1750	600
Triumph Spitfire IV	sp	1970-74	1296/4	4750	2700	1500	500
Triumph Spitfire 1500	sp	1975-78	1493/4	5250	3000	1750	600
Triumph Spitfire 1500	sp	1979-81	1493/4	6500	3800	2200	800
Triumph GT6 MkI	hnc	1966-68	1998/6	7000	3000	1800	500
Triumph GT6 MkII	hnc	1968-70	1998/6	7500	4000	2200	750
Triumph GT6 MkIII	hnc	1970-73	1998/6	10000	5000	2500	1000
Triumph Vitesse 1600	sal	1962-66	1596/6	4600	2200	1100	400
Triumph Vitesse 1600	con	1962-66	1596/6	5000	2500	1400	600
Triumph Vitesse 2L MkI	sal	1966-68	1998/6	4600	2200	1100	500
Triumph Vitesse 2L MkI con	con	1966-68	1998/6	5000	2600	1400	700
Triumph Vitesse 2L MkII	sal	1968-71	1998/6	5000	2600	1400	700
Triumph Vitesse 2L MkII con	con	1968-71	1998/6	7000	3500	1900	800
Bond GT 2+2		1963-64	1147/4	3000	1500	900	450
Bond GT4S		1964-67	1147/4	3000	1500	900	450
Bond GT4S 1300		1967-70	1296/4	3200	1700	950	500
Bond Equipe 2L	sal	1967-70	1998/6	3300	1800	1100	550
Bond Equipe 2L	conv	1968-70	1998/6	3600	2000	1200	600
Amphicar		1960-63	1147/4	8000	4000	2000	1000

N.B. - Definitions (i.e. A1, A2, etc.) as per Valuation Form.

- Original, low mileage, one owner, known history cars, will always attract higher value than restored examples.
- Values above are averages.

The following photograph is of Tony Ison's superb Vitesse MkII Saloon. I think its fair to say this is one of my favourite models in the Club and this car certainly looks very straight and original.

ANNUAL GENERAL MEETING/ AREA ORGANISERS SEMINAR

As you will know the Clubs AGM was held down in Lyndhurst hosted by the Wessex Area who did a super job for us. We had a very useful day and a good number of members turned up

to support. The Area Organisers Seminar was also very worthwhile. Do ask your Area Organiser about it when you attend your next monthly meeting. Venues and dates of these local meetings are contained in the Area News Review. Alternatively, telephone your Area Organiser for details of your local meeting. He is keen to hear from you now!

QUESTIONNAIRE

Finally, a tremendous big thank you to all those of you who have taken the trouble to fill out last month's Questionnaire. They have been literally flooding into the office. At the time of writing this, we haven't really done any serious collation but are very encouraged by the number of you who have indicated a willingness to donate funds towards the Club premises. Thank you again for your support.

NEWS REVIEW

Windscreen Seals

I have investigated the possibility of the remanufacture of windscreen seals for the Triumph Herald 984 coupe and convertible. These seals have been unavailable for some time and differ from later seals in that they use a large stainless steel finishing strip.

I have now obtained a quotation for the seals and need to gain some prospective buyers before I can order a batch. I would be grateful if you would mention this in your Club magazine together with my phone number and address so interested owners can contact/write to me to put their names down on a list. As the minimum batch I can order is 20, the cost per seal is rather high and I would expect the final price inc. VAT and P&P to be about £40. I realise that this is expensive, but was reminded by the manufacturer (Paul Beck Vintage Supplies) that Aston Martin seals cost about £270 which makes mine sound positively cheap!

The finished seals will be in rubber and cured around a former the exact shape of the windscreen so the finished item should be as perfect as an original.

Although the seal will be ideal for a front screen, I believe that with minimal modification it will also fit a coupe rear screen. I certainly intend to do this for my coupe when the time comes.

When I have obtained enough names, (assuming I do), I will order the seals. I have been told that they should be available to me about 7 weeks later and therefore available to my customers immediately after that upon receipt of their order and payment. No payment is necessary now but to give myself some guarantees, the first 16 to offer a £5 deposit will be the first in the list.

Each seal will be supplied with fitting instructions from an original workshop manual which contains detailed information on how to fit the seal including a diagram of a tool to fit the finishing strip.

I would like to emphasize that I am not running a company nor will I make any profit from this exercise but am primarily doing this to provide myself with these seals.

I hope you will help me in this venture and who knows - screen seals today, 1/4 light seals tomorrow!

J. Phillips 76 Langham Gardens Ealing, London, W13 8PZ. (01)998 0388

Notice to all Racing Drivers & Spectators:-

"Please note Mallory 15th April has been cancelled. Regulations for the rest of the series have not been issued yet & I will contact everybody concerned as soon as Regulations are available to me.

First Race will be 29th April, Snetterton.

RECRUITMENT DRIVE - 1990

I hope members won't be too disappointed to find that no new leaflets are enclosed with this Courier as previously promised. This is due to the late redesign of the forms, this together with other TSSC commitments have forced us to hold over the launch of this years Recruitment Drive to next month. Watchout for next months packed Courier.

CLUB TRIUMPH EASTERN

Club Triumph Eastern deserve to be congratulated for reaching their 30th year, they have invited TSSC to join them in their official celebrations, details are on the Whats On Next page of this Courier.

WHATS ON NEXT

Breathe deeply and relax, April is the last of the TSSC's slack months, after this month all hell breaks loose with events taking place right, left and centre. So take advantage of this month and get those cars ready for the 'season' proper.

From our point of view there are only two important events in April the new show at Olympia called CLASSIC CARS WORLD and takes place on Sat, Sun & Mon 14, 15 & 16, this show should be well worth seeing, but my tip is go by train the underground station is right outside and parking is pricey.

The other show which is also indoor and is for the same dates as above THE COLLECTORS CAR SPECTACULAR, Bingley Hall, Staffordshire Showground, Stafford.

To have some advance warning of the events in MAY read the following list.

Sat/Sun/Mon 5, 6 & 7 - The INTERNATIONAL CLASSIC & SPORTSCAR SHOW, NEC (National Exhibition Centre), Birmingham.

TSSC organised events include :-
Sat/Sun 12 & 13 - SEM 90 (South of England Meet), Leatherhead Leisure Centre, Guildford Rd, Leatherhead, Surrey. Mike Crewes, 0344-885541.

Sat/Sun 19 & 20 - TSSC IT'S A KNOCKOUT, Rushmore Arena, Aldershot, Hants.

Sat/Sun 5 & 6 - The ISLE OF WIGHT CAMPING WEEKEND, Appeldurcombe Holiday Centre, Roxal, Isle of Wight. Jason Hawkins, 0983-402757.

Lastly our friends at CLUB TRIUMPH EASTERN have informed us of two events that they are holding and have extended us an invitation to attend. The first in the 'Good Friday Triumph Meeting' at the Polhill Arms, Halstead, Kent (approx 2m off M25 Jn 4 on to A224). The second is an event being held to celebrate their 30th anniversary, this takes place between the 5th & 7th of May at the Crest Hotel Coventry - details from Stewart Hurrell 0787-282176.

IVR

Over the years, you have all, at some time had cause to complete an International Vehicle Registration Form (IVR), but have you ever wondered why? Primarily, as a Club whose main aim is to preserve cars, it must know how many and of what type of cars it purports to be preserving.

Therefore, the Club has decided to conduct a census of members cars. The procedure is very simple, complete the form accompanying this Courier and return it to the Club Office by June 30th. The form has been redesigned, both to contain more information and to be easier to complete. Instructions are printed on the reverse but, should you encounter any difficulty, please feel free to contact the appropriate Register Secretary.

If you have more than one car, either photocopy the form supplied, contact the Club Office or ask your Area Organiser.

To add a little spice to the exercise we will make a draw from all the forms returned by the closing date. The winner will receive £50 in Club Vouchers.

Even if only for historic reasons we must maintain accurate records. However, the Registers serve many more uses. With accurate information at hand the Club can advise, inform and perhaps even direct Manufacturers and Traders into supplying the kinds of equipment and materials which are actually needed by the members. As an example, we all know that Spitfire moulded carpets are now produced, Herald and Vitesse sets will hopefully come next, but in what colour?

We know that many lucky members have more than one car, but on average, how many do they have? And do Vitesse drivers only drive Vitesse.

The completion of the form can help the Register Secretaries identify interesting cars. Over the years, cars have been found, the significance of which, even the owners were unaware.

Finally, and some would agree most importantly, if we know how the Club is made up, we can focus our attention to the needs of the members, so please spend a little time and complete the form, it will take you no more than 15 minutes and you could win £50 in Club vouchers.

DAVE BEARDSLEY - 13/60 Register Secretary



COP SHOP

Mike Crewes

Construction and use

This month I bring you some more bits and pieces of Construction and Use.

SUSPENSION: There is no specific Construction and Use offence regarding suspension. If it is fitted, then it should work as it was designed to. Virtually all cars on the road today (except Veterans) have suspension. If it is maintained and adjusted correctly, then there is no problem. If the vehicle has been neglected, as some of our cars have been in the past, then the suspension may need attention. The suspension includes all springs, dampers and bushes.

The maintenance requirement is under Reg 100 Road Vehicles (Construction and Use) Regulations 1986. It states: A motor vehicle, every trailer drawn thereby and all parts and accessories of such vehicle and trailer shall at all times be in such condition that no danger is caused to any person in or on the vehicle or trailer on a road.

BRAKES: Under Reg 18 Road Vehicle (Construction and Use) Regulations 1986: every part of every braking system and of the means of operation thereof fitted to a motor vehicle or trailer shall at all times while the vehicle or trailer is used on a road be maintained in good and efficient working order and be properly adjusted.

It matters not how many braking systems are fitted, each one has to work correctly and be correctly adjusted. This includes brake fluid. Due to the attraction brake fluid has for moisture your brake fluid may not do the job properly. If it is two years old there may be so much moisture in the fluid that when it is heated by the brakes it boils and you end up with no brakes. Most motor manufacturers recommend a complete fluid change after 18 months. Fluid seals also perish and should be changed regularly. It is too late to change fluid or seals once the brakes have failed.

One final thought on brake fluid. Always use a new can of fluid for every change. The moisture in the air space inside the can will contaminate the fluid.

Why put in fluid which may contain more moisture than that which was taken out? Fluid does not mix in the system so that the oldest fluid is always nearest the brake cylinders.

STEERING: Reg 29 Road Vehicles (Construction and Use) Regulations 1986 states: All steering gear fitted to a motor vehicle shall at all times while the vehicle is used on a road be maintained in good and efficient working order and be properly adjusted.

This means no play anywhere and no stiffness either. Our cars are prone to perishing of the rack clamp bushes. Check these regularly. Engine oil assists the perishing action and guess where they are fitted? Yes, you got it, on the front crossmember under the engine. Rack movement sideways can easily be seen if someone moves the steering wheel from side to side. Keep trunnions well oiled as well.

If you have any queries or topics on Road Traffic Law why not contact me, Mike Crewes, 112 Blackmore Wood, North Ascot, Berkshire SL5 8EN with a stamped addressed envelope, remember help is only 30 pence away.



FAX
0858 31936

COURIER MAGAZINE



Andy Bonner



THIS month's feature car is a white 1969 Mark II Convertible owned by Peter Hart. No other details are given except that Peter has said that it is not for sale!

Nothing much to report this month, I am writing this awaiting the imminent arrival of our second child and finding it hard to concentrate on Club matters.

Some gremlins crept into last month's article. The following corrections apply:

Page 14 column 1 para.1 should read - "The few sets etc", column 2 para. 3 - "you must allow approx .963 cc etc"

Page 15 para. 2 - "fairly costly modification etc" "at around £3 each".

Apologies to the typesetters for having to decipher my handwriting.

(See note in Editorial)

For those of you who's appetite has been whetted by the recent articles on historic rallying both in the Courier and in the National Classic Car press I am listing a programme of events for the rest of 1990.

If you are interested in the activities of the Historic Rally Car Register, contact the Membership Secretary: Alison Woolley, Tibberton Court, Tibberton, Gloucester, GL19 3AF.

April 14th
Chester MC Classic Rally over Easter weekend. Night regularity sections and day 'extended' autotests. Details from: W. Harris, 6 Needham Drive, Hartford, Northwich, Cheshire CW8 1RW.

May 7th
Sixties Cars Rallye Bristowe. Road rally, daylight 12 hours in the West Country, regularity and 'extended' autotests, over 100 entries already. Tel: Paul Lewis 0272 423021 2.

May 27th
Norwich Union Classic Run. Mobile traffic jam. Details from RAC MSA on 0756 681736 3

June 3rd
Dorset Echo Channon Navigational Tour. Daylight relaxed regularity run. Tel: Bob Blackstock 0308 25290

June 16th-23rd
Pirelli Classic Marathon. Tel: 0892 24746

June 30th
Claret and Classics Bordeaux run. Tel: 0823 333127

July 28th-29th
Telford MC stage rally in wooded town park in south Shropshire. Scrutineering, grand social Sat. Ten tarmac stages; limit to 100 entries.

August 2nd-4th
Belgian round of the FIA Historic Rally Championship. Martin Jubb is the UK co-ordinator. Further details from 0272 425779

August 12th (provisional)
Coronation Rally, Pembrey. Details: Jeremy Dickson on 0633 264742

August 25th
Droy's Court Autotest and Bar-B-Que

September 1st
Port Talbot MC Tour of Wales

September 29th
Circuit of Ireland Retrospective. Ulster AC Ltd. 3 Botanic Avenue, Belfast. Tel: 0232 321607
Ruda Exmoor Classic. Social weekend with autotests and treasure hunt. Free accommodation. Recommended.

October 20th
Targa Rusticana. Revival of traditional sixties night road rally, expert navigators needed. Details later.

November 25th
RAC Support event, possibly in Weston Park again.

WANTED - I am still looking for an extractor exhaust manifold to fit the 1600/2000 MKI engine. I have for exchange a brand new Stanpart Spitfire Mk 4/1500 radiator, a pair of brand new Stanpart rear brake drums to fit Vitesse/GT6 and a secondhand Mk2 rear suspension. If none of these are what you are looking for, I can even pay cash! Please contact me if you can help, also Magazines, Standard Triumph Review 1963 onwards and Highroad 1967 to 1974 approximately. Please contact me - address at the back of the Courier.

Final reminder, if the guy who bought my old Mk2 before Christmas does not contact me to arrange collection of his spare bonnet I will have to clear it from my garage

P.S. Ref.1720 overbore on 1600 block. Just heard one engine recently modified has gone into waterway on No. 2 bore. If you are unlucky enough for this to happen to you it will be necessary to sleeve the block. I am currently looking into this.

P.P.S. - I think a certain Spitfire Register Secretary has played an April Fool regarding the above (ED)

INTERNATIONAL LIAISON SECRETARY

LEON F GUYOT



I have just returned from the Club's AGM down in Lyndhurst, a somewhat dry, but nonetheless important point in the Club calendar, and it was nice to see so many Club Area Organisers etc., showing an interest in the running of their Club. Since my last report on the International survey of Triumph Clubs, in the January magazine, I have had some more replies to the first batch of questionnaires, and some replies to the second abbreviated questionnaires. I have now heard from the following:

Miami Valley Triumphs (Kettering, Ohio, USA) Triumph Cars Club of Finland Triumph Spitfire Club SAAR e.v. Spitfire Club Saar-Saarbrücken e.v. Club Triumph Holland TR Register Norway Spitfire Autoclub Austria T.R. I.G. Sudwest (German TR Club) Triumph Spitfire Club Schweiz Triumph Stag Club Switzerland Dansk Triumph Automobilklub Swiss Triumph Herald und Vitesse Club Triumph Spitfire Club (Holland)

Thank you all for replying and thanks especially for the excellent magazines which some of you were kind enough to send, parts of which may eventually find their way into this column, should I run out of other copy.

Just two surveys have been returned undelivered, one sent to the Triumph TR Interessengemeinschaft (TR I.G. Sudwest), at an old address marked simply "Unbekannt", and the other to the Triumph TR7 Fan Club of Basel, Switzerland, marked with the rather longer "Vor Jahren Abergereist, Neue Adressangaben Nicht Mehr Vorhanden", don't bother to send me your translations please!

I am today sending another survey form out to our latest notified Club, the Triumph Classic Owners Club, at Kilmacud, Dublin, Eire.

I must now assume that the Triumph Clubs which have not so far bothered to reply to either of my surveys are obviously not interested in furthering the Triumph cause and have no intention to expand the services offered to their club members, as we in the TSSC constantly strive to, there are of course other possible reasons, but this is not the place to concern ourselves with them.

The very latest reply came through just this morning (5th March) from the Swiss Triumph Herald und Vitesse Club - now that's an idea after my own

Heart! (sorry Spitfire owners, I can't help it).

Hans Wartmann of this Club wrote me a very nice letter and included a copy of their very professional looking magazine 'HERVI' (Herald-Vitesse). He included some 'Gruppenfoto' of Club members and their cars, children and dog, (hund), from which you can see that these European friends of ours are every bit as fond of their cars as we are of ours. My German is not great, but I gather this is their 4th magazine, and the November 1989 issue, in which they reported on the Beaulieu autojumble and various country runs around their part of Europe, along with some technical items. In the back of the magazine is an advert for John Kipping and for the TSSC. Their next magazine comes out in May 1990, I look forward to seeing it.

A point of interest for our 13/60 Register Secretary is the Herald 13/60 Convertible shown in the photos as TU:TR54, Commission No. GE77982CV, ex Mrs. Watson of North Benfleet, Essex, previously registered HMM471K, now receiving plenty of T.L.C. from its new family in Switzerland.

Hans tells me that they have 25 members in Switzerland/Germany, this is a bi-national club and many are also TSSC members.

Most cars are Convertibles, the Saloons and Vans have long since bitten the proverbial dust (shame). Their Club is very family orientated, everyone helping everyone else, just like a TSSC area.

They do say, however, that they would like to see reproduced car parts sold by the TSSC in the Courier, such as; Herald mudflaps, front valances (don't we all), inner wheelarches, Vitesse bumpers, wheeltrims, front grills, Solex Carb rebuild kits etc. Well, I can only say that as a Club, we have in the past, unsuccessfully tried to get involved with parts, but from experience, we find it much more successful to use our influence to persuade, cajole and give maximum support to our specialist traders and other enterprising companies to reproduce/market items presently unavailable.

What a great pity that MG Heritage, (BL Heritage - no apology), don't start reproducing Triumph parts instead of just MG parts - we can't live on empty promises forever!

Hans is concerned at receiving inferior pattern parts from traders advertising in the Courier, he says that he would like TSSC officers to check the quality of parts sold by such traders - well Hans, we already do this, all the committee members run Club cars and buy parts from the traders for their cars, and if any of the traders give a poor service, rest assured Bill Sunderland soon hears about it. As for the parts etc., sold through TSSC Special Offers, Jonty puts a great deal of effort into vetting every single item that he sells to Club members, and remember that purchases from Special Offers helps the Club to further improve services to Club members everywhere.

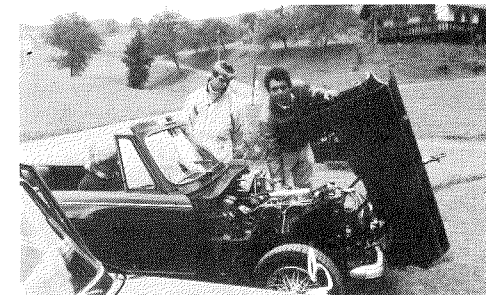
As Hans points out, you can get all parts for Morris Minors, (whatever they are), but I must point out that over one million Minors were made, and only around 200,000 of the more exclusive and desirable Heralds and Vitesse were built.

A list of TSSC International representatives (but not other Clubs) will in due course be appearing in the Courier, but this month, time and space has beaten me once again.

One last thing Hans, and indeed all International members - if you are considering coming to England this summer, I can only recommend that you do your very best to make the International Meeting at Stafford in August, and because this year the excellent Leicester meet is the previous weekend, you could come over for both events and stay the week in England.

NB. John Kipping is in between Leicester and Stafford.

Drive carefully, enjoy your cars and see you soon - Best Wishes Leon.



Elfie Staetet mit Hilfe Helmut's zeigefinger den Herald. Christians blickt spricht bände



Gruppenfoto auf dem kandel Bei Dichtem Nebel, von links nach rechts; Helmut, Hans, Ania, Elfi, Kurt, Claudia, Ivan, Christian, Petra mit Tobias, Thomas



Vier Kinder, ein hund, zehn erwachsene erlebten einen schönen und germütlichen ausflug

STOP PRESS INTERNATIONAL STOP PRESS

Triumph Sports Six Club - Belgium

Are holding a meeting at MECHELEN, BELGIUM ON Saturday 21st April 1990 at 2.30pm (local time), the venue is to be the TAVERNE L'AMITIE, Grote Markt 16, Mechelen.

This is an easy to find pub in the centre of Mechelen, in which they have booked a room on the second floor for a quiet talk. All Belgium members have been invited and any other TSSC members. This is the start of the new 'active' TSSC Belgium for 1990, run by four enthusiastic Belgian TSSC members: Claude Buntix, Luo Noville, Stephane Vandendijk and Gilbert Wertz. Much is going to happen in Belgium. N.B. MECHELEN (MALINES) is approx half way between Brussel and Antwerpen on the A1/E10.

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Inside Handle Repair Kit	£6.90
Outside Handle Repair Kit	£2.95
Stainless Wiper Blades	£5.00
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Bonnet Locks (PAIR)	£9.50
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Cover Clip90
Carpet Sets (superior Quality)	£65.00
Hoods (Original Quality)	£65.00
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STEEL PANELS —

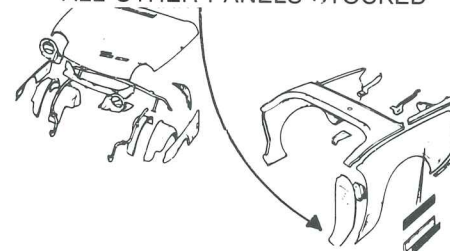
<i>Herald/Vitesse</i>	
Front Wing 13/60	£55.00
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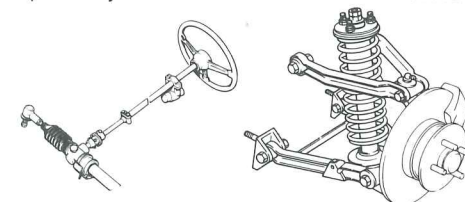
ALL OTHER PANELS STOCKED



STEERING AND SUSPENSION PARTS

Steering Rack (Exchange)	£29.00
Track Rod Ends	£4.95
Lower Steering Joint	£10.50
Vertical Link (State Model)	£32.00

Front Wheel Bearing Kit	£7.95
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STANPART Trunnion Block/Bushes	£13.00
Front Shocker Spax	£15.00
Rear Shock Absorber (Shop Soiled)	£10.00
Top Ball Joint	£7.90
Spax Adjustable Shocks Front	£27.50
Spax Adjustable Shocks Rear	£27.50



ROTOFLEX REAR SUSPENSION —

Rear Shock Absorber GT6	£16.50
Rear Inner Wishbone Bush	£4.90
Rotoflex Couplings inc. Bolts	£21.00
(Genuine B.L. WILL LAST!!!!!!)	
Rear Shocker Mounting GT6	£12.50
Complete Bush/Spacer Kit	£21.00
Rear Spring Eye Bush	£4.95

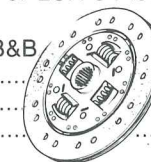
NON ROTOFLEX REAR SUSPENSION —

Driveshafts	£45.00
Wheel Bearing Kits (all seals inc) ..	£9.50
Rear Trunnion Kit	£2.95
Universal Joints	£5.00
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Rear Spring Eye Bush	£4.95

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Herald/Spitfire I-IV B&B	£57.00
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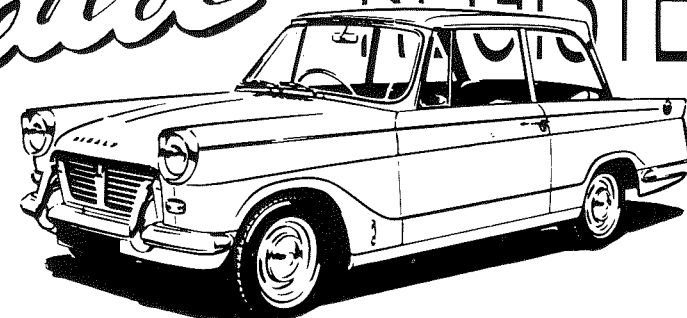


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Herald

REGISTER



**Chris
Longhurst**

FIRSTLY apologies to anyone who has written to me and not received a prompt reply. I have just moved house - a wife, 3 children, 3 Heralds and bits from another 2 take a lot of moving!

My new address is: 30 Shannon Close, Grove, Wantage, Oxon OX12 7PT.

948 Coupe Windscreen Seals

The windscreen seals in early (948) Herald Coupes and Convertibles (Pt.No. 802939) differ from Saloons and 1200's (803334) in that they are designed to take a wide finishing strip (802948/802947 and centre piece 608409). These rubber strips have been unavailable for some time. Jeremy Phillips has obtained a quotation for seals of approx. £40 (incl. VAT and PP). This may seem expensive but as Jeremy points out, Aston Martin seals cost £270 so the Herald articles are bargains!! The minimum batch run is 20 so Jeremy needs a list of prospective buyers so the first 16 to put down a deposit of £5 secure the screen. Write or 'phone Jeremy Phillips (TSSC 87/18202), 76 Langham Gardens, Ealing, London W13 8PZ (01-998-0388). The Coupe rear seal (901421) also differs from the Saloon (803357).



948 Coupe - ripe for restoration (photo Jeremy Phillips).

Jeremy believes that with minimal modification the front seal will fit the rear. Jeremy is undertaking a restoration of one of the last smooth roofed 948 Coupes. The picture shows the car as purchased in 1987. The car was kept running until mid-1989 but is now having new wings, valances, boot floor, chassis outriggers, etc.

JOHN KIPPING

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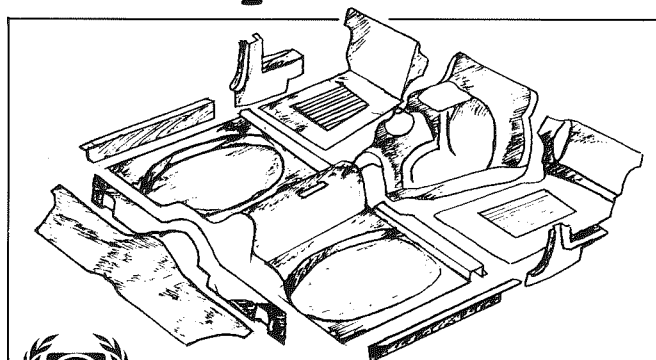
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At Last ! Spitfire Moulded Carpet Sets

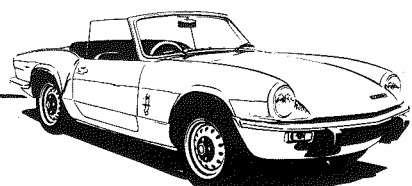
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Spitfire

I II III

REGISTER



Nick Lord

First an apology. Would the gentleman who rang me for information on rear bumper mountings please send me a stamped addressed envelope as your address, amongst other things, has been eaten by one of our dogs!

I was pleased to receive a number of phone calls concerning wire wheels so obviously some people are finding these articles useful.

This month I'm including a report on the Fibrepair hardtop conversion, all possible for the price of £57 10s 0d!

It is only a few months away now from shows and events and I would like to meet as many of you as possible, so don't be afraid to come and say hello. For a reminder, my Spitfire is a red Mk II, Reg. KAB 293 D. Lets see a good number of your cars out as well. Don't be put off if they're not perfect or got bits missing! They're all important and all have something special about them.

SPITFIRE ITALIANA

Fibrepair now offer a hardtop conversion to give the Triumph Spitfire a fast back in contemporary Italian idiom

Detachable hardtops have progressed a long way since coming into vogue for sports cars some five years ago, despite the opinions of die-hards that draughts in winter-time should be enjoyed, not endured. With the introduction of the Fibrepair hardtop for the Triumph Spitfire comes a new advance in that the roof is a conversion rather than an accessory - a conversion which adds immeasurably to comfort in cold weather, and at the same time substantially alters the car's appearance.

Despite this, it should not be imagined that the hardtop is difficult to install, even though it entails removal of the bootlid. It is secured by two bolts and wing-nuts on the windscreen rail, and two spring-clamps behind the doors. With the aid of a screwdriver the fuel-filler extension is attached, and on goes the hardtop for the winter. The process can take as little as ten minutes.

Good standard of finish and perfect fit are two important requirements, and in most ways the Fibrepair top is quite satisfactory. External finish is extremely good, and a variety of standard and non-standard colours is available on the more expensive versions. Only the De-Luxe model has a

head-lining, however (and a roof-light), and without this the standard finish of matt and grainy glass-fibre may not be acceptable for everyone, despite a final colour-spray with flecked plastic paint. The only detectable fault in fitting was a quarter-inch gap between the nearside rear wing and the new bootlid, although this was not enough to admit rainwater.

Road Advantages

On the road, the hardtop effectively reduced the Spitfire's pronounced exhaust noise, although opening a window reminded occupants that the car was no quieter than any other of this type. Up to about 70mph it was draught-free, but above this

speed the side windows began to suck outwards, admitting a fair amount of cold air. The failing can be blamed on the car rather than the hardtop, although the Fibrepair people are investigating the possibility of fitting a channel on the leading edge to keep windows in place. Throughout the brief test the top was rattle-free, which is more than could be said for the privately-owned car it was fitted to.

Peculiarities in the car's general behaviour led to our performance tests being inconclusive. We were assured that the car was unmodified (although the air cleaners had been removed from the carburettors), yet the 0-60mph acceleration time was no more than 11.5 seconds, some five seconds faster than standard! Despite this, the mean maximum speed was only 91.74mph, less than one mile an hour faster than the Spitfire we tested in April last year, with the hood erected. We are prepared to believe the the Fibrepair does improve the maximum speed, however, as an allowance, perhaps of one or two mph, should be made for the wing mirrors at maximum speed. Undoubtedly the car was slightly lower-geared on Dunlop SP tyres, with their reduced rolling circumference, and this would assist acceleration and reduce the top speed slightly.

Despite scepticism about rear vision, with the sharply raked back window, the view did not prove to be particularly bad. Because the window is deep the interior mirror gave a complete image of the road behind, without blind spots, and the wing-mirrors assisted usefully. Reversing was not so easy, however, with substantial blind-spots on the quarters, and lack of vision was experienced when easing the car into main road traffic from side turnings.

Interior headroom would be adequate for most people, although the very comfortable Fibrepair seats raise the occupants by about an inch, making head clearance marginal for taller occupants. The disadvantage of the low windscreen top-rail was felt even more keenly, particularly in wet weather when vision can be directed only through the wiped area.

Boot capacity is not affected by the conversion, and in every way the hardtop is a practical item for those seeking extra comfort. From the appearance point of view, most opinions were favourable, although a few people thought that making a Spitfire look like a Ferrari was something of a liberty! No one actively disliked the appearance. As in all things, personal taste sways the issue.

Prices range from £57 10s for the standard version, in Spa White, to £67 for the Super version with the complete Spitfire colour range, and £82 for the De-Luxe version described. The paint finish is sprayed, incidentally, as this is believed to give better results.

First produced by Sporting Motorist February 1964.

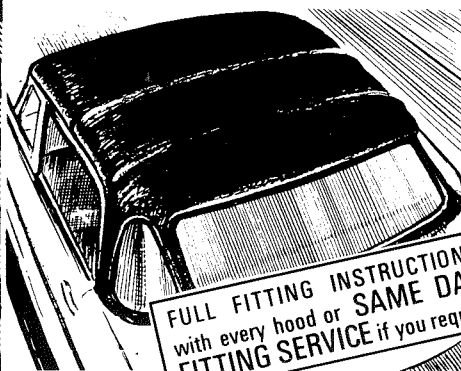
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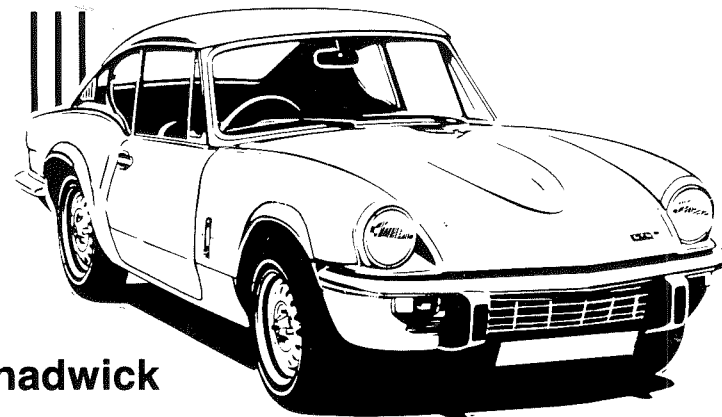
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GT6 I II III REGISTER

Chris Chadwick



OVER the past few months I have been trying to piece together a list of parts for the GT6 that have been hard to come by, and to try to do something about it. I have had a good response from various members of the register who have been kind enough to write or telephone, and I am indebted to Andrew and Angela McGowan especially, who have obviously spent quite some time on the subject. The following is a list of bits and pieces that members have had difficulty with.

Servo - Original quality heater hoses - Rear radius arm front bushes non rotoflex - Ditto rotoflex - Distributor parts - Handbrake fulcrum lever felt washer - Trim other than in black - Body mounting alloy packers - Water pipe to rear of manifold - Petrol pipe to tank - All glass - Good front quarter valances - Air filter housing - Stromberg 150CD parts (now available - Chris) - Under bonnet air trunking of correct pattern & size - Instruments (recon only)

As you may recall, I have had a bash at starting to do something about the situation. Some time ago I sent off a set of luggage straps (kindly lent by a register member) to Newton Commercial, the market leaders for this kind of merchandise. The most recent state of play was that they were keen to provide a remanufactured part, but were having a little difficulty in finding a supplier of the correct pattern of webbing. This was in January, and I hope to be able to report progress here soon. However, on the subject of a further part, I am pleased to be able to report some very good news: You all know the saga of the Girling Powerstop brake servo. This was fitted to very many cars of the day, but eventually the supply of new servos and repair kits from the factory dried up. We therefore were faced with problems when the normal life of the original fitment had passed. Many owners will have had experience of a failing servo; sometimes they simply stick and are thereafter useless. More commonly they wear so that the vacuum chamber fills up with brake fluid, and the level of fluid falls although the rest of the braking system is apparently in good condition. The

surplus fluid is burned in the engine, having passed along the vacuum pipe to the inlet manifold. In mild cases the exhaust is a little smokey but in very bad cases the engine will not pull properly. When the servo fails, the choice is either to run the car with no servo at all, a course of action which seems thoroughly undesirable, or to find a replacement.

Some owners have fitted the Lockheed alternative, but this does not look right and I have heard some say that the car is over-servoed with this device. Ideally we would have a replacement exactly as the original, right? Well, I actually put some effort into finding an engineering company that could do something about this problem, and I believe that I have struck gold with an enterprising engineering firm called Central Spitfires (who advertise in the Courier). This Company is run by Mr Ian Gittings, and Ian has been especially forward-looking in setting up the following situation.

Basically, Ian will soon be able to offer reconditioned Girling Powerstop brake servos, having commissioned a repair kit for this important part. In view of the complexity of the kit and of the safety factors involved, it is not thought appropriate for owners to do the reconditioning work themselves, so servos will be offered on an exchange only basis. The unit will be stripped fully and rebuilt, and could possibly arrive in a finish known as 'passivated'. If I understand this correctly, it is a special gold colour. However, I was able to point out that the servo was originally semigloss black, or at least it was on my own car

and this may well be preferable in Ian's opinion, since the black colour would be cheaper anyway. If anybody feels that some other colour was original, do let me know. I have actually seen one with a bright metal finish on another car, so would welcome confirmation on this point.

The exchange servo will go for about £160-170 plus VAT, which is a really good deal when you consider the technology involved. Later on, Ian hopes to be able to offer the mounting kit too, as specified for the Mark 3 GT6, and at the moment I am trying to draw a diagram of that on my own car, so that we have a template. I would strongly advise all interested owners to order soon. Your servo does not really have a lifetime of more than about ten years, and once the word gets around, you may have a lot of competition from owners of the Sunbeam Tiger, Gordon Keeble, Lotus Elan Plus 2, Ford Cortina Mk1, Volvo and many others.



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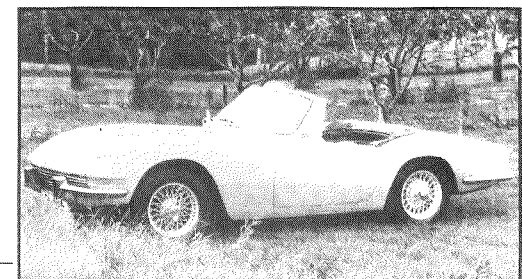
SPITFIRE IV John Thomason 1500 REGISTER



This month we have a late, rather nice Inca Yellow X reg Spitfire 1500, Commission Number TFADW5AT004821, sent in by Eddie Tee of Hornchurch, Essex. Eddie says that he has had to remove the 5½ J Wolfrace alloys and 175-70 x 13 tyres because they kept touching the rear wheel arches, but adds that the car handles just as well with the standard wheels and tyres. Any similar experiences?

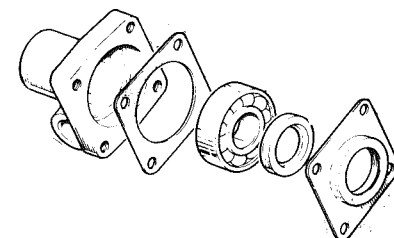
FURY FOUND!

Thanks to the power of the club, the Triumph Fury prototype has been located and I hope to provide a detailed feature on the car in a few months time. Thanks to all those members who have sent in snippets of information. I shall have to set you all a more difficult task next time.



REAR HUBS

A bit of a boring subject this month and one that is not very often tackled. Diagnosing a worn or failed rear wheel bearing on the Spitfire (or any other club car) can be very difficult. If you can hear a regular clunking noise coming from the rear of the car, particularly when turning a corner, then



it is likely to be a worn halfshaft U.J. If you hear a continuous whining noise, then it is likely to be the differential. N.B. Spitfire diffs do whine a lot and the noise can be quite loud before you should worry about a replacement. A single clonk when pulling away or reversing is likely to be due to backlash in the diff or possibly wear in one of the propshaft U.J.'s. So what noise does a worn rear wheel bearing make? Well, as I said it is very difficult to diagnose. It may be identified by a continuous graunching or deep rumbling noise. Alternatively get somebody to follow the car to check that the rear wheels are running true. If anybody has a surefire way of diagnosing a worn rear wheel bearing, I would be interested to hear from them.

Replacement of the rear wheel bearing is one of the few jobs on the Spitfire that may prove difficult for the less experienced enthusiast. The task is made extremely difficult, if not impossible, without the use of a good strong vice. It is a job that can take as short as a day or as long as a week, since removing the unit from the car involves undoing a lot of bolts that are quite often seized, such as the spring eye, trunnion bush and tie rod bolts. Whilst going to the trouble of stripping down the rear suspension it is well worth replacing the half shaft U.J. and trunnion bushes at the same time. However we will concentrate here on the bearing replacement which is demonstrated by the following sequence of photos.

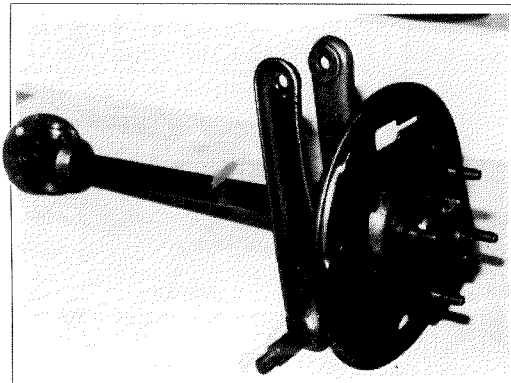


Fig.1 Starting with the half shaft assembly on the bench, remove all the brake components from the backplate, ie brake shoes and retaining clips, brake shoe adjuster and the slave cylinder. N.B. the bleed nipple has to be removed before the slave cylinder can be removed from the backplate. Remove the vertical link from the bearing housing. Easier said than done I know, especially if the bolt wasn't greased/lubricated when the bushes were last changed. You may have to resort to hacksaws and big hammers! Next remove the large nut on the

end of the shaft which is very very tight. One tip here is to try and loosen it while the whole assembly is still on the car. The nut is exposed by removing the plastic hub cap. Refit the wheel without the hub cap and with the wheel back on the ground you really have something firm to pull against when undoing the nut.

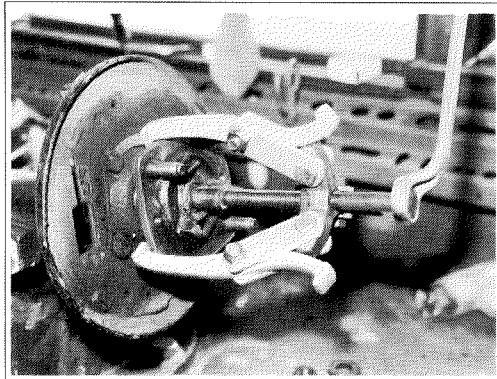


Fig.2 Removal of the actual hubs from the half shaft is the most difficult task of the whole operation. Proprietary hub pullers are available as shown, but without fail over the years I have never had any success with these or the more heavy duty versions. I have always had to resort to a hydraulic press at a small engineering firm to remove the hub from the half shaft taper. The loading that has to be applied is quite phenomenal, in one case the hydraulic pressure reaching 6 tons/square inch, clearly indicating why the type of hub puller shown here isn't up to the job. I have tried some of the 'homemade' dodges, such as using an old hub as a puller, but again with little success. The advantage of having the hub 'split' using a hydraulic press, apart from avoiding a lot of banging and crashing and cursing, is that there is less chance of damaging the components, particularly the thread on the end of the shaft.

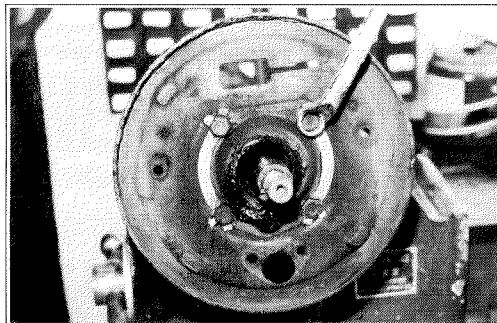


Fig.3 With the hub removed, bend back the tab washers and undo the 4 bolts securing the back plate, grease trap and front seal.

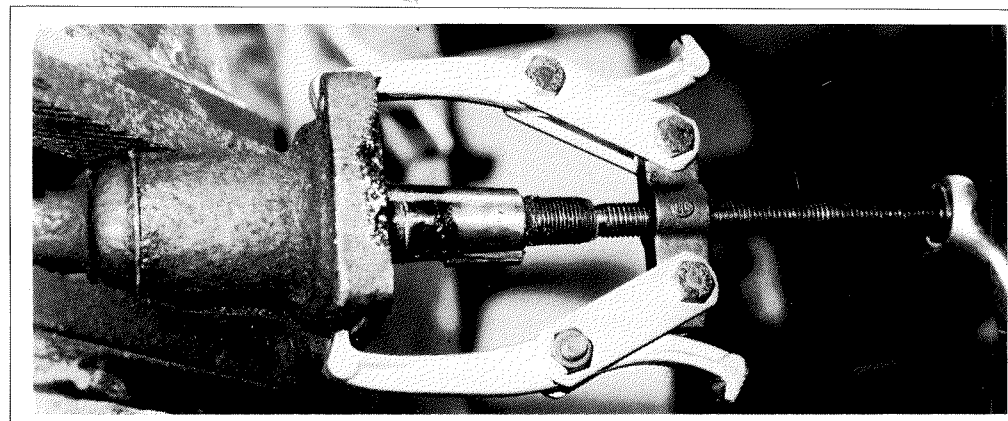


Fig.4 The bearing housing/trunnion can now be drawn off the shaft. The proprietary hub puller is usually man enough for this job, but the engineering firm may as well do it for you at the same time as the hub.

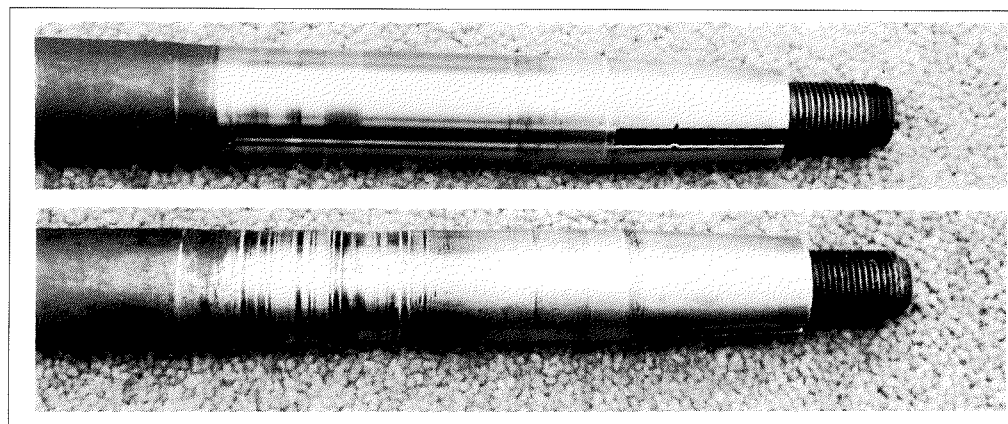


Fig.5 With the housing removed all is revealed. Hope that the shaft looks like the one at the top and not the one at the bottom where the needle bearing has obviously failed and caused serious damage. Check also that the shaft, new or second hand isn't bent. You don't want to reassemble everything as I once did, only to find I had a wobbly wheel (Steve!)

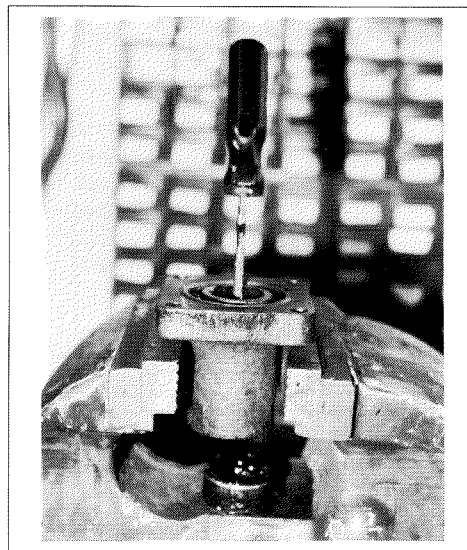


Fig.6 Holding the housing in a vice, drift out the inner oil seal, followed by the needle bearing. I am not really using a screw driver! Turn the housing over and drift out the large roller bearing. Keep the old bearing for now.

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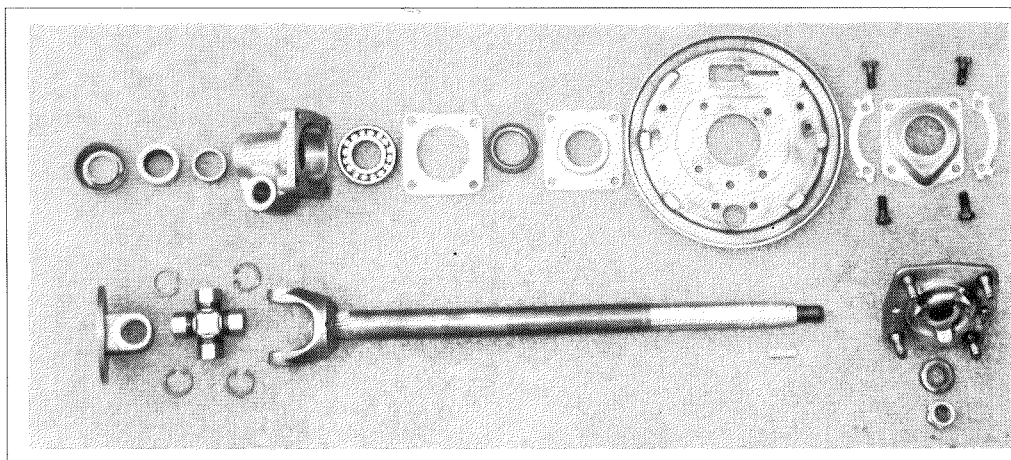


Fig.7 Shown here are all the components ready for reassembly onto the halfshaft. Cleaning all the components prevents you getting dirt into the new bearings during reassembly.

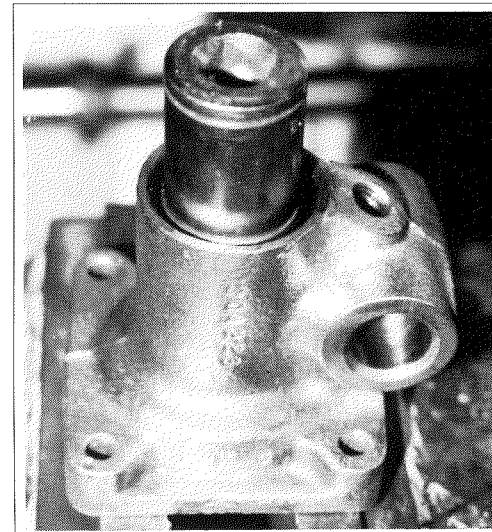


Fig.8 Using a large socket, tap in the new needle bearing, lettered end trailing, followed by the new oil seal, with the lips and 'spring retainers' trailing, ie facing outwards.

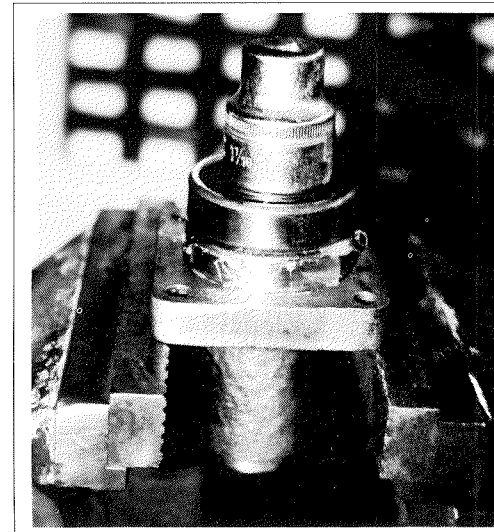


Fig.9 Using the old bearing and a socket as shown drive the new roller bearing squarely into the housing.

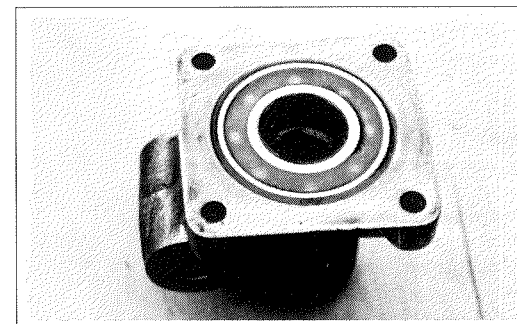


Fig.10 Make sure the bearings and housing are well greased.

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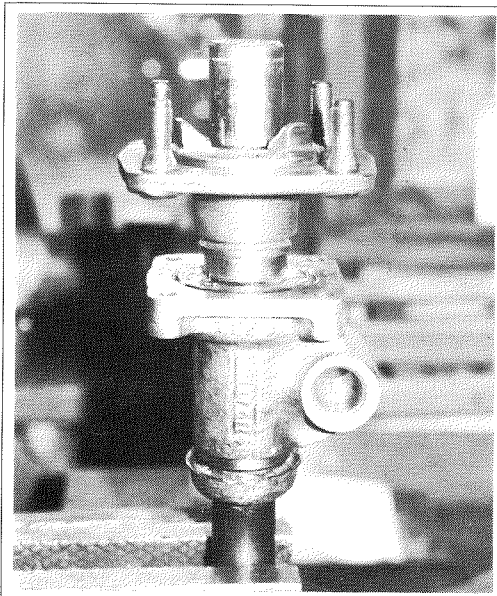


Fig. 11 Refit the flinger/stone guard, followed by the bearing housing. The question is how far along the shaft do you push/tap the housing? The method I use is to use the hub and a socket as shown to drive the housing down the half shaft until the hub reaches the half shaft taper. Make sure you grease the taper otherwise you won't be able to remove the hub again!

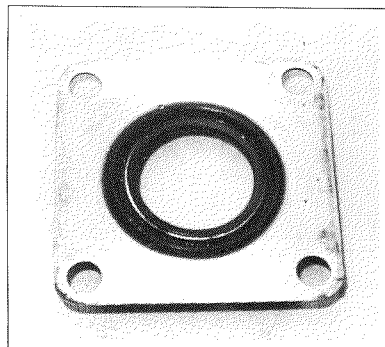
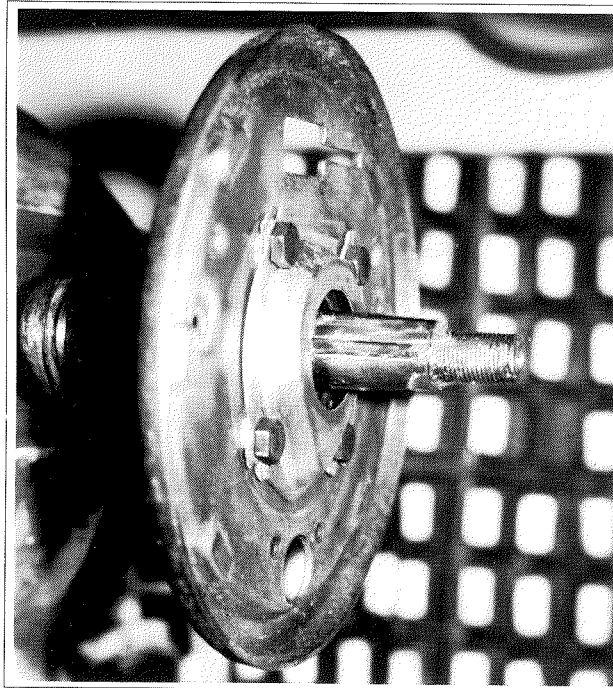


Fig. 12 Fit a new oil seal into the seal housing such that the retaining spring is visible.

Fig. 13 Smear the paper gasket with grease and reassemble with the oil seal, back plate, grease trap and tab washers to the bearing housing. Remember to fit the back plate such that the wheel cylinder cutout is at the top and also the grease trap taper faces downwards. Don't fully tighten the 4 bolts just yet, wait until Fig. 15.



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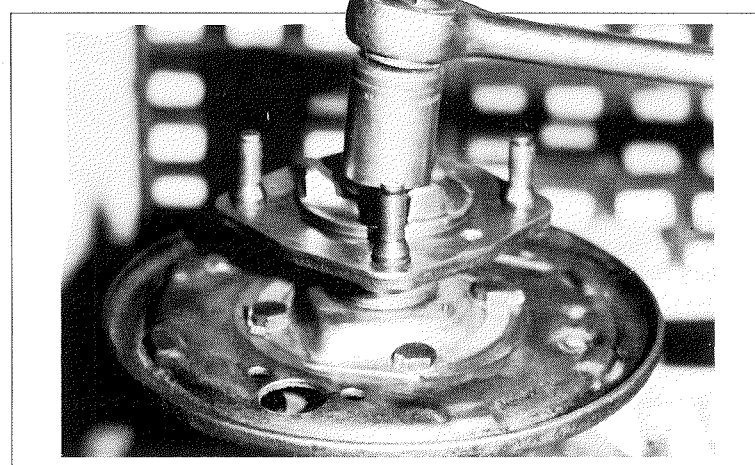


Fig. 14 Ensuring that the taper is clean and that there are no burrs on the hubs and keyway, fit the key and hub to the end of the half shaft. Secure the hub with the large washer and nut and tighten to 90 - 120 lbft. It may be that, as with the removal, you can only finally torque it up when back on the car.

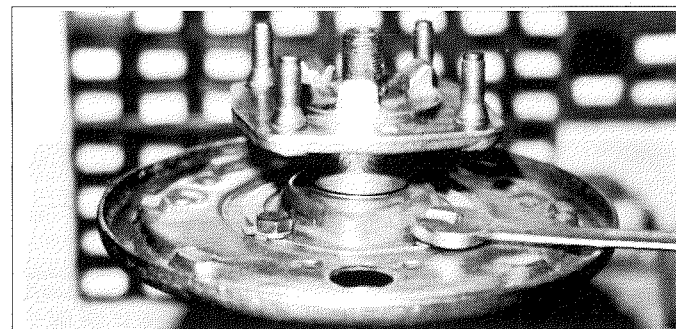


Fig. 15 The front oil seal actually runs on a machined surface on the end of the hub. By holding the halfshaft and turning the bearing housing/back plate several times, the oil seal can be centralised onto the hub. Once centralised, tighten up the 4 bolts and tap back the tab washers.

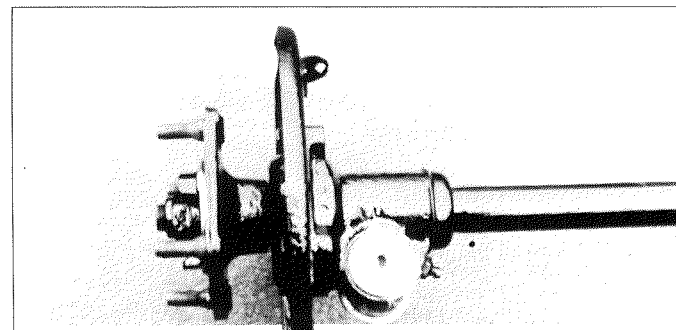


Fig. 16 Finally tap back the flinger to provide a working clearance with the end of the bearing housing. Fit a grease nipple and pump grease into the housing. The outlet for the grease is a small 1/16th hole drilled into the top of the bearing housing. Unfortunately this becomes blocked with paint/dirt etc and the grease usually overflows past the needle bearing, seal and flinger.

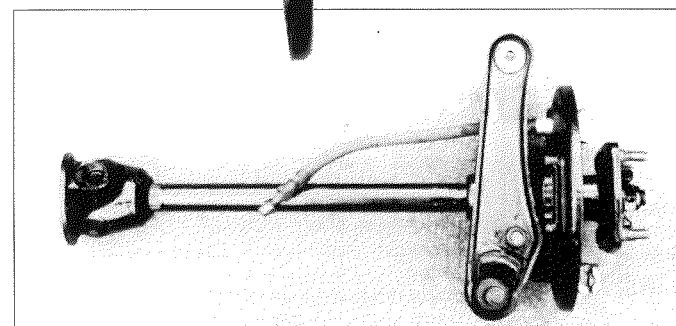


Fig. 17 The completed unit with new U.J. and nylon trunnion bushes. With the assembly back on the car and the brakes bled you will have completed one of the more difficult DIY tasks on the car. Well done!

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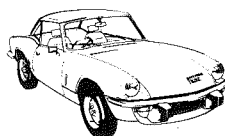


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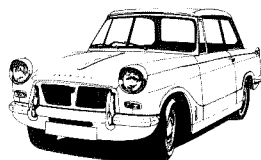
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HERALD 13/60

This months article is headed with a picture of Maureen Dixon's Saloon, Registration Number YDH 913 G. Sent in by her son Julian, he reports that after fitting a John Kipping lead-free cylinder head, the car shows no loss of performance, running on low octane unleaded petrol.

The Steering rack enquiries are progressing well, the earliest one is now GE79339CV, if you improve on that, please get in touch.

I was recently reading an article in the Stag Owners Club Magazine about the British Leyland badges fitted to the front wings behind the wheel arches. They do not know whether this was factory or a dealer fitment, as some cars, known to be original do not have them. Coincidentally I was sent some photographs by Mrs. T.G. Poole for use in the magazine. Her car is a J Registration Convertible dating from 1971 and is fitted with British Leyland badges. Unfortunately, the photos were too small to be produced here (please make sure the picture of the car itself is at least 3 inches long). If your car has these badges and you know them to be original, please let me know. I will need to know the details of the car, together with the position of the badges. (Measurements to be taken in relation to the rear bonnet catch locating screw).

And so to my Estate, remember my Estate? Well the plans for the rebuild have already been shattered, a change of job and the onset of winter saw to that. The chassis, though resplendent with its new outriggers (Thanks Howard), cannot be painted because the metal is just too cold. However, work has begun on the running gear, which can be painted in the Kitchen!

This brings me nicely to the next point, that of what type of finish to apply to the components. The Estate is intended to be a concours car finished as nearly as possible to its original condition. Immediately, this leads to a conflict as many of the original finishes would result in severe penalties in concours.

For example, the road wheels were sprayed from the front only, the insides merely got a light coat of overspray. The suspension units were assembled then sprayed black, nuts, bolts, brake slave cylinders, pipes, unions everything. If you tried putting a car in concours in that condition, you would come absolutely nowhere. So, do I sacrifice originality for concours purposes?

Following a couple of calls recently from members interested in recreating the original appearance of their cars, I thought you may be interested in the original finishes of various components.

- Rocker Cover - British Leyland Reynard Bronze is exactly the right colour.
- Air Filter - Hammer finish Silver, though brushing hammerite is too heavy, perhaps spraying will create the correct fine stipple.
- Fan - Yellow, though some early cars may have an alloy fan, which should be polished.
- Shock Absorbers - Blue, International paints' Japac Enamel shade Sky Blue is ideal.
- Road Wheels - White, the paint sold for central heating radiators will not yellow with the heat of the brakes.
- Jack - Mostly dark Grey also Red, Green or Blue.
- Brake Calipers - The original finish was cadmium plating, though a mix of enamel 2 parts silver and 1 part gold creates a good copy.
- Engine Block, Cylinder Head & Bell Housing Gloss Black.
- Suspension, Propshaft, Radiator, Heater, and Petrol Tank - Black sheen, a semi gloss paint which your paint factor will be able to mix for you.

Finally, I hope you have all noticed this new IVR form with this months Courier. A considerable effort has gone into the design and production of a new form, so please make the effort to complete it. Please note that from now on, if the details of your car are not on the new form, it will not be included in the Register.

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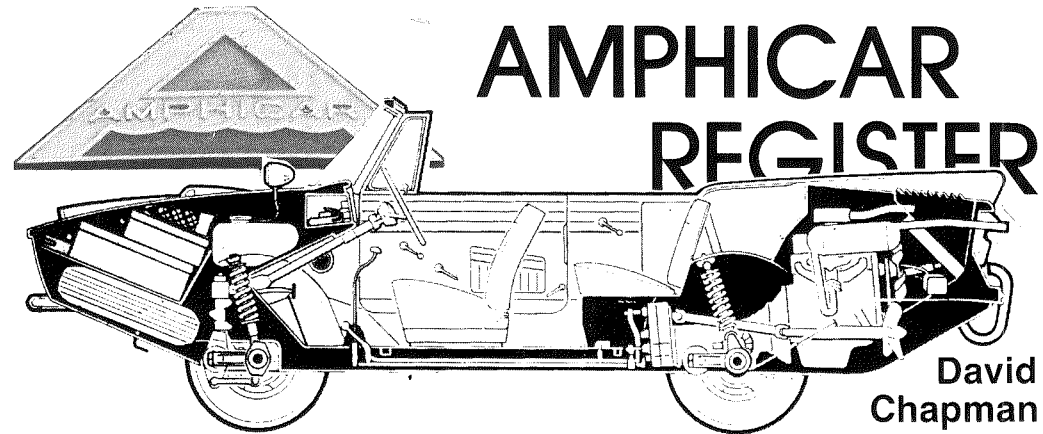
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Firstly thank you to everybody that contacted me with details of Amphicars for the Register. No new cars have emerged but I have been able to make some useful updates.

In my last article I mentioned the Amphicar Chase in the 1960s Inspector Clouseau film. Some of you may remember the other Amphicar chase which was in a Michael Bentine film, The Sandwich Man. Does anybody out there have a copy of this on video?

February was a good month for Amphicar owners who live near rivers. In Worcester the river Severn was as much as 18 feet above normal which left some roads and car parks under as much as 10 feet of water. Not wishing to miss an opportunity I have been on as many of these temporary waterways as possible and I rediscovered the meaning of excitement when I ran aground on the top of a 6 foot tall hawthorn hedge near Upton-on-Severn that had been totally submerged by the flood waters. Luckily by going full astern and using a bit of weight transfer I managed to get afloat again without getting my feet wet but it was close! The car remained totally watertight throughout these adventures. (Amphicars are fitted with bilge pumps but they should not need to be used except at Sea where the waves often come over the tops of the doors).

Back home I dismantled the hubs to check that the water had not got anywhere that it shouldn't. The Amphicar uses standard Metric oil seals around the hubs and driveshafts to keep the water out and the grease/oil in.

The oil seals have a number printed on them such as 45-62-7 which refers to a seal with an inside diameter of 45mm, an outside diameter of 62mm and a thickness of 7mm. Because almost all the seals in the Amphicar are standard metric sizes they are very easy to get hold of and very reasonably priced so there is no excuse for not changing them!

The seals where the drive shafts enter the

gearbox are probably the most important of all. The standard seal is a double lip type 35-58-14 but its perfectly acceptable to fit two 35-58-7 seals back to back. Remember that if this seal fails on the road the gearbox oil drains out into the rubber bellows that take up the movement between the gearbox casing and the body of the car making it very difficult to detect but as soon as you drive into a river the gearbox will fill with water, the result is one dead gearbox.

AMPHICAR HEALTH WARNING: Look after your gearbox, its probably the only one you'll ever have!!!

One other important point about the oil seals on the hubs, remember that the seals are fitted with the lip (the side with the spring) facing outwards. This is because in the water the pressure of the water trying to get into the hubs is greater than the pressure of the grease trying to get out. If you ever have anyone work on your Amphicar who is not "fully amphibious" they will fit these seals the wrong way round. This is disastrous because water then gets into the hub but cannot get out so it is trapped against the surface of the shaft right next to the seal. In no time at all the shaft will become pitted which will destroy the seal and be very difficult and expensive to fix. When using a grease gun on the Amphicar remember that the grease nipples for the rear wheel bearings just behind the brake backplate offer very little resistance to the pressure of grease pumped in with the result that any more than one pump on the grease gun forces the grease straight past the outer oil seal and into the brake drum...Not good!!

Lots of people ask about the correct grease to use on the Amphicar. The ONLY grease approved back in the sixties by the Amphicar factory was Molykote BR2 which is surprisingly still readily available today from suppliers such as Mecro.

That's all for this month. Next time I'll let you into the secret of why the leading edge of an Amphicar brake shoe must never be chamfered!

MIDLAND SPITFIRES

105 Brearley St, Newtown, Birmingham, B19 3XJ. Tel: (021) 359 3315

April Offers

All prices include VAT. The figure in brackets is the Post & Packing cost of adjacent part. Please phone for P&P rates on multiple pack orders.

Light Units

Spit III, IV & 1500 GT6 II/III Front Sidelight/Indicator	£14.00	(1.00)
Spit IV & 1500 GT6 III Rear Lamp Unit	£15.00	(2.00)

Engine Parts

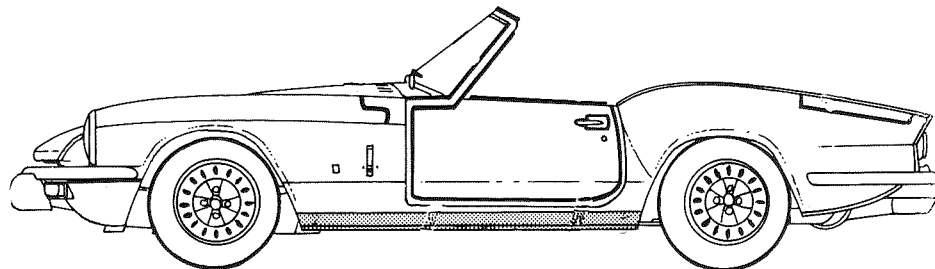
Oil Pump 4 cyl.	£35.00	(2.00)
Engine Pump 6 cyl.	£31.50	(2.00)
Rocker Shaft 4 cyl.	£19.95	(2.00)
Rocker Shaft 6 cyl.	26.85	(2.00)
4 cyl. Bottom End Gasket Set C/W Seals	£10.45	(2.00)
4 cyl. Head Set	£8.55	(2.00)
Timing Chain	£3.50	(.50)
Timing Chain Kit	£9.50	(1.00)

Panels

Spitfire/GT6 Sill	£11.00	(3.00)
Spitfire Rear Lamp Panel	£72.45	(3.00)
Front Footwell	£7.50	(2.50)
Fibreglass Front Quarter Valence	£17.25	(2.50)

Hoods, Tonneaux and Hood Bags in stock, Hoods from £62.83. Spitfire IV, 1500 and GT6 III Outer Door Handles now in stock. Workshop and Restoration facilities.

Please phone for prices of Panels, Trim, Mechanical items etc



ALL PRICES INCLUDE V.A.T. (POSTAGE IN BRACKETS)
ACCESS AND BARCLAYCARD WELCOME

Telephone (021) 359 3315
Telefax (021) 333 3392



Herald Vanden Plas or Vitesse?

Today we complain that cars all look the same and that manufacturers indulge in badge engineering too much. But were Triumph not guilty of the same crimes? Is the Vitesse any more than a Herald with a bigger engine and a few 'GL' goodies? Is the difference no more than that between a Ford Escort 1.3 and an Escort XR3?



How many people have called



your Vitesse a Herald?

In 1964 the model line up could have been designated as follows:-

HERALD E	(HERALD S)	£527
HERALD L	(HERALD 1200)	£579
HERALD GL	(HERALD 12/50)	£635
HERALD 1.6 Ghia	(VITESSE 1600)	£735

Or in 1969/70:-

HERALD 1.3 GLS	(HERALD 13/60)	£761
HERALD 2.0 VANDEN PLAS	(VITESSE 2 LITRE MkII)	£970

Of course it wasn't the full range as we mustn't forget the Cabriolet and Estate models. If Triumph had put the 2.5 PI engine into the Vitesse would we have had a Herald GTi?

So what else were you getting for your money apart from a bigger engine if you decided to go for the top of the range Herald 1.6 Ghia or Vanden Plas?

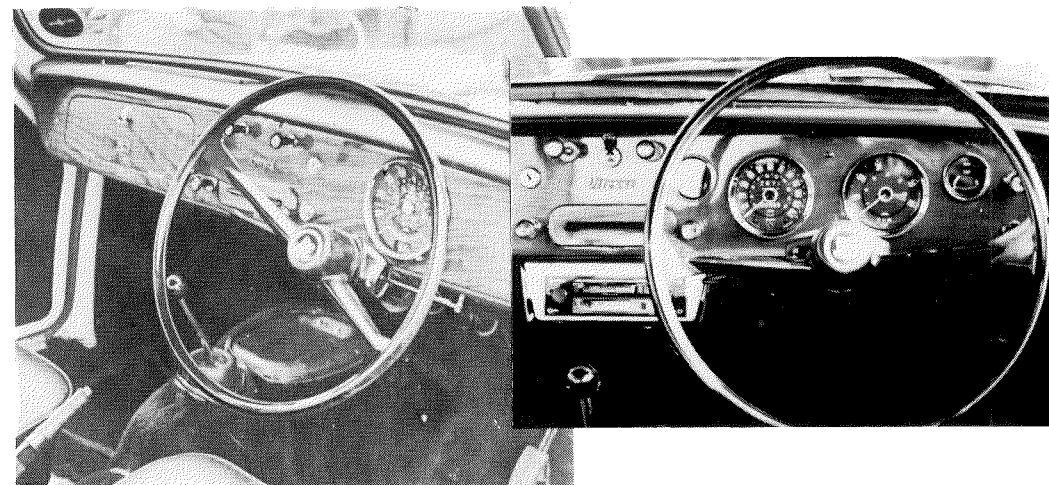
The following tables lists the differences in the Herald Saloon ranges in 1964 and 1969:

	HERALD L (HER 1200)	HERALD GL (HER 12/50)	HERALD 1.6 Ghia (VIT 1600)	HERALD 1.3 GLS (HER 13/60)	HERALD V/F (VIT 2L MkII)
ENGINE & TRANSMISSION					
Number of Cylinders	4	4	6	4	6
Capacity	1147cc	1147cc	1596cc	1296cc	1998cc
Peak Power	48 bhp	51 bhp	70 bhp	61 bhp	104 bhp
Peak Torque	62 lbft	63 lbft	92 lbft	73 lbft	117 lbft
4 Speed Manual Gearbox	x	x	x	x	x
Synchromesh 1st Gear	-	-	-	-	x
Overdrive	-	-	0	-	0
Final Drive Ratio	4.11	4.11	4.11	4.11	3.89
PERFORMANCE					
0 - 60 (secs)	22.8	21.5	17.1	17.6	11.3
Standing ¼ Mile (secs)	22.2	20.9	21.2	20.3	18.1
Top Speed (Mph)	78	80	89	84	101
30 - 50 Mph in Top (secs)	14.1	13	10.2	10.8	7.6
'Overall' M.P.G.	28.4	27.8	25.1	25.5	23
BRAKES, WHEELS & TYRES					
Front Brakes	8" Drums	9" Discs	9" Discs	9" Discs	9.7" Discs
Rear Brakes	7" Drums	7" Drums	8" Drums	7" Drums	8" Drums
Wheel Size	3½ J	3½ J	3½ J	3½ J	4½ J
Tyres	5.20 x 13	5.20 x 13	5.60 x 13	5.20 x 13	155 x 13
ELECTRICAL					
Single 7" Headlights	x	x	-	x	-
Twin 6" Headlights	-	-	x	-	x
Hazard Warning Lights	-	-	-	-	-
Reversing Light	-	-	-	-	x
2 Speed Wipers	-	-	-	-	-
Passenger Courtesy Light	-	-	x	-	x
INSTRUMENTATION					
Speedo	x	x	x	x	x
Tachometer	-	-	x	-	x
Temperature Gauge	-	-	x	x	x
Fuel Gauge	x	x	x	x	x
INTERIOR FEATURES					
Padded Sunvisors	-	-	-	x	x
Swiveling Sunvisors	-	-	x	-	x
Vanity Mirror	x	x	x	x	x
Coat Hook	x	x	x	x	x
Fascia Ashtray	x	x	x	x	x
Rear Ashtray	-	x	x	x	x
Walnut Door Cappings	-	-	x	-	x
Leather Rimmed Steering Wheel	-	-	-	-	x
Styled Front Seats	-	-	-	x	x
Map Pocket	-	-	x	-	x
Door Trim Pockets	-	-	x	-	x
BODY FEATURES					
Wedge Bonnet	-	-	x	-	x
White Rubber Bumpers	x	x	-	x	-
Polished Aluminium Bumpers	-	-	x	-	x
Polished Wheel Trims	-	-	x	x	x
Number Plate Light Bezel	-	-	x	x	x
Rear Boot Trim	-	-	-	-	x
Sun Roof	0	x	0	0	0
Aluminium Tread Plates	-	x	x	x	-
Two Tone Paint	0	0	0	-	-

x = STANDARD 0 = OPTIONAL

Apart from the different shaped bonnet and larger capacity engine, the first Vitesse 1600s really were outwardly little more than dressed-up Heralds. So much so that even the Triumph sales staff insisted upon the introduction of the more sporty dashboard and other detail changes to give the Vitesse a more sporty top of the range image. Luxurious items included veneered door cappings, wheel trims, polished aluminium bumpers, a different front grille and of course a different set of badges!

To bridge the gap between the basic Herald L and the top of the range Herald 1.6 Ghia, Triumph introduced the Herald GL, which gave you a little more power and a sunroof as standard. The GL



could be distinguished from the more basic L by means of a different front grille and of course different badges. Originally the car was to be marketed as the 'Herald Gold Star' (is this what the 'GS' on modern cars stands for?) but this title was not adopted.

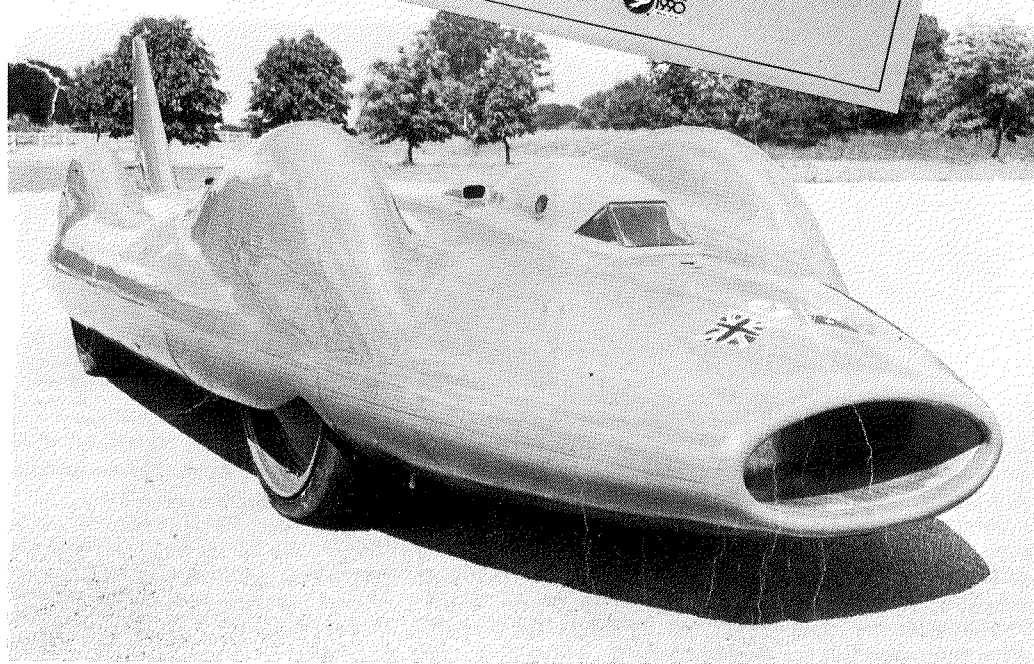
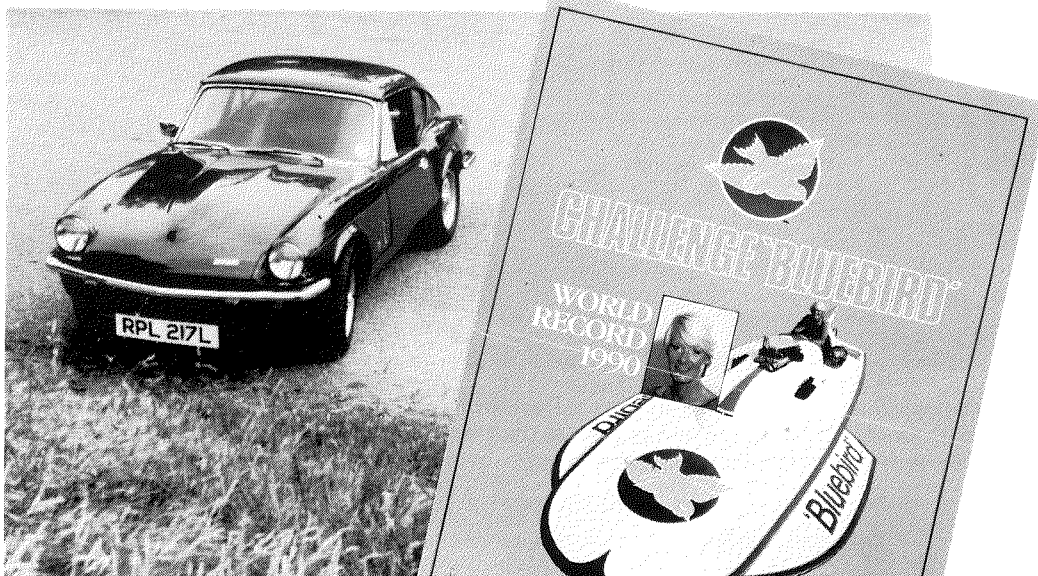


By 1970 the model range had shrunk in size and there was very little externally to distinguish the GLS and the top of the range 2.0 Vanden Plas. By now even the different bonnet had disappeared and from the front you had to rely on the twin headlights (and badges!) to distinguish the two models. Was badge engineering another Triumph first?

Before I receive too many letters let me just say that like most, I believe the Vitesse was more than a 'dressed up' Herald. The Vitesse package was put together in such a way as to create a car with a totally different character. The engine and mechanical changes that I have glossed over above, gave the Vitesse a more refined and less rushed appeal. Although the above facts are correct, they have been presented a little tongue in cheek, as befits this month of the year!

John Thomason Spitfire Register Sec (Ex 1600 2Litre MkI Vitesse)

ANY CONNECTION ?



STORY OF BLUEBIRD

Stewart Crofts

OVER the past ten years we've owned 3 GT6's, 2 MkIII's and an early MarkII. The late version of the MkIII was always my favourite, the shiny Mimosa paint with tinted windows looked very smart.

I had to sell the car to help finance my last house move. Ever since I've found myself pining for another GT6. Everytime I saw another GT6 my heart sank, I got depressed knowing that it was going to be a long time before finances improved enough before I could buy another until -

One Thursday morning back in October 1988 having dropped my son off at school (early for a change I recall) I called in at the Newsagents and bought the Exchange & Mart to read over breakfast. That morning time was not important so I could enjoy bacon and eggs and have a good read of the Triumph section and then on to the back pages for the Collectors Cars and number plates.

I never reached the back pages because in the Triumph section I read the following advertisement: GT6 for sale, owned by famous person, original, low mileage and was reasonably priced, this was enough for my curiosity to take over.

The telephone was answered, I asked where in the country was I 'phoning as I didn't recognise the dialing code! - the voice said Guernsey in the Channel Islands!!

At this point I thought about putting the 'phone down, thinking to myself "hell what am I doing, I've no money to hand, my wife thinks I'm a time waster and heres a car for sale not even on the mainland to view - I'm mad, raving mad!

Yes I'm still here I said quickly having returned from my self thoughts. I asked who is this famous

person, is it you? no said the "seller", the car was originally owned by Leo Villa, you know the mechanic chap who serviced the Bluebird boats and cars for Malcolm and Donald Campbell.

The seller went on to explain how the car came to be on Guernsey and expand on the car itself. It's a Pimento red late MarkIII in original condition, mileage below 40,000. Leo Villa bought the car new back in 1973, he was 73 years of age. Being of Italian background red was an ideal colour choice. Over the years Leo had many cars, mainly Triumphs. Back in the mid-fifties Donald Campbell gave Leo a "TR2" as a present for his hard work. Leo covered some twenty seven thousand miles in the GT6 before he died in 1979. He maintained the GT6 himself with the skill and enthusiasm that kept Bluebird boats and cars winning records for over half a century. He even kept a hand written 'log' of all the jobs carried out on the car. If you read his books on the features he had written for the original "Old Motor" you'll see how meticulous he was about everything he did.

The car and its history sounded great, all I had to do now was convince the Bank Manager to lend me the money, book a flight the next day and take the day off work.

Everything worked out fine, I was now just praying the seller was not telling "fibs". On arriving at Guernsey Airport the seller met my wife and me and drove us to his house. The sun was shining and for mid-October was very warm. After ten minutes we arrived, the GT6 was on his drive way, the moment of truth had arrived! After a matter of only minutes I knew everything the seller had said about the condition of the car was true, 30 minutes had passed and I agreed to buy it even without driving it. As it happens when I did drive it through the narrow Guernsey lanes in the bright sunshine the sound of the smooth engine and the rhapsody of the exhaust sound bouncing back at you from the hedgerows was sheer music to our ears. The sheer smoothness and crisp acceleration, coupled with the fact the car felt and drove like new was great, simply great I recall.

An overnight stay, having obtained all the documentation from the seller, proved to be very enjoyable. On our return trip by ferry to Portsmouth the next morning the weather had changed for the worst. The sea was rough and for some six hours I could think of nothing else but for the GT6 way down below, just praying once again that the cars in front and behind stayed firmly anchored in their bays.

The Customs at Portsmouth kept us for over an hour unsure if they could allow us to re-import the car. Had taxes been paid etc., Fortunately, I had done my homework on the Thursday in checking all the required procedures out with DVLC at Swansea - without their help it would have been very difficult I think in dealing with the Customs people.

On returning home the car's performance was 100%, in fact to this day, now some 16 months later, the car has never shown any fault or need for my attention.

After Leo Villa died in 1979 he passed the car onto his son Tim, who in turn gave it to his cousin Philip Villa, who by this time had married Donald Campbell's daughter Gina. Gina divorced in 1984 and sold the GT6 to a lady friend on Guernsey to help finance her new life in New Zealand. Gina is a world record breaker in her own right, in that she holds the honour of being the fastest woman on water, having achieved an average speed of 122.85mph in a Catamaran



power boat in 1984.

She now spends most of her time power boat racing in New Zealand, but in March 1990 intends to go for the World Water Record in her new Grand Prix hydroplane, which is powered by a General Motors V8 427 cubic inch engine, which produces 1200hp. The boat will be capable of speeds well in excess of 200 kilometres per hour. The Record attempt will coincide with New Zealand's 150th Anniversary of the signing of the Treaty of Waitangi. This Treaty was a pact between the Maoridom Chiefs and the British Crown, it forms the basis of their living together today.

As for my GT6 well I'm just happy to drive, wash and polish her proud in knowing I've a car that was serviced and owned by one of this Country's finest engineers and also once driven by the fastest woman on water.

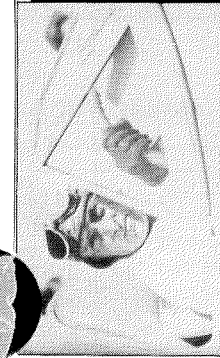
Good Luck Gina on your new attempt.

BOOKS OF INTEREST

1. Gina Campbells Bluebirds (the story of the Campbell dynasty).
2. Leo Villa's Life with the Speed King and The Record Breakers.
3. Donald Campbell's Into the Water Barrier.

Photo shows: 'St Christopher' given to Leo Villa by Sir Malcolm Campbell. The Campbell family were into spiritualism, and Sir Malcolm often gave items to close friends such as the one on the dash of my GT6. - Info advised by Tim Villa son of Leo.

The Campbell Family



Donald Campbell

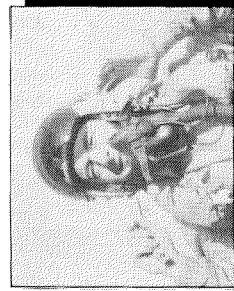
Sir Malcolm's son, Donald Campbell, finally set his first water speed record of 162.2 mph, at Coniston in July 1955, in his jet propelled hydroplane, also called Bluebird.

Between 1955 and 1964 he broke the world water speed record seven times, recording 276.5 mph on Lake Dumbleyung, Australia, in December 1964.

In that year he became the only person ever to break both world land and water speed records in one calendar year, and he was the first man to reach over 250 mph on water and 400 mph on land.

Donald Campbell died on January 3, 1967, on Coniston Lake, while travelling at nearly 300 mph.

The only object recovered intact from the crash was his tin mascot bear Mr. Whoppy, now one of Gina's most treasured possessions.



Gina Campbell

Gina, Donald Campbell's only child, has taken up the family legacy of water speed.

Her first experience of power boats was gained in a modest 25-footer in Britain. In 1984, her first year of competitive racing, she became the United Kingdom offshore champion, and the European offshore champion the following year.

One of her more significant achievements was winning the Round Britain Race 2000, a 2000 mile race around the British coastline from Portsmouth.

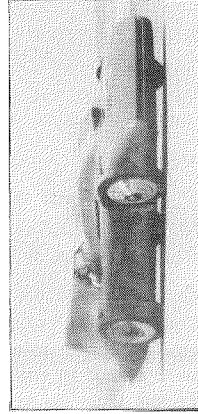
In 1984 she became the fastest woman in the world on water when she clocked an average speed of 122.85 mph in her catamaran Agfa Bluebird II (pictured at right).



The Bluebirds

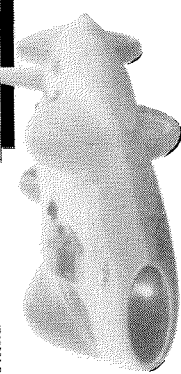
The car in which Sir Malcolm Campbell set his first world land speed record was a Sunbeam, powered by a V12, 18.322 cc Manion aircraft engine. The engine of this 550 hp was slightly modified, and the bodywork was streamlined before the first record was set in Wales, in 1924.

Sir Malcolm's Bluebird cars were constantly changed and modified over the years. The car which set the first world land speed record in 1935 was powered by a Rolls Royce supercharged 2500 hp engine.

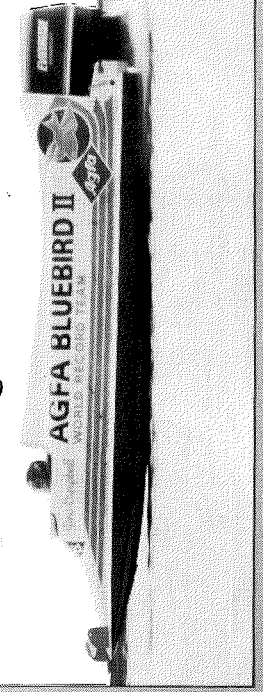


Donald Campbell's first world water speed record attempt took place in 1949 in his late father's Bluebird fitted with a Goblin jet engine. However, his first world record was set in 1955 in a car which developed 1,500 lbs of thrust. All his subsequent world water speed records were set in this boat (pictured).

In 1965 Bluebird was fitted with a new Orpheus jet engine with a thrust of 5000 lbs. It was in this version of Bluebird that Donald Campbell was killed in 1967 when attempting a new world record.



Donald Campbell's Bluebird car was powered by a turbine engine which developed 1,500 lbs of thrust. It was a two gearboxes. In the early stages of its trials, it was wrecked at Utah, but rebuilt with a stabilising tail added. In 1967 it pushed the record to 403.1 mph at Lake Eyre, South Australia.





WH002

This is a **BRAND NEW & EXCITING** addition to the TSSC Offers range. There is no better way to 'finish off' a good car than a stylish set of wheels. We are now able to offer a wide choice of steel or alloy wheels and hopefully suit all tastes and pockets. All those pictured are 5½" x 13" and are suitable for all TSSC cars. PLEASE NOTE these form part of the TSSC's ongoing range of offers and will be available for the foreseeable future. For information on wider wheels or different applications ring TSSC Offers 0462-456315.

In the steel range we have three choices:-

WH001 - Triangular 8 spoke in chrome.

WH002 - Triangular 8 spoke in white.

WH003 - Classic Wire.

All come complete with caps and the chrome finishes are lacquered. The 'Classic Wire' are particularly interesting they bolt directly to your existing hubs so no expensive spinners and hub adaptors are required and in the long term no problems with worn splines will be encountered. In addition they have another useful and practical advantage over other types of wire wheels. The outer wire disc can be removed for winter use (when wire wheels suffer most!), or for easy cleaning and polishing (in front of the TV!). When removed the wheels still look good ie. as the standard Triangular 8 spoke chrome WH001. So with these you have all of the advantages and looks without the price penalty and disadvantages of normal wire wheels.

WH003

WH004

WH007

WH004

In the alloy range we again have a choice of three :-
**WH004 - MX range classic style available in gold,
 red, or black.**

WH007 - Supa-slot again a classic style available only in highly polished silver.

WH008 - Pantha range available in black, gold, red, anthracite, white and silver, note the locking centre cap covering the wheelnuts.

NOTE prices are per four wheels and include caps & VAT

WH008

TSSC OFFERS Order Form

INCLUDE ALL REFERENCE NUMBERS AND DESCRIPTIONS INCLUDING P&P

ORDER FORM

ALL PRICES INCLUDE VAT

INFORMATION REQUIRED

TOTAL

Car (model & mark) Year

Engine size Membership No. /

Name Signature

Address

Post Code Telephone No.....

My cheque/postal order for £ is enclosed or debit my credit card
Number |_|_|_|_|_|_|_|_|_|_|_|_|_|_|_|_| Expiry Date |_|_|_|_|_|

Send order to: **TSSC OFFERS - 13 Common Rise, Hitchin, Herts. SG4 0HN** or phone **(0462) 456315**
Although normally quicker allow 28 days for delivery and expect multiple and mixed orders to arrive in separate parcels **FAX No (0462) 456315**

STANDARD



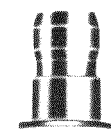
TRIUMPH

fit only LODGE SPARK PLUGS

AS EXCLUSIVE ORIGINAL EQUIPMENT
ON **ALL** THEIR CARS



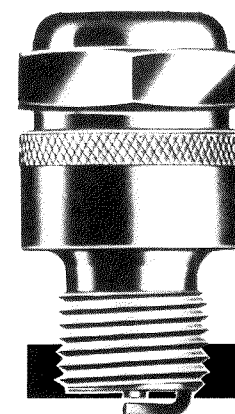
SURE FIRE



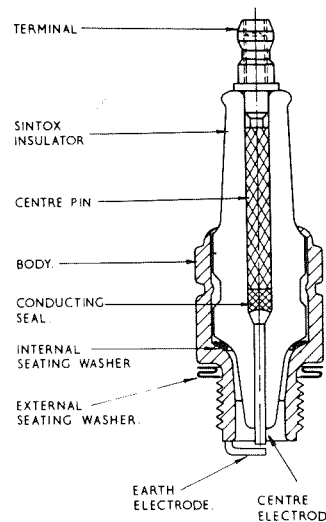
LODGE

SPARKING

C. M. SMITH
Technical Author
Lodge Plugs



Lodge CN Spark Plug



TIME, patience and money invested in finding and fitting the type and grade of spark plug best suited to both engine and the driver's personal kind of motoring, and subsequent regular attention to gap setting and replacement, will invariably pay dividends in improved performance and reliability.

Working in conjunction with the various other components of the ignition system, the simple purpose of the spark plug is to provide a spark at the right moment to initiate combustion in the combustion chamber. That is when the fuel/air mixture is compressed in the cylinder by the piston.

The illustration here is of a Lodge CN plug - a type suitable for many vehicles in the Standard Triumph range. The assembly comprises an electrically conducting centre electrode, which carries a terminal for connection of the lead from the distributor, surrounded by a ceramic insulator and a metal body which carries the earth electrode. Essentially, this construction is typical. High voltage current from the ignition coil is fed by the distributor to the centre electrode of each plug in turn, according to the firing order of the engine. This voltage is sufficiently high to jump the gap between the centre and earth electrodes in the form of a spark.

Plug sizes and reaches.

Spark plugs are made in various thread diameters. Obviously, the

MAKE SURE YOU FIT THE CORRECT REPLACEMENT LODGE PLUGS IN STANDARD AND TRIUMPH CARS

STANDARD

	Normal	Road & Town	Gap
Vanguard Vignale Six	HLNY	HLNY	-.025"
Vanguard Sportsman (20STB)	HN	CNY	-.025"
All Vanguards (20S.I., 20S.II., 20S.III.)	CN	CNY	-.025"
Vanguard 12 cwt. Van	CN	CNY	-.025"
Vanguard 12 cwt. Pick-up	CN	CNY	-.025"
Ensign from 1958	CN	CNY	-.025"
58 h.p. (SC) from 1953	HLN	HLNY	-.025"
110 h.p. (BE) from 1954	HLN	HLNY	-.025"
110 h.p. Companion and Pennant from 1956	HLN	HLNY	-.025"
8 h.p. (4BA), 12 h.p. (12CB), 14 h.p. (14CD), from 1945 to 1948	CLNH	CLNY	-.025"
8 h.p. (8A), 10 h.p. (10C), 12 h.p. (12C) from 1939 to 1941	CLNH	CLNY	-.025"
14 h.p. (14CB), 20 h.p. (20CB), 1939 to 1941	CN	—	-.025"
All models, 1936 to 1938	CN	—	-.025"
12 h.p., 14 h.p., 1933 to 1935	CAN	—	-.025"
Atlas Commercial Vehicle	HLN	—	-.025"

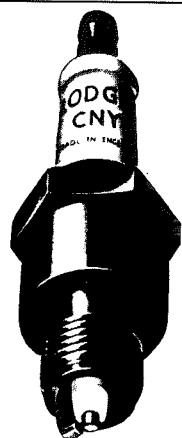
TRIUMPH

	CNY	CNY	Gap
Spitfire	HLNY	HLNY	-.025"
Vitesse	CNY	CNY	-.025"
Herald 12 50	CNY	CNY	-.025"
Herald 1200	CNY	CNY	-.025"
Herald and Herald "S"	HLN	—	-.025"
1TR2, TR3, TR4	CNY	CNY	-.025"
Hi-Speed	—	—	-.025"
1800 (18T, 18TR)	2HN	—	-.025"
2000 (20ST, 20STA, Renown)	CN	—	-.025"
Mayflower (12T)	CLNH	—	-.025"

(For detailed recommendations, see notes)

This heat grade of plug has been thoroughly tested and for average driving conditions gives the most satisfactory performance. In certain cases when a lower compression ratio is used due to the non-availability of high octane fuel, it may be necessary to use softer plugs, i.e. LODGE CN. For consistent high speed touring it may be found necessary to use a slightly higher heat grade of plug, i.e. LODGE HN. However, for competition work use an even harder plug—LODGE 2HN will be required (detailed recommendations of plugs for competition work can be readily obtained either from the manufacturers or their local distributors).

SPECIAL NOTE. PLUG TYPE HLN.
The Standard Motor Co. are fitting type HLN in all small car engines irrespective of compression ratios or overseas conditions as they have found this plug to be the most satisfactory for general purposes. Should loutling of this plug be experienced, the fitting of CLNH will effect a cure.



TYPE CNY - specially designed
for the Herald 1200, TR & Spitfire
THE EXTENDED TIP MAKES THE BIG DIFFERENCE

correct diameter must be selected to mate with the tapped holes in the engine cylinder head.

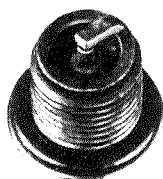
Similarly, the correct plug reach must be selected. The reach is measured from the shoulder to the end of the threaded portion of the body. A plug too short a reach will allow the threads in the lower part of the plug hole to become carboned so that it will be impossible to subsequently fit a plug of the correct reach. A plug with too long a reach may project so far into the cylinder as to foul valves or piston. It may also get overheated, and so cause self-ignition, and will certainly become carboned up and difficult to remove after it has been installed for any length of time.

Heat Range

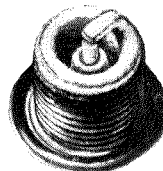
The nose of a spark plug is often subjected to extremely high temperatures and at other times to oil and carbon fouling. Under these conditions, the nose of the plug insulator must be sufficiently hot to burn off deposits which would otherwise adversely affect the efficiency of the plug and, at the same time, not so hot as to cause self ignition.

Plugs are therefore designed to operate in varying heat ranges to suit different motors and motor-ing conditions. The heat of the engine in this context, is, of course, that of combustion, which is dependent on compression pressure, and is not directly related to that of the radiator.

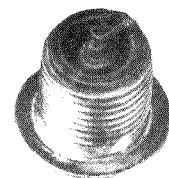
Thus, a hot, or high compression engine should be fitted with spark plugs designed to rapidly dissipate the heat to which they are exposed. Such plugs are called 'soft' or 'cool running'. Converseley, in a cool engine, 'hard' or 'hot running' plugs, designed to retain sufficient heat to burn away fouling deposits, should be fitted.



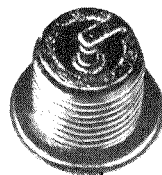
CORRECT
Light flaky grey deposit on outer rim and earth electrode, base of insulator light chocolate brown.



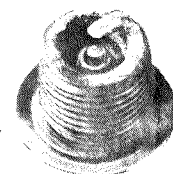
TOO HOT
Bleached appearance with deposit like cigarette ash. A cooler running type should be substituted.



RICH MIXTURE
Sooty plug indicates fuel/air mixture too rich. Carburation should be checked and adjusted.



TOO COOL
Oil on base of insulator. Does not reach self-cleaning temperature. Should be replaced by a hotter running type.



WORN OUT
Earth and centre electrodes heavily eroded. Should be replaced by a new plug of the correct grade.

Initially, the correct grade of plug should be ascertained from the manufacturer's recommendation list.

Modern engine design tends to decrease cylinder capacity and to increase compression ratio, thus making extraordinary demands on spark plugs. This factor, together with others, such as personal driving habits and engine condition can make an engine run hotter or cooler than normal and so affect the efficiency of the plugs.

Cooler running plugs than those recommended should be fitted if the standard type are overheated by:

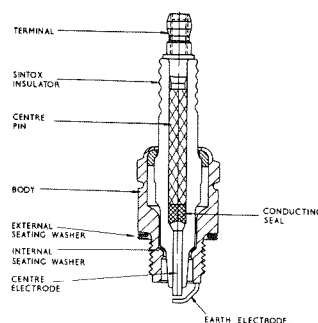
1. The engine is always driven hard
2. The engine is tuned for higher power

Hotter running plugs should be fitted if the standard type are fouled because:-

1. The engine is always driven slowly
2. The engine is badly worn, loses

compression and has a high oil consumption.

3. The engine is de-tuned for low grade fuel.



Lodge CNY Extended Nose Spark Plug

Assuming that carburation is correctly adjusted and that the cooling system is functioning properly, comparison of the firing

ends of a set of newly extracted spark plugs with the photographs shown will indicate whether the heat grade in use is correct, and therefore whether the greatest possible efficiency is being obtained from them.

Extended nose plugs

The noses of these plugs project beyond the ends of the bodies and, at wide throttle openings, utilise the relatively cool incoming charge of fuel/air mixture to assist in heat dissipation. The spark is taken inward, away from the walls of the combustion chamber, and this assists combustion and ensure more even firing under light loads.

These plugs, often described as 'Road and Town' types because of their wide heat range characteristics, are available for use in most Standard-Triumph vehicles, but should only be fitted to these engines for which they are specifically recommended, as the extra projection must be accommodated without this fouling the piston or valves positions of plugs and inlet valves control the effectiveness of cooling.

Gap Setting

Plugs are normally supplied with a general setting which will not necessarily be correct for all engines. Plug electrodes should be set, by bending the earth electrode only, to the gap recommended for the particular engine by the plug manufacturer. Incorrect gap setting can cause misfiring, loss of power, early fouling and poor idling. Plug gaps should therefore be set correctly before installation and checked regularly at intervals of 2,500 and 3,000 miles.

Installation

Before fitting, a smear of graphite grease on the plug threads will prevent the possibility of seizure and a ruined cylinder head. This is particularly

important in the case of aluminium heads. Use a box spanner with a short tommy bar. Do not overtighten.

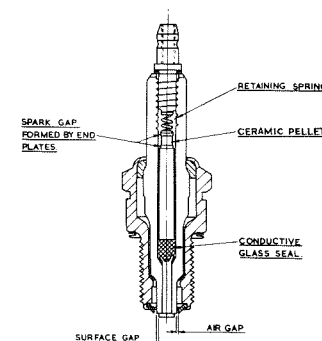
Cleaning

Some plugs, known as detachable, may be dismantled for cleaning. All plugs may however, after being degreased, be cleaned on the Lodge Sandblast Cleaner.

Electrode gaps should be correctly set after cleaning.

Replacement

Sparking causes erosion of the electrodes which can for a while be partially compensated for by resetting the gaps, but as the clean edges of the electrodes are gradually eroded away and the centre electrode recedes into the body, the plugs become less efficient and after about 10,000 miles they should be discarded and replaced.



The Golden Lodge Spark Plug

Golden Lodge

The Golden Lodge is a new concept in spark plugs which employs a built-in high frequency converter together with a unique insulator nose and low voltage electrode configuration to combat fouling and to provide both easier cold starting and greatly increased plug life.

The high frequency converter comprises a ceramic pellet coupled with a series gap formed by two metal end plates; the whole being retained in electrical contact with a terminal screw and the centre pin by a helical spring. This arrangement receives and stores H.T. current from the coil, and discharges impulses to the centre electrode at a frequency sufficiently high to overcome fouling deposits, oil and carbon.

The earth electrode comprises a four point stamping in intimate contact with the plug body. This is pre-set during manufacture to give a small air gap adjacent to a ceramic surface gap formed by the insulator nose. This formation imposes a lower voltage demand on the other ignition system components and a lower rate of voltage increase with electrode erosion; resulting in considerably longer plug life.

These plugs are pre-set during manufacture, and require no gap setting either before fitting or in service.

Recommendations

Lodge spark plugs are fitted to standard-Triumph engines as original equipment. Replacements may be selected from the chart.



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Vitesse	HLNY	HLNY	.025"		2HL
Herald 12/50 from 1963	CNY	CNY	.25"		2H
Herald 1200	CNY	CNY	.025"		2H
Herald and Herald 'S'					
high comp.	HLN	-	.025"	should fouling occur,	2HL
low comp.	HLN	-	.030"	fit type HBLN	2HL
Herald estate car	CNY	CNY	.025"		2H
Courier 8.5:1	CNY	CNY	.025"		2H
7.5:1	CNY	CNY	.030"		2H

Sintox Insulators

The insulator of a spark plug also serves to conduct heat away from the firing end. Initially the insulator is subjected to very heavy assembly loading and then throughout the life of the plug it must withstand stresses imposed by its being extremely hot at one end and relatively cool at the other. At the same time, its electrical insulating properties must remain unimpaired and the nose of the insulator must be highly resistant to attacks by lead and sulphur.

This exacting specification is met fully by the insulators of Lodge spark plugs which are of Sintox, a 95% alumina ceramic with a distinctive pink colouring. These have the properties of great mechanical strength, high electrical resistivity, excellent thermal conductivity and resistance to thermal shock, corrosion and chemical attack.

The success of Sintox in this field has led to its employment in other industries where the properties already listed, together with qualities which are relatively unimportant in the automotive application, are exploited to the full.

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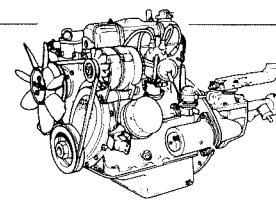
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Bell Silencers

The inside story

Bernard Robinson

Having covered how a finished system comes into production, I thought an article on how it was produced might be of interest. Whilst the fitting of the prototype 1200 system was going on, I was kindly taken on a full production tour by Roy Gibbons, MD of Bells Silencers.

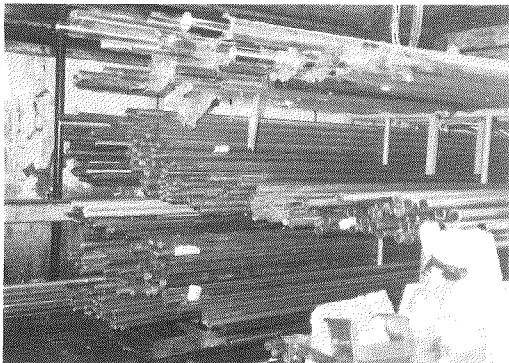


Fig.1. Stainless Tube Stock

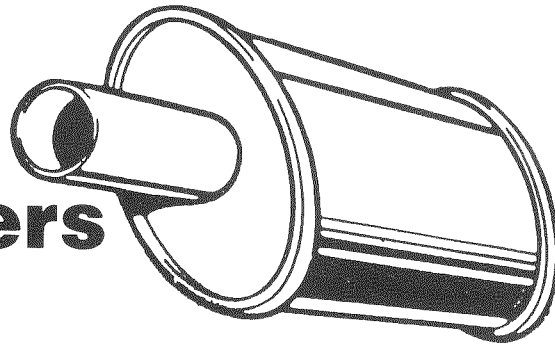
To begin with, the right size and grade of pipe is taken from Bells large stock & is then cut to size.



Fig.2. Sheet Stock



Fig.3.



After the sheet is cut to required size it is rolled into a tube and then continuously spot-welded.

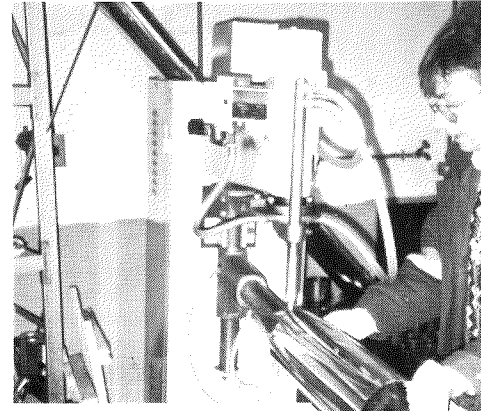


Fig.5. Continuous Spot Welder.

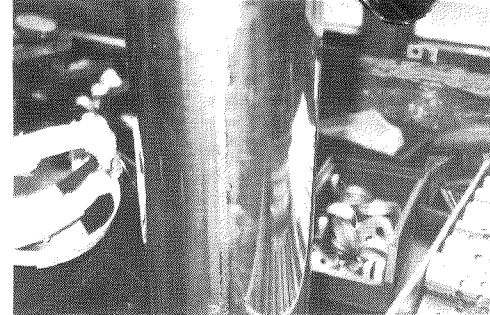


Fig.5. The end result.

All Silencer Boxes start off as tubes from where they are taken to the forming press, if they are required to be oval in shape. Before this the stainless cap blanks are punched to accept the inner perfed tubes.

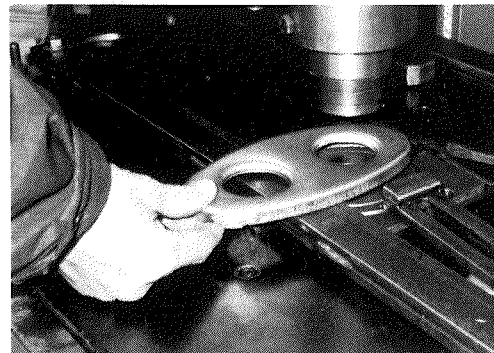


Fig.6. End Caps punched.

Once the inner perfed tubes are in position in their respective end cap they are wrapped in stainless wire wool, followed by plastic cling film wrap to hold this in position. The wrap is used for insertion.



Fig.7. Perf. Tube Wrap.

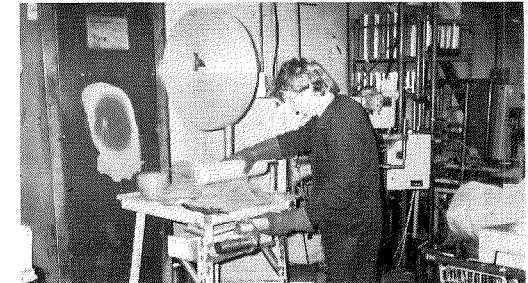


Fig.8. Plastic Cling Film.

The perfed pipe is placed into position and then the Box is filled with Basalt (Rockwool), after which the inner perfed endcap is pressed into position and spot-welded into place.

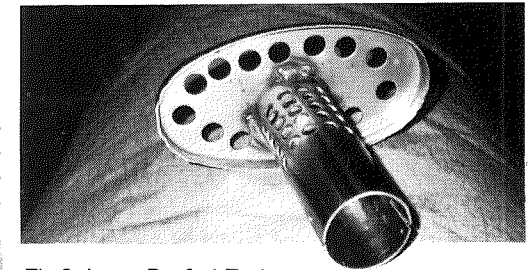


Fig.9. Inner Perfed Endcap.

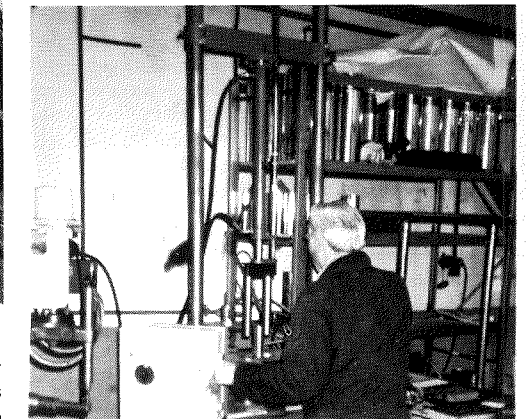


Fig.10. Inner Endcap being pressed into position.

A black and white photograph of a large, metallic, oval-shaped industrial component, possibly a lamp or a specialized container. It has a handle on the left and a small rectangular tag attached to the bottom. The interior of the oval is perforated with a grid of small holes. The component is set against a dark background.

Once these are welded in place the outer end cap is **TIG** welded on and the Box is finished. As I said before Bells go to great lengths in ensuring the quality of their Boxes and this includes matching original internals such as support brackets where required etc. Cheaper systems would possibly be using one perf.pipe instead of two and no support brackets, but by paying close attention to materials, design, packing and quality of Box build, Roy Gibbons and his team can be assured as to the integrity of *their* Box build.

This cutaway of one of the TSSC Sports Boxes shows in detail the internals in position, perfed tube of the correct size, (Bells use perforated tube which is punched, not drilled, to alleviate any danger of swarf floating about) a layer of stainless wire wool then the Rockwool. I should explain that the stainless wire wool is there to stop the Rockwool from breaking down and being blown out of the perfed tube and thus emptying the Box. On standard systems, engine gasses form an acid which soaks into the Rockwool wadding and is trapped in the space at the bottom of the Box, causing it to rot through from the inside out. This is more prevalent on cars doing low mileages, as obviously the Box doesn't get hot enough to evaporate the condensed gasses (limited mileage users take note).

the jig table.


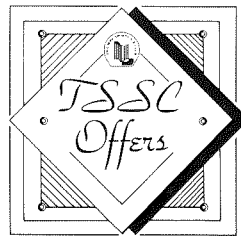


FIG. 15

Here Roy Gibbons explains that on some systems at the manifold end there can be up to a dozen different components, so the accuracy of the computer bender and jig is all important, as on their assembly the jig will instantly throw any discrepancies into the light. Once everything is lined up it is tacked down into position before it is finally Mig-welded.



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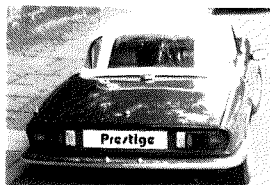
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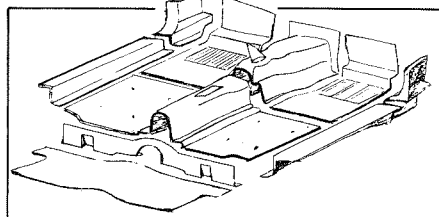
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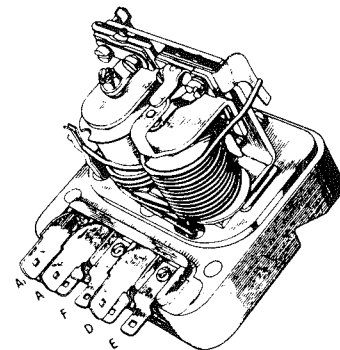


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TECHNICAL 4 - CYLINDER



Carl Heinlein

ALTERNATORS PART 2

In Courier No. 100 (Oct 1988) we covered fitting an alternator to a vehicle fitted with a dynamo and an RB340 control box. This included the following 'our' cars:

Spitfire 4, MkII, MkIII GT6 I, MkII (early models) Vitesse 1600, 2L MkI, MkII.

In Part 2, we are going to have a look at converting cars fitted with the earlier RB106/2 control box, the Heralds.

If you convert your car as described in this article, you will not have chopped any wires or modified any of the dynamo mounts and, as such, you will be able to convert your car back to original, without trace. Along the way, you'll also have converted the car to negative earth which will mean you can fit a wider range of accessories.

C40/1 dynamo. Since Part 1 has been in print, it is clear that various models need different fan belts. Generally, the front engine pulley on a Herald is smaller than that fitted to the Spitfire IV/1500 engines. Later 13/60 models (with the larger diameter main bearings) have the same front pulleys as the Spitfire MkIV/1500's. As such they

Let's start with the mechanical side of things. You will need the following parts from a MkIV/1500 Spitfire.

- Lucas Alternator (LRA 100 or LRA 102)
- Alternator bracket, 147899
- Alternator spacer, 147483
- Bolt, HB0839
- Washer, WP0139 (see fig 1).
- Nut, 143802
- Fan belt.

The same alternators were also fitted to Ford Capris 1.3/1.6/2.0, Escorts, 1.1/1.6, Hillman Hunters, MG Midgets, Toledos, Mini 1275's etc. The LRA 100 is a 34 Amp unit, whereas the LRA 102 is a 28 Amp, both significantly more powerful than the 22 amp

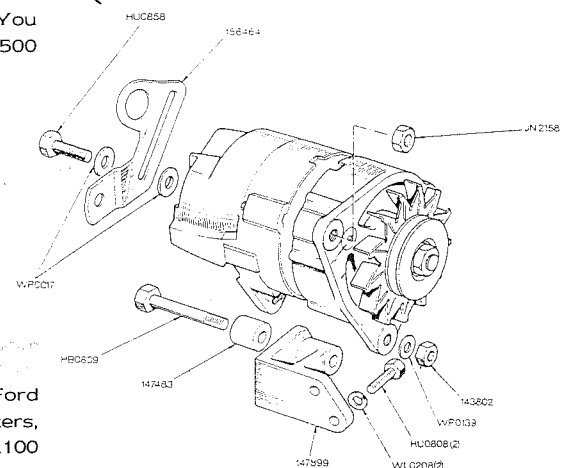


Fig. 1. Alternator Mounting

can use the MkIV/1500 fan belt. Earlier Heralds can often use their existing fan belt, even though the alternator's pulley is of a smaller diameter than that fitted to the dynamos.

Bolt all this up to the engine ensuring that the pulleys are all in line with each other.

Now, to the electrical side of things. Disconnect the battery and connect the larger $\frac{3}{8}$ " spade connector to either of the two large terminals on the alternator and the $\frac{1}{4}$ " spade connector to the smaller terminal.

Remove the control box from the bulkhead and make up the following plate.

This plate HAS to be made from an insulating material about 1 or 2 mm thick. A piece of circuit board with all the copper removed is best. Either that or a sheet of plastic cut from the side of a rectangular plant trough/microwave tray would do.

Make these from sheet copper or steel (22 or 18 gauge) and rivet these onto the plate.

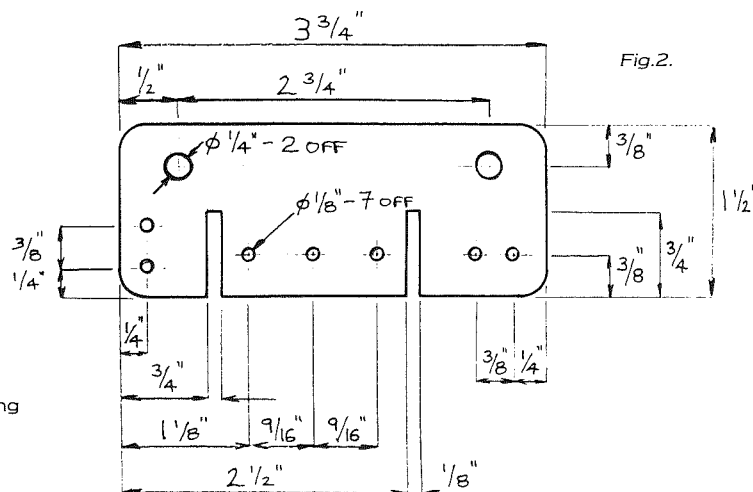
Using spacers to bring the plate well away from the body, screw the plate back onto the bulkhead.

Connect the black earth lead to terminal 1. Yes, it is not connected to anything electrically.

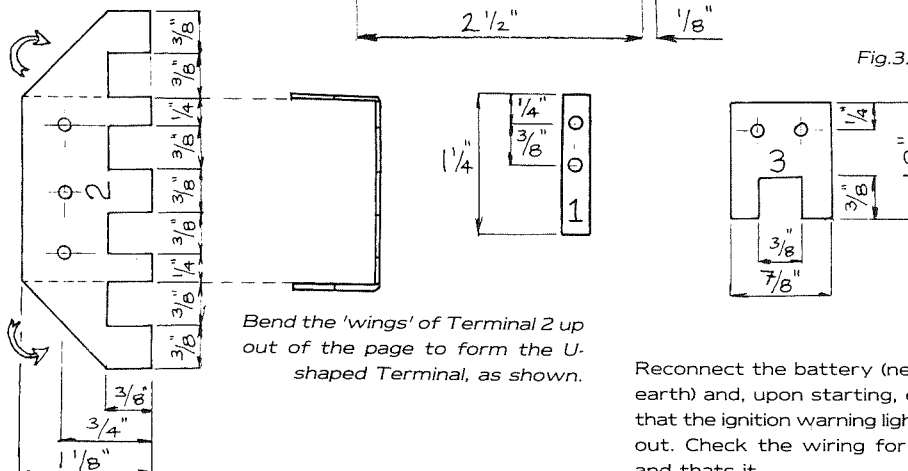
Connect the wire that originally went to terminal F and the thin wire that originally went to D both onto terminal 3.

All the remaining wires go to terminal 2.

If your car was negative earth before the conversion then reconnect the battery and your finished. If, however, you were previously positive earth then you will need to change over the LT connections to the ignition coil and ensure that radios and other accessories that will not operate with negative earth are removed.



Then make up the following terminals.



Reconnect the battery (negative earth) and, upon starting, ensure that the ignition warning light goes out. Check the wiring for faults and that's it.



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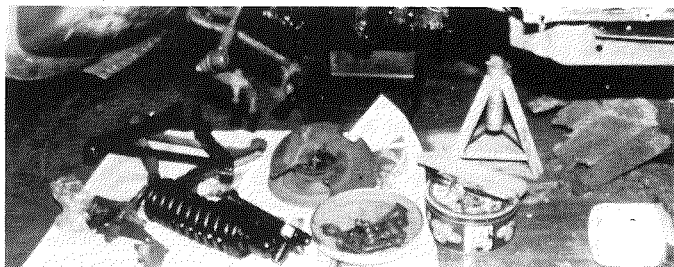
Peter Jacklin

THE recent article in Popular Classics seems to have had quite an effect - several owners, would be owners and those wishing to sell their cars have been in touch with me. So perhaps we will end up with a few more members for the Club and some more Equipes being restored. If you are looking for a restored car, or one 'in original condition' (i.e. a restoration project!) an S.A.E. will bring you the latest list. Those of you who are seeking a car and have left 'phone numbers with me please make contact again by letter (again with a S.A.E. please) as I have not found it possible to pass all of your details on to all my recent contacts.

I have been told that the episode of 'The Sweeney' repeated on Tuesday 27/2/90 showed an Equipe during one of the street scenes, did anyone see this programme? If so which model was it? Answers on a postcard please.

Is there anyone out there with artistic talent who is willing to assist in the production of the Bond Equipe Weekend Plaques for this year? If you can help give me a call.

Progress on 516 FYL is steady rather than spectacular but all the metalwork has been completed and the current project is sanding down the paintwork in preparation for the re-spray. Some investigation into the poor fit of the bonnet has revealed damage to the reinforcing tube assembly (ex Herald part) so a replacement is to be fitted in the hope that the bonnet/door gaps can be



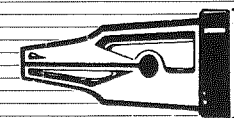
equalised on each side of the car.

I have managed to obtain a small amount of storage space so if you have any Equipe parts and these are in your way and you wish to dispose of them at a reasonable cost let me know and we will try to sort something out. Obviously I cannot accommodate major body panels but I will try to save as much as I can if it prevents useful spares from going to the scrap heap. Hopefully a quantity of secondhand parts will be available at this year's Bond Equipe Weekend (second mention this month!) - yet another good reason for attending.

Development on the Parts Catalogues mentioned last month is rather slow due to a variety of pressures on my time, including a full time job earning a crust, and the fact that the further I go into the subject the more involved it becomes. Some of the parts listed are duplicated several times with different part numbers, this entails frequent cross-checking with the relevant Standard Triumph Parts Catalogue to ensure that the information is presented in the correct sequence.

The reproduction '4' and 'S' badges have been ordered from the manufacturer and should be available next month at £4.38 a pair including P & P, send for yours without delay. I also hope to have some more enamel 'GT' bonnet badges available at the same price as previously (£14.50 incl. P&P).

Pen to paper



SKYLIGHT ROOFS?

Have any fellow owners of 'skylight' Heralds or other club cars fitted with Stanpart sliding roofs had successful refurbishment carried out to original specification. If so please feel free to reverse the charges to (0698) 860207 with details.

P.S. Lets have more subjects on keeping our (1200 Register) cars on the road rather than the all too often lists of technical info on chassis/engine numbers etc. I find the 13/60 register section extremely informative and useful without being dull.

D.J.Anderson

RAC EUROPEAN COVER

We recently, September 89', went to France taking a 1500 Spitfire with us, and, as always, took out RAC European cover on the car. What an investment that turned out to be! all the years that we have paid out the £50 or so, (we have never had a car under 10 years old!) we were paid back in full this time. On our last day, a Fiat hurtled round a blind bend, slewed across the road, and hit our car side on. The car was a write-off, and I was carted off to hospital with various, but thankfully minor injuries.

The RAC went straight into action - not only did 'Calais Control' calm my somewhat shocked husband but they arranged a tow truck and storage, a hire car within hours, changed our ferry booking and offered instant help and support with both the police and hospital. Once in the U.K. we were met with another hire car and everything was dealt with smoothly and efficiently, unlike some of our ferry companions, who had suffered the same fate, but who had chosen the AA's comparable European service. Last seen in the ferry terminal in Portsmouth, they were trying to get taxis (not easy at midnight on a rain soaked Sunday!) to get to their hired cars.

So the moral is, whenever you go driving abroad, whatever you're doing, take some European (or whatever) car cover and judging from experience, take the RAC one! We can't thank them enough for their help, efficiency and understanding.

P.S. Weve just got another Spitfire to restore and cosset!

L.F.Simmons

PANELS FROM WHO?

I am currently restoring a Vitesse MkII Convertible, and require the following panels: Rear valence, two rear ¼ valences, sills, door skins/door bottom repair, and two front wheel arch repair panels. With so many specialists now re-manufacturing these panels I am spoilt for choice, and obviously some are cheaper than others. Can anyone write to me with their own experience advising which dealers supply particularly good or poor panels, as I don't want to buy panels that don't fit. My address is: 54 Fookes Lane, Frampton Cotterell, Bristol BS17 2JG.

G.Pullin

HAPPY READING — NOW HAPPY DRIVING!!

Having read all of my friend's Courier Magazines, I felt I had to write and join the TSSC. I am the proud and happy owner of a January 1970 MkIII Spitfire Comm. FDUFE8100. (The 'U' meaning U.S. or N.American Market).

I bought this car in 1979 from the original owner and have since carried it through many changes. For the first few years it merely ran in the summer and sat in the winter, with nothing added but the gas and oil to keep it running. It was my first car you see, I was 18 years old, didn't cars only need gas and oil? Boy, was I to learn!

It was then that I learned of the Toronto Triumph club where I met valuable friends and learned of suppliers. I have since fitted a 1500 drivetrain with O/D, new top and interior, a recent all metal body job, tyres and wires, and almost completely rebuilt workings. It has also been fitted with dual 1 1/2" HSU IF (internal float) carbs and a header with performance exhaust giving it some "extra go". As any owner of early Spitfires would agree, I am interested in ridding the oversteer/tuck under for which these cars are unfortunately well renowned for. This is where I need help. Can anyone help?

During the run of Spitfire MkIV's, at chassis \$50,001, the rear track was increased by 2 inches. This was achieved by increasing the length of the halfshafts by 1 inch each side and flaring out the fenders. Was the spring also changed? I can find no record of change and my suppliers all tell me that MkIV and 1500 rear springs are one and the same. Since the MkIII and early MkIV (pre \$50,001) halfshafts are the identical lengths, what was altered to make up the difference with the 2 inch increase? With the same spring being used together with the shorter halfshafts, would the wheels not be pushed out at the top? Since I need the 1500 differential to achieve the proper gear ratio for the drivetrain and I appreciate the benefits of the swing spring arrangement, my questions are:

1. Is this a safe setup in a MkIII?
2. Will my new expensive tyres soon be developing their own special tread patterns?
3. If I must go back to the original MkIII spring, will the 4 studs in the 1500 diff be sufficient to secure the spring which normally requires 6 studs.
4. What changes if any can be done to the MkIII spring to better this situation? I've heard of removing some of the leaves, if so, how many and which ones?

I have tested the 1500 diff and swing spring arrangement on my car over the past summer and have not really noticed any benefits or disadvantages. But at the same time, I have been reluctant to really throw the car into a wild corner. It does however seem to roll more than I was accustomed to with the MkIII spring. Could this be the typical action of the swing spring or is it possibly the fact that the wheels are more splayed out at the top?

I would appreciate any advice or comments, preferably through the Courier letters, on these questions, especially whether there were in fact 2 different swing spring lengths, one being for early MkIV cars and another for the later MkIV and 1500 models. I don't particularly relish the thought of fitting longer halfshafts and flared fenders to achieve slightly better handling.

Also, any info on HSU IF carbs would be helpful although I don't believe they are standard TSSC material. I think they were used on TR 4's and those other cars (M--'s).

I am enclosing photos of my TOY, taken during the summer. Take note of the R.A.F. badge on the front hood which was a very rare addition on only some of the 1970 MkIII models destined for N.America. I have been offered everything AND the kitchen sink for that ornament and consider myself extremely fortunate to have an "original as fitted" on my car.

Finally, let me commend you on your superb magazine and your efforts to keep "our cars" on all roads world wide!

I look forward to receiving my first copy of the Courier soon and hopefully this letter, if printed will prompt more letters from other Canadians and our U.S. neighbours. If anything, at least Nick Lord will be happy to receive something for his MkIII column!

Thomas J. Van Winkle - Canada

USE OF PANELS

In reply to F.H.Shears' letter in Courier 116 criticising Herald owners who fit Vitesse panels. I, as one of those people, wish to enlighten F.Shears as to why I do it.

I run a 13/60 estate as an everyday car, and recently its bonnet started to disintegrate rather rapidly. Needing to keep the car on the road, and not able to have the bonnet re-built, I started a search for a good replacement.

At the time the supply of good 13/60 bonnets in my area had dried up and the only good bonnet available immediately was, yes you've guessed it, for a Vitesse. Having no choice I bought it and the car was quickly back on the road.

Now I can appreciate F.Shears' point of view, and had I had a choice between Vitesse and 13/60 bonnets, I would have taken that for the Herald. However when the choice is between getting the car back on the road quickly, albeit with non-original bonnet, or waiting indefinitely for an appropriate replacement, the decision is simple.

Finally, if F.Shears' can provide me with a 13/60 bonnet in comparable condition to the Vitesse item fitted, then I will happily swop!

I. Manderson

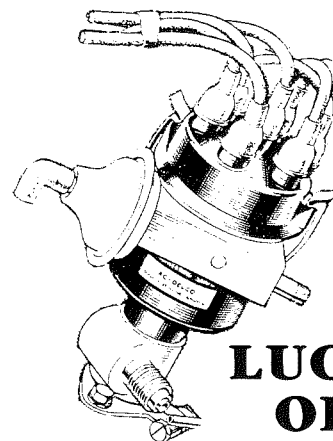
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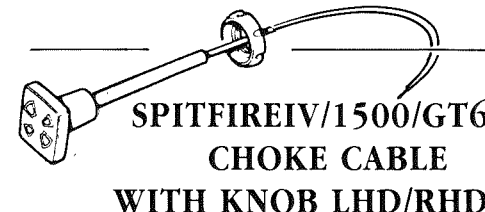
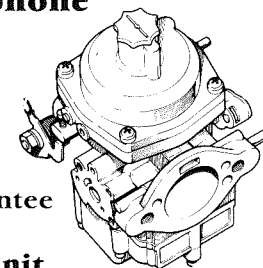


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TRIUMPH VITESSE 2LITRE Mk2

Profile:



Vitesse Mk2 Convertible

by Eddie Evans

A well remembered advertisement appeared in 1969 depicting a gleaming Mk2 Vitesse with its proud owner standing with one hand on the roof and the other arm around his wife with a look of total accomplishment. His kids gloat over the bonnet while mother wears that unknowing smile which fully endorses hubby's decision to plunge the family into monumental H.P. debt for the sake of a new Vit.

Those were the days when advertisers reckoned women had no mind. Now they assume nobody has a mind. And as a last stand against feminism, the text of the advert ends "... ask yourself why you aren't a Vitesse man already". Such an advert today would have branded and boycotted Triumph as sexist - in 1969 it created an image.

In fact, the family look totally out of place for the Vitesse is parked in pole position in the centre of a race track. Behind it, the would-be opposition, a Volvo 1800S, an MGBGT, Sunbeam Alpine, Honda SS800 and a Sprite are lined up with their owners staring sulkily at the Vitesse. And even with its extra two passengers on board, the Mk2 would indeed have left this fleet behind.

This early "macho-boy racer" image is something

which the Vitesse Mk2 Convertible has clung to throughout its life, and even nowadays I am hard put to think of a TSSC Mk2 owner who would not feel confident to "have a go" at any piece of modern tin-ware that dared to pass.

The Mk2 was of course, one of the first of those family cars which possessed performance and handling and visually boasted about it; a feature which is commonplace nowadays.

The Triumph's boasts were effective, yet tastefully subtle. Rostyle-type wheel covers and an anodised slat grille with matching badgework



The TSSC on display at a Cumbrian Classic Car Show even before the ropes are set out. Wheels are Minilite 5½J alloys.

and rear panel were all that was needed to state the car's reason for being.

A modernised facia with safely recessed switches, a leather covered steering wheel and re-styled side-trim panels added flair to an otherwise unchanged interior, though the last few cars featured a combined ignition switch/steering column lock which was clumsily positioned in front of the driver's knee.

But the meat of the meal lay under the bonnet where the basic Mk1 2 litre engine was now crowned with a high volume cylinder head derived from the fuel injected TR5. A new camshaft increased flow and timing through larger valves, assisted by modifications to inlet and exhaust manifold design.

Micheal Hancock's now immaculate example.

Again the wheels are non-standard - this time Dunlops



Whilst there is no doubt that this new engine was a significant improvement in raw performance, it had, nevertheless, lost some of the character associated with the earlier 2 litre motor. Most noticeable was the "standing start" acceleration, where the Mk2 was actually slower, a fact accentuated by a loss of that silky smoothness of the Mk1. But it was at higher, normal driving speeds where the Mk2 came "on song". Mid-range and high speed acceleration was significantly increased, producing a fast road car which would pull right up to the rev limit unlike the Mk1 which became breathless at 5000.

A close ratio gearbox and optional overdrive fed this extra power to the new "double wishbone" effect rear suspension system. And it was here

that the motoring press of 1968 and 9 had a field day.

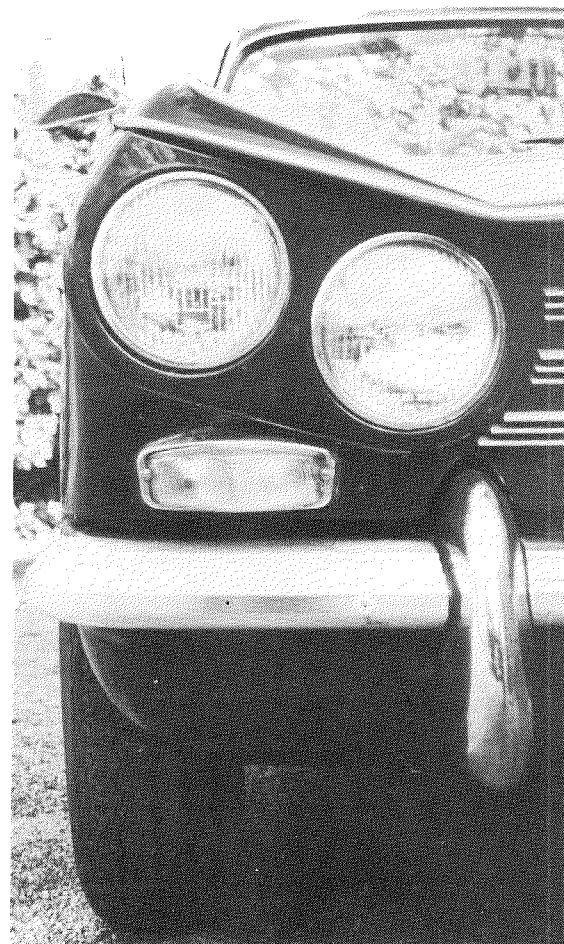
They had criticised Triumph's transverse rear spring for long enough. Now, the magazines were emblazoned with detailed cutaway drawings exposing the intricacies of the split axle-shafts with their flexible couplings with stabilising bottom wishbones.

It was big news; and an even bigger success. The Vitesse would now sit square, enabling maximum power to be used on any bend.

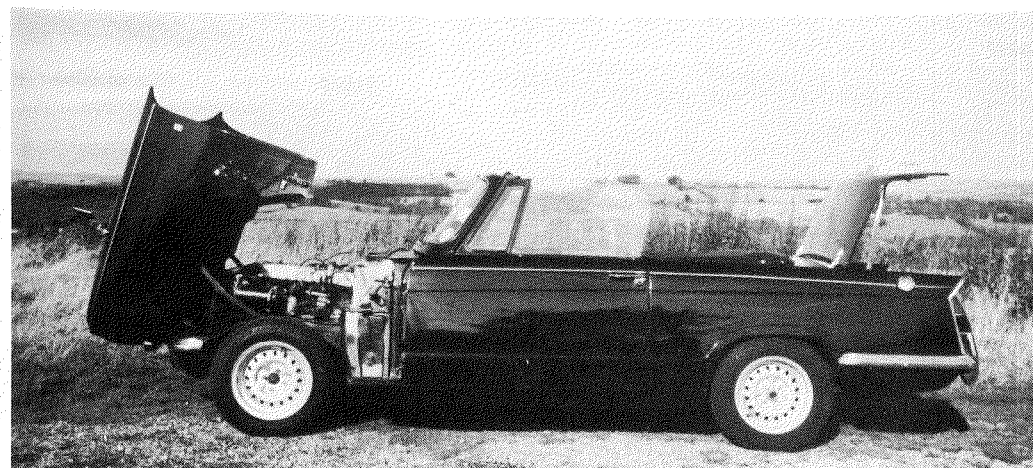
In one way it was sad that the sporting rear-end slide, which the enthusiastic Vitesse driver learned to play with, could no longer be achieved. Instead, there was a feeling of simply moving faster through corners and a mastery of winding, hilly roads,

It was in competition hill-climbing that John Griffith's Mk2 Convertible, albeit in rather modified form, affirmed the car's handling and power beyond doubt.

I remember John writing on a motoring magazine extolling the virtues of the vitesse, backing his claims by the fact that he had not only competed against Porsches and even more exotic machinery, but had actually beaten them! The editor had commented that this only means that "John can drive". John certainly can drive, as I noted from a cowering position beneath the dashboard of his 2.5 P.I some years ago, but his success speaks volumes for the Vitesse.



The slotted headlamp cowls were changed during the Mk2 production for the plain bezel shown in this later model



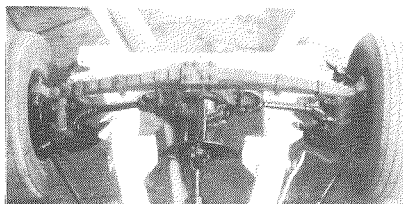
Triumph hood stowage must be the neatest of any convertible produced



The rather upright driving position was all that detracted from the Vit's claim to being a true sports car. Steering wheel and gear lever gaiter are non standard



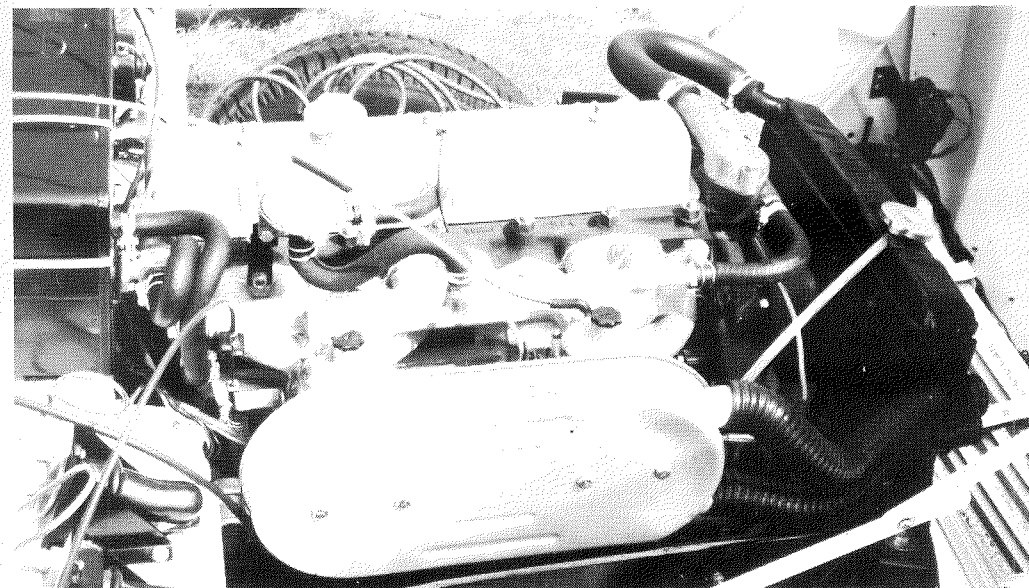
With the hood erected, the Mk2 takes on a sturdy, business-like appearance. It fits well and is taut but is invariably noisy around the side windows



The only criticism of the new suspension system was from a maintenance point of view where it's complexity presented dismantling problems previously unheard of by Triumph owners. The extra 56 pounds in weight of these extra components mattered little; it simply improved weight distribution with subsequent improvement in handling whilst maintaining that safe and traditional final oversteer in times of trouble.

The overall "feel" of the car was generally good, but was marred by the old problem of scuttle-shake which seemed to be more pronounced against the tauter handling of the Mk2. Nevertheless, even this unfortunate phenomenon is accepted as part of the traditional character of the car - and on a good example it can appear minimal once you've become accustomed to it.

In contrast; beware the cowboy restoration! The popular phrase "it only needs the bonnet aligning, Mate" generally means the whole body has to come off if you ever want the doors to shut properly again, let alone eliminate that scuttle shake.



Care expended in setting up the Mk2 engine is well rewarded in performance - though you don't have to this careful

In fact there is only one way to restore this flagship of our range, and that is with a great deal of care and skill, despite the apparent "Meccano set" construction. It is worthwhile not only from an engineering view point, but also in the long term financial angle too.

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AT A GLANCE

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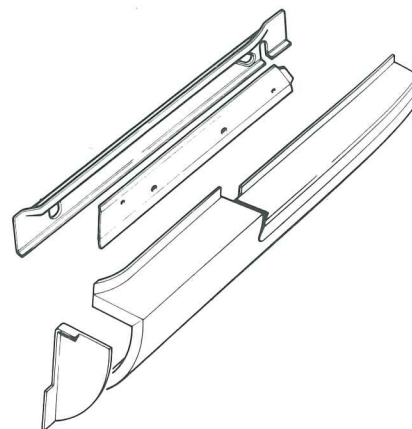
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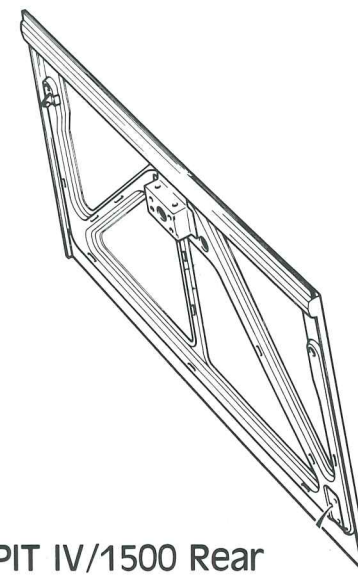
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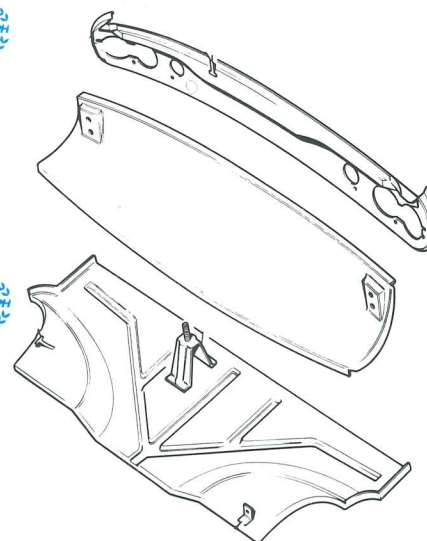


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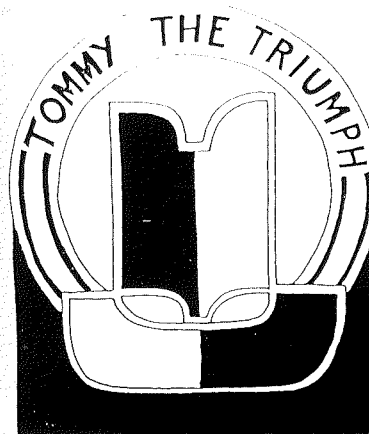
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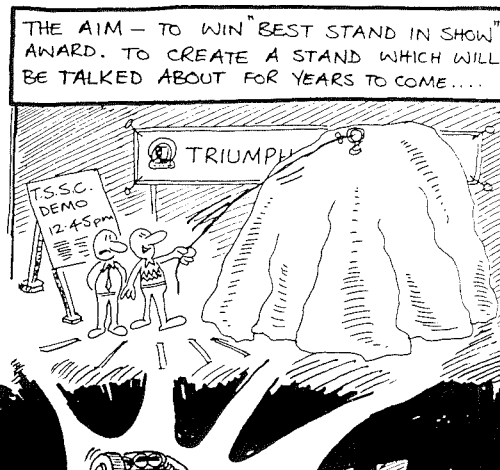
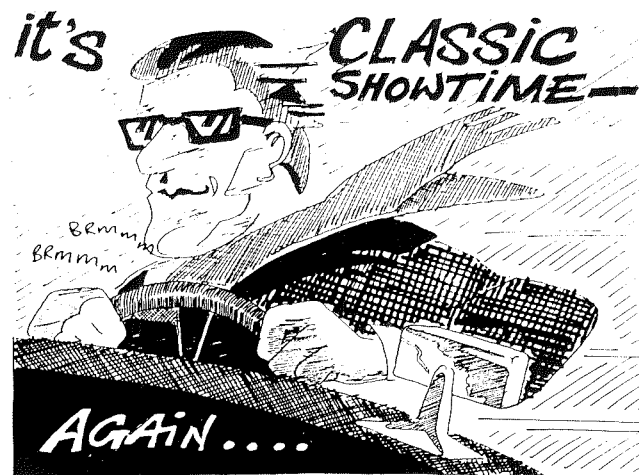
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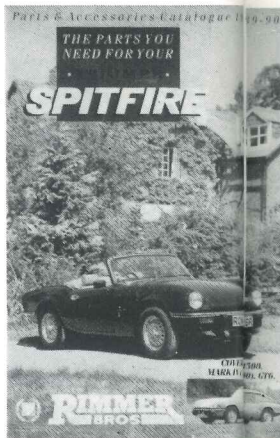
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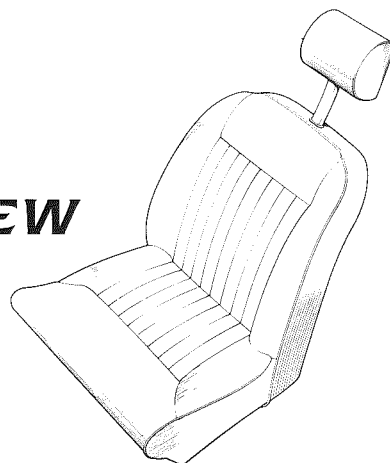
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2 LOGS NEARER HEAVEN *or ROOM WITH A VIEW*

John Richardson



I would like you to think I was tidying the garage the other day, when I came upon these two logs of wood. They brought many happy memories flooding back across the gap of a decade when I took my son, Adrian, and daughter, Elizabeth, then 13 and 11 respectively, to the south of France in my new Spitfire 1500. What could be nearer Heaven than all three of us lively youngsters (yes, me too at heart!) off to enjoy the sun with the hood down, wind in their hair, a healthy rasp from the exhaust... and COMFORT too?

By sandwiching these wooden inserts between the floor and the passenger seat runners, the passenger seat was raised and moved further forward than the runners would otherwise allow. With his seat belt on, Adrian could then easily reach the door and window controls, the map on the shelf under the dash and the map reading lamp. And his eye level was raised to the same height as mine giving him a hitherto unattained view over the bonnet and through the window. Elizabeth, on a black corduroy cushion I shaped to fit between the hump of the tunnel and wheel arch, was able to sit with her knees behind and her feet underneath his seat.

Your kids will also be delighted and thank you many times over for giving them so much more pleasant and practical sitting positions, even with the hard top on in winter. To them, they'll be worth more than a hundred Webers and cost you a fistful of foldies less and they're so easy to make. Give them a break; they deserve it!

Warning:

This modification could seriously injure your ego. If you're jealous of your possessions, don't do it; Dad's or Mum's Spitfire will quickly become OUR Spitfire!

List of Materials:

1 off, good quality deal, 3" x 1 3/4" x 44 1/2" (or, if you're a clever clogs, x 40 1/2").

1 off, mild steel, $3\frac{3}{4}$ " x $\frac{7}{8}$ " x 5mm.

8 off, plated bolts or set screws, $\frac{1}{4}$ " UNF x $1\frac{1}{4}$ " long

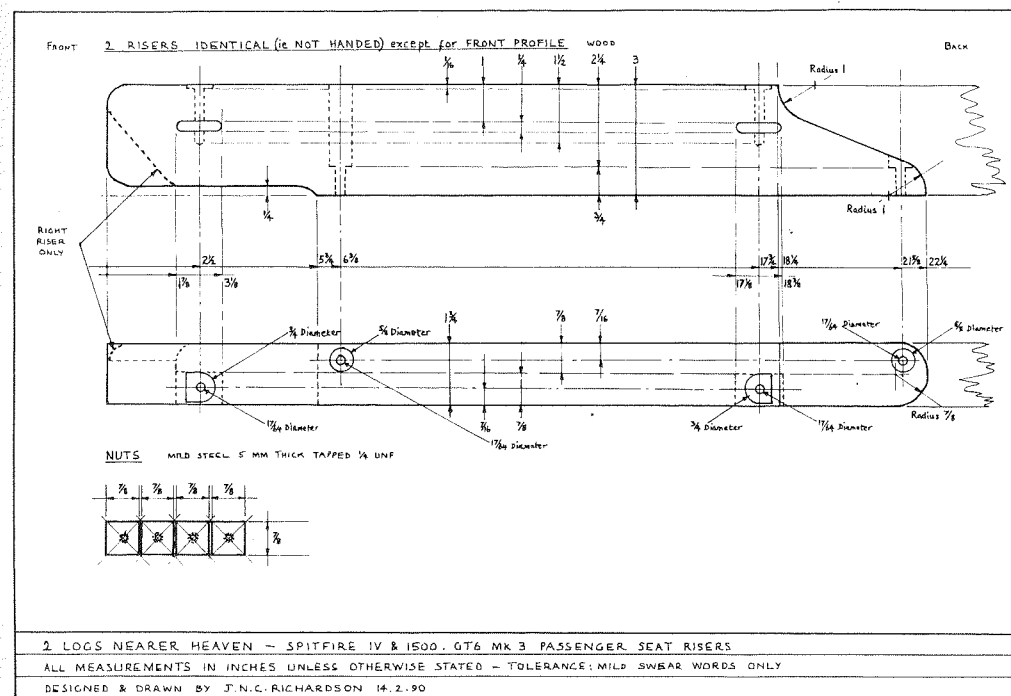
4 off, plated plain washers, 1/4 " inside diameter.

Cost:

I'll have a drink when we meet!

Possible Modifications to this Design

The measurements are for the Spitfire 1500 and are, therefore, good for the Spitfire Mk4 and GT6 Mk3. I don't know about other club cars. The overall length and floor bolt hole positions cannot be changed but each pair of seat runner bolt holes and nut slots could be moved up to $1\frac{1}{4}$ " further forward. It might then be necessary to use wood 2" wide to give the seat more than the $\frac{7}{8}$ " offset to the left shown on the plan, so that the right front corner of the seat is not crushed against the tunnel padding in its foremost position, so measure as per plan from the left face. I can see no point



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in making them shallower; there'd be too little room for the rear passenger's feet. They could be higher for a smaller child, in which case I'd keep the nut slots at the planned height above the floor and use longer seat runner bolts. Then, when the child grows, plane the tops down.

Procedure:

1. Using a square to test, square up and size the faces of the timber by planing and/or thicknessing.
2. Mark the tails. If you're very clever, one SYMMETRICAL cut will do the pair. Separate with a band saw with a narrow blade or a coping saw.
3. Mark the centres of all the holes, the mortice slots, the relief under the fronts of both and the angled front of the right side member. Double check your measurements and marks.
4. Use a 3/4" flat bit in a bench drill with a depth stop to make 1/16" deep flat bottomed recesses for the seat runners. When setting the depth stop, ignore the drill's central point; it's the flats that count. Chisel to the 'D' shape shown.
5. Use a 5/8" flat bit in a bench drill with a depth stop to make the 2 1/4" deep flat bottomed counterbores leaving 3/4" below for a 7/16" AF tube spanner for the floor bolts. They must be straight, hence the bench drill. Set the depth as before. You MUST leave a substantial amount of wood between the counterbore face and the base.
6. Drill clearance holes for the bolts with a regular 17/64" drill using the pilot holes formed by the flat bits' points. About 1 1/2" deep for the seat runner bolts but, if the drill is too short to emerge at the bottom of the deep counterbores, use a thinner longer pilot drill first and then drill 17/64" from below. (Some thin extra long series drills are a very useful addition to the workshop tool kit).
7. Form the 1/4" wide x 1" deep slots for the semi-captive seat runner nuts, either using a 1/4" mortice cutter or by drilling a series of almost connected holes with a regular 1/4" drill with a depth stop and clear out with a chisel. You MUST leave a substantial amount of wood between the slot and the top surface.
8. Saw the angled front of the right hand member as marked and round its right hand edge with a rasp or disc sander.
9. Relieve the front of the bottom surface 1/4" as shown on a rotary plane, or the hard way! (This bit must not be done until all the bolt hole drilling has been completed, in order to retain a flat base for drilling).
10. Sand smooth all faces and sharp edges and

paint any colour you like, provided it matches the seats or carpet.

11. Measure and mark the mild steel strip with a scribe and square allowing for the kerf of the saw cuts. Scribe both intersecting diagonals on each (To-be or) nut-to be. Centre punch where the diagonals intersect.
12. Using a regular HSS (high speed steel) bit in a bench drill, drill progressively up to 5.4 mm, No. 3 or 5.5 mm. (7/32" is too large). Countersink both sides of each hole to 1/4" diameter or just over.
- Using a 1st or 2nd tap, tap 1/4" UNF, starting in the bench drill turned BY HAND. Finish by hand in the vice.
14. Use a hacksaw to separate each nut and file smooth all rough faces, sharp corners and edges.
15. Prime and paint the nuts.

Fitting:

1. Tip the passenger seat forwards and disconnect the twin passenger sensor cable.
2. Take the passenger seat out by sliding it back to get at the seat runner front bolts and forward for the rear bolts. Leave the carpet thickness spacer washers in place. It is not really necessary to slide the seat off the runners.
3. Place the plain washers under the heads of 4 of the bolts and insert into the deep counterbores. Grease or oil the protruding ends of the bolts and, using a 7/16" AF tubular spanner, screw loosely into the captive floor nuts that previously held the seat runners.
4. Insert the new square nuts into the slots and centre with the scribe from above. Place the seat and runners on top and, using all the washers from the original seat runner bolts under the heads of the new bolts, screw the runners down loosely. Check that everything is aligned and tighten up all the bolts hard hand tight. Do not overtighten or you'll crush and weaken the wood.
5. Reconnect the sensor cable.
6. Dab underseal on the protruding bolt ends under the floor pan.

I'll leave it to a seamstress to tell you how to make rear seat cushions properly! Go and have a great holiday. You deserve it!



MODIFYING VITESSE/GT6 2 litre braking systems

Steve Phillips

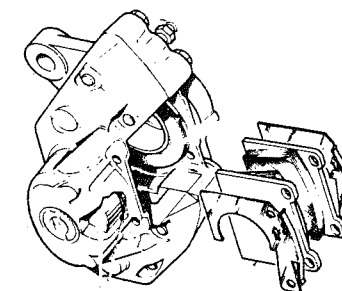
Part 2

Last month we went through the pros and cons of Vitesse & GT6 brakes this month I go through the conversion.

THE CONVERSION consists of, pair 9.7 ins diameter vented discs, spacer blocks, bolts 'O' rings etc longer pad retaining pins.

Originally, I was machining the discs from the solid, later, I was to discover that the vented discs fitted to the Ford Capri 2.8 injection had the same bell (offset) and with the mounting holes re-drilled to the Triumph hub p.c.d. (pitch circle diameter) and minor machining would fit the Vitesse/GT6 admirably, this greatly reduced manufacturing costs.

Concern is often expressed at the practice of splitting brake calipers. Brake manufacturers state that the calipers should not be split under any circumstances. The reason for this being the bolts used to hold the caliper together are x grade (75 tons ins 2) and are tightened close to yield strength, if they are undone they should not be re-used as theres a real risk of them failing in service due to strain hardening effect, and manufacturers are reluctant to supply replacement bolts and 'O' rings.



For the first batch of conversions, I found a source of longer, correct specification caliper bolts, unfortunately, this source dried up, I sought professional advice and had a batch of S grade (50.55 tons ins 2) bolts chemically/heat treated to x grade spec. I was not entirely convinced that this was a suitable method, only one bolt failed to tighten correctly, and this happened on the work bench, analysis of the sheared bolt suggested faulty manufacture, never the less, the whole batch was scrapped and replaced with 12.9 grade (76.2 tones ins 2) socket head cap bolts, existing owners were contacted and replacement bolts.

supplied The fitting of spacer blocks to widen the calipers is of sound engineering practice, provided that the longer bolts and 'O' rings are of correct specifications. This, in fact, is the method used by Ford R.S.. for the R.S. 2000. This conversion incidentally, can be fitted to the Vitesse/GT6 provided the discs are modified as mentioned for the Capri 2.8i item. Larger diameter pad retaining pins are required (not late GT6 Mk3). This Ford conversion is now obsolete, although there's a heathly supply of cheaper 'pattern' conversions, without exception, the ones I've inspected are supplied with incorrect s grade bolts and 'O' rings.



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Jonty Wild should be congratulated on an original piece of work covering rear springs and dampers Courier 115 January 1990. The following comments may also be of interest.

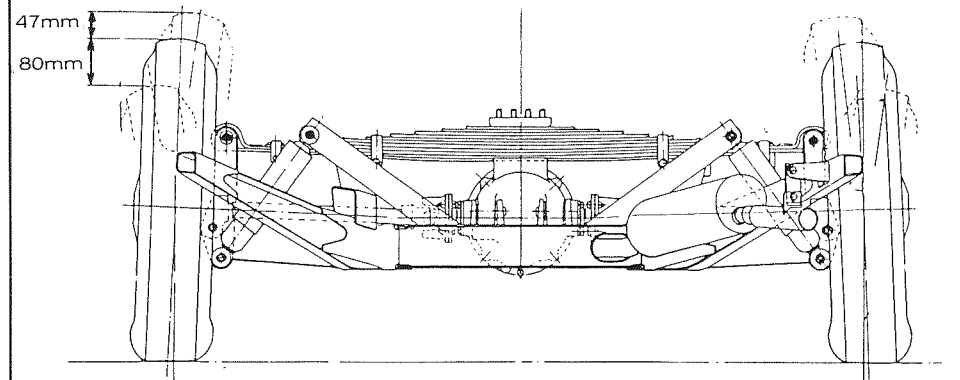
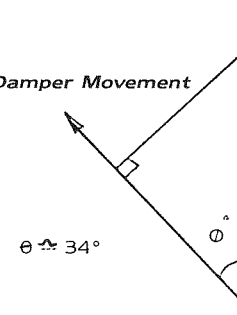


Fig. 1

Wheel Movement

Damper Movement



1. It must be remembered that damper travel is not equivalent to wheel travel, due to the geometry of the suspension, drawing above. By simple geometry it can be seen that a 1mm vertical movement of the wheel gives a damper movement equivalent to approximately $1 \times \cos 34$ degrees = 0.82mm (calculations of the exact movement is a little more involved), i.e. damper travel is less than wheel travel by a factor of 0.82.

It follows that decambering the rear spring to lower the rear of the car by 25mm will only reduce damper travel by 20mm. N.B. If the rear of the car is lowered by raising the differential by 25mm, then this will have no effect upon damper travel.

2. For a new Herald:-

The static to max. bump position of the wheel is 47mm, equating to a damper travel of 38mm in bump. (47×0.82).

The static to max. rebound position of the wheel is 80mm, equating to a damper travel of 65mm in rebound, (80×0.82).

Total damper travel is thus $65 + 38 = 103$ mm.

From the damper data presented in Jonty's Table 2 it would appear that only Armstrong, Koni Adjustable and Spax Adjustable dampers for the rotoreflex GT6 have a travel in excess of 100mm.

In addition, assuming the static laden length (A) of the damper is 300mm, then the minimum compressed length of the damper should be 262mm ($300 - 38$) and the maximum expanded length 365mm ($300 + 65$); in which case none of the dampers listed in table 2 would meet the full requirement.

It may be that static laden length (A) of the damper should be 290mm in which case the min. and max. damper lengths would be 252mm and 355mm. The Armstrong, Koni Adjustable and Spax Adjustable would then fit the bill again.

Only more data from members or an engineering drawing from B.L. will answer the question.

If anyone can afford the dampers B.L. sell, or if any of the Traders have any of the 'original' dampers for our cars, it would be interesting to see what the min. and max. lengths are.

3. Wear on just one side of the rear spring is unlikely

to be responsible for lop-sided Spitfires. On the wider track swing spring cars, only the bottom leaf of the rear spring is rigidly fixed to the differential, the remaining leaves are free to move and therefore equalise the wear. A more likely explanation is seized rear trunion bushes which prevent the rear wheels changing camber. The proof I suppose is to remove the spring, reverse it and see if the passenger's side sags!

Another explanation I have heard is as follows:-

The last action the driver does before getting out of the car is to put the hand brake on. Because of the way the hand brake operates, the hand brake cable holds the wheels in their loaded position. i.e. slightly down on the drivers side, preventing the wheels from sitting up again.

The above explanations are common to all club cars but are more pronounced on Spitfires because the driver is a larger percentage of the Spitfires weight and payload than say the Herald.

4. A good test for sagging rear springs is that the car should still be capable of being laden; e.g. 4 up in a Herald; and not bottom out. Another sign of sagging rear springs, particularly on the Spitfire, is that you start to leave your exhaust pipe behind!

John Thomason - Spitfire IV/1500 Sec.

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All magazine material must be received by the 15th of the month prior to month of publication
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