

SPITFIRE/GT6/VITESSE/HERALD/BOND

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W/Wheel Adaptor	£23.50	Chrome Wheel Trim (Set of 4)	£27.50
2 Eared Spinner	£11.50	Hub Cap	£9.00
3 Eared Spinner	£14.00	Wheel Stud	£0.94
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Copper & Hide Hammer	£8.50	Chrome Nut (Set of 16)	£19.50
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Spinner Spanner	£3.90	Wire Wheel Silver	£45.00
Alloy Wheel Trim (Set of 4)	£12.50	Spitfire Mk4 Re-Con Wheel (Ex)	£29.50

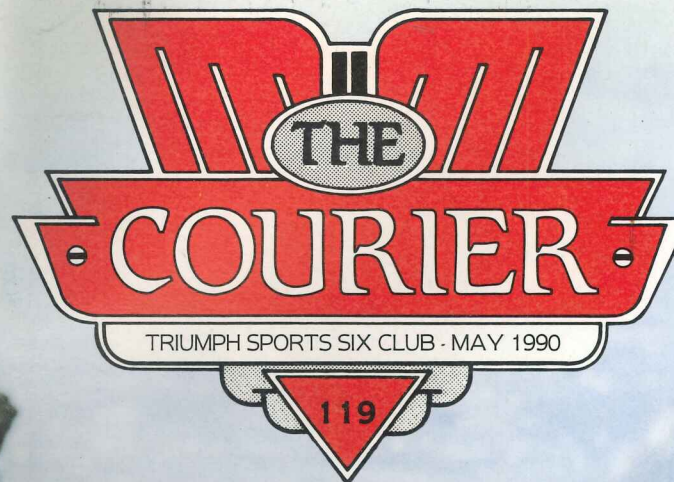
Chrome Wire Wheel Kit -
4 Chrome Wire Wheels, 4 Splines, 4 Spinners, 16 Fixing Nuts £445.00

Silver Wire Wheel Kit -
4 Silver Wire Wheels, 4 Splines, 4 Spinners, 16 Fixing Nuts £309.95

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All Prices Exclude V.A.T. & Carriage Access & Barclaycard Welcome

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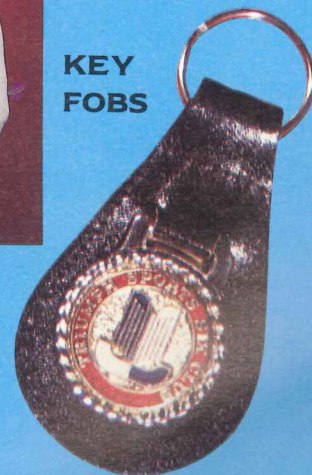
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THE COURIER

The Official Monthly Magazine of
The Triumph Sports Six Club

VOL.10 No. 119 MAY 1990

Price £1.25 Free to Club Members

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Bernard Robinson

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

Cover Photograph
Vitesse Mk1 John & Allison Woolley

For a full list of TSSC Officials see page 82

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1990
Classic
Monte
Carlo
Rally

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*Plus Bond Turning Circle and Area
News Review/Classified Newspaper*

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. ★

The Triumph Sports Six Club

P R E S E N T S

S.E.M. 1990

Leatherhead Leisure Centre

Sat 12th & Sun 13th May 1990

Events Include

CONCOURS — TRADE STANDS — AUTOJUMBLE — GYMKHANA
COMPETITIONS — ALL DAY BAR — CLUB SHOP
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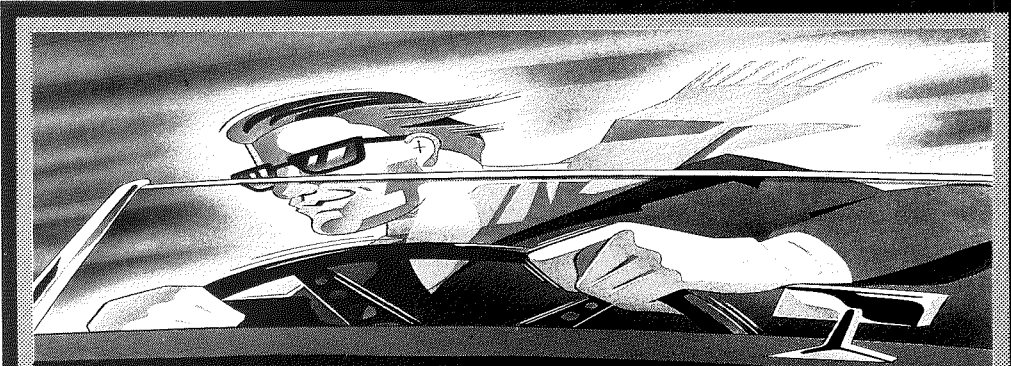
MISS IT IF YOU DARE!!!!

Editorial

ACTION PACKED!!!

THAT is certainly what this month has been. What with the various shows, meetings, Bond Turning Circle and Courier deadlines to meet, not to mention the continuous increase of members by the day in our busy TSSC H.Q., - there are further changes to our bursting premises on the horizon too - it's no wonder that I've not got around to putting serious pen to paper this month (without constant interruptions!). I hope you enjoy your 'bumper package' this month and I look forward to hearing your comments and experiences for inclusion in forthcoming issues. Ooops! There goes the phone again - you really are a very enthusiastic lot!

Bill & Jo Sunderland



KEEP THE FEELING GOING

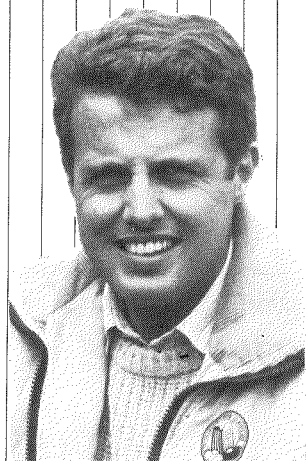
POPULAR CLASSICS is the brand new magazine essential for people like you - who know what it means to own a classic car and how it feels to drive it.

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POPULAR CLASSICS. STREETWISE AND ROADWORTHY

PRESIDENTS INTRO



John Griffiths

QUESTIONNAIRE

Fantastic. Yes you've really been busy filling in the questionnaire and at the last count we had received over 1400.

Well if we don't know what you want now, we never will!

Many, many thanks to all those of you who have replied. We are working hard to collate the information and believe we will be in a position to prepare an in depth article for next month's Courier. The onus is then on us to improve where we can and increase your enjoyment of the Club further.

Some of the questions we have looked at in advance and the following gives you a brief taste of some of your views.

* Over 50% of you have said you would like to make a donation of varying sizes to the new Club premises. Others have suggested we should increase the subscription to cover this aspect.

This is seen as tremendous encouragement from you as we tackle the difficulties of making this significant step forward in the Club's development. We will of course be keeping you closely involved as matters progress and will at the right time write directly to those of you who kindly agreed to make a donation.

* Nearly 90% of you regard the Club as good value for money

Again this is very encouraging as this is one of our key management objectives to keep the Club top value for money. It would be a lot easier I suspect, for all concerned to run a Club with a cheaper membership fee, but it is clear that you, the members, want the level of quality, the size and frequency of the Courier and other communications we provide. You also want the backup and professionalism the Club gives through having full time staff and, in due course, premises.

* Over half of you said the Club should offer a Special Car Loan Scheme for members arranged through Lombard North Central (part of Nat West Bank). A third of you left this question blank.

This is therefore something we will be taking forward on your behalf and details will appear in the Courier in due course.

* 93% of you felt the Club was either well, or generally well run. Only 1% said it was not well run. 2% said some improvement was required in some areas (e.g. communication) and 4% of forms were blank.

Well, we set ourselves open for criticism, but this sort of pat on the back is great news for everyone involved in the Club's running. What we mustn't be though is complacent. I am sure there are aspects that can be improved, and when we start to analyse some of your specific comments about Club services, I am sure you will be telling us where those improvements can and need to be made.

Thanks to you again. Watch for more details next month.

GOOD TIME OF THE YEAR

This is always a great time of the year as the sun gets warmer, the Spring flowers blossom, pints can be enjoyed outside in the Spring air and convertibles appear like wasps in August! Well I've certainly seen lots around recently and more importantly with their canvas hoods tucked firmly out of sight as they should be!

I must admit, I've been a bit dilatory this year getting the Vitesse Convertible out, but I hope to for May 1st. That was probably a foolish thing to say, I expect the weather will turn now from May 1st!

This year has got to be the year of the Triumph. There is so much interest in our cars now and in particular in sports cars in general that we must get out there and enjoy them. It always amazes me that the Dutch can attract more Spitfires to their weekend than we can to our International. There can be no reason for it, we must be able to get more Spitfires and more Triumphs in one place than anyone else; don't you agree. The challenge is on. You've got plenty of time to get the dates in your diary so even if you come for just one day or even half a day please make sure you can come.

10, 11, 12 AUGUST 1990

STAFFORDSHIRE COUNTY SHOWGROUND STAFFORD

AND please don't forget the Leicester National the weekend before. Just two great events for you to enjoy this summer.

Talking of going to events, another area of the Club that needs your support is Competitions. Club racing is very spectacular to watch and you will feel quite proud at how well our cars can perform on the track. The Club has spent many years building up it's involvement in this area of motoring activities and it is now well established.

The racers do, however, need us to come along and spectate to ensure the organisers see the value of giving the TSSC it's own grid.

I hope to get to some of the events myself and hope you will too. The May events are as follows:-

SUNDAY 6 MAY
LYDDEN (7 miles south east of Canterbury signposted off main A2 London/Dover road)
SUNDAY 20 MAY
CADWELL PARK (10 miles north east of Horncastle, Lincs on A153)

BANK HOLIDAY
MONDAY 28 MAY
MALLORY PARK (Mallory Park, Kirby Mallory (just off A47, Leics))

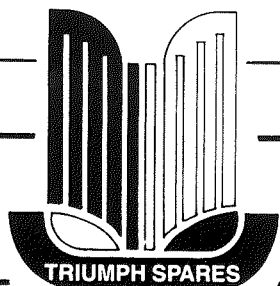
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Ft. Footwell	only £10.00
Boot Floor	£36.00
Ft. Valance (fibre)	£21.00
Rear Valance	£30.00
A-Post Bottom Repair	£9.00
'D' Plate (below sidelamp)	£10.50
Ft. Inner Wheel Arch	£25.00
Rear Inner Wheel Arch	£25.00

SPITFIRE IV, 1500 GT6 III

Ft. Wing	£30.00
Rear Wing	£95.00
Doorskin	£15.00
Ft. 1/4 Valance (fibre)	£16.00
Rear Lower Valance	£23.00
Ft. Inner Wheel Arch	£25.00
Rear Inner Wheel Arch	£25.00
Battery Box Original	£13.00

HERALD/VITESSE

Ft. Wing 13/60	£50.00
Ft. Wing Vitesse	£62.00

Ft. Wheel Arch Repair	£15.00
Ft. Footwell (ribbed)	£22.95
Rear Lower Wing	£50.00
Ft. Valance (fibre)	£21.00
Original Doorskin only	£17.95
Rear Valance (Herald)	£37.00
Rear Valance (Vitesse)	£32.00
Rear 1/4 Valance	£14.95

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Spax Adjustable Shock	£27.25

CLUTCHES (BORG AND BECK)

Herald/Spitfire I, II, III, IV	£55.00
Spitfire 1500	£55.00
Vitesse/GT6 2 Litre	£68.00

SPITFIRE/GT6 TRIM AND SEALS

Windscreen Seal Early	£16.00
Windscreen Seal Late	£16.00

Chrome Insert Early	£7.00
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Exterior Doorglass Strip	£7.25
Carpet Sets (state model)	£68.00
Hoods (best quality)	£65.00
Door Furlflex Spitfire	£9.50
Door Furlflex GT6	£13.95
Pedal Rubbers	£1.40

HER/VIT TRIM & SEALS

Windscreen Seal All M/s	£15.00
Chrome Insert For Above	£7.00
Exterior Doorglass Strip	£7.25
Convertible Siderail Seal	£3.10
Hoods (best quality)	£65.00
Carpet Sets (best quality)	£68.00
Bonnet Stop Cones	£1.50
Pedal Rubbers	£1.40

SPIT/GT6 CHROME & FITTINGS

Bullet Mirrors (chrome on brass)	£13.00
Original Door Mirrors	£10.00
Wiper Wheel Boxes	£8.00
Matched Pair of Door Locks	£10.00
Chrome Wheel Nuts (each)	£1.40
Stainless Wiper Arms	£5.50
Stainless Wiper Blades	£4.95

HER/VIT CHROME & FITTINGS

Boot "T" Handle Complete	£9.95
Lock Barrel For Above	£3.95
Window Winder Handle	£3.25
Inside Opening Handle	£3.25
Escutcheon (base) For Above	£1.00
Pair Boot Hinges	£14.95
Wiper Arms Stainless	£5.50
Wiper Blades (original)	£4.95

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Rotoflex Couplings (BL)	£21.00
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Rear Shock Mounting GT6	£12.25

REAR SUS/N NON ROTOFLEX

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Rear Trunnion Kit	£2.95
Universal Joint (original)	£5.50
Wheel Studs	each £1.20

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THE No.1 TRIUMPH SPECIALIST IN SUFFOLK

What's on next May/June 1990

NATIONAL EVENTS

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. - John Thomason, details as Spitfire Reg. Sec.

Fri(eve)/Sat/Sun 18, 19 & 20 - The NORTH YORKSHIRE TRIUMPH WEEKEND, Runswick Bay Caravan & Camping Park, Runswick Bay, Nr Whitby, N Yorks. - Kathy Sleightholm.

Sat/Sun 9 & 10 JUNE - The BOND EQUIPE WEEKEND, The Three Horseshoes, Yaxley, Nr. Peterborough, Cambs. - P. Jacklin, 0733-232818.

REGIONAL EVENTS

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

Sun 6 - The SPRING MIDLANDS MEGAGAME (& RUN), venue TBA - Andrew Murdock, 0332-368632.

Sat 2 JUNE - WEST MIDLANDS FUN DAY, The Unicorn, Hampton Lode, West Midlands - Tony & Janice Spicer, 021-353-9961.

Sat 2 JUNE - Anglia Triumph Show, Meldreth Manor Riding School, Meldreth, Nr Royston, Herts. Neil Oakman Anglia AO.

Fri to Mon, 8 to 11 JUNE - The SOMERSET BEACH PARTY, Unity Farm, Brean Down, Somerset - Steve Love, 0823-333212.

Sat/Sun 23 & 24 JUNE - The DERWENT VALLEY PEAK RUN, venue TBA - Greg Taylor, 0332-880919.

NATIONAL/LOCAL SHOWS WHICH THE TSSC IS ATTENDING

INDOOR - Sat/Sun/Mon 5, 6 & 7 - The INTERNATIONAL CLASSIC & SPORTSCAR SHOW, NEC (National Exhibition Centre), Birmingham. - Jonty Wild, 0462-456315.

INDOOR Sat/Sun 23 & 24 JUNE - The BRIGHTON CLASSIC CAR SHOW, Metropole Hotel, Brighton, Sussex - Jonty Wild, 0462-456315.

OUTDOOR - Sat/Sun 5 & 6 - The SCOTTISH NATIONAL VINTAGE & CLASSIC SHOW, Ingleston Showground, Edinburgh - John Malcolm, 0292-56624.

OUTDOOR - Sun 20 - The NEW FOREST RUN & SEAFRONT PARADE, Bournemouth, Hants. - Jonathan Longhurst, 0202-483958.

OUTDOOR - Sun 3 JUNE - The WESSEX VEHICLE PRESERVATION SOCIETY - MOTORCADE, Breamore House, Fordingbridge, Hants. - Jonathan Longhurst, 0202-483958.

OUTDOOR - Sat/Sun 9 & 10 JUNE - The GREAT AMWELL SHOW, Great Amwell, Nr Ware, Herts. - Brian Griffiths, 0992-443792.

OUTDOOR Sun 10 JUNE - The BROCKENHURST VINTAGE FAIR, Brockenhurst, Hants. - Jonathan Longhurst, 0202-483958.

OUTDOOR Sun 10 JUNE - The NORTH OF SCOTLAND TRIUMPH DAY - Grampian Museum, Alford, Nr. Aberdeen - Alex Back, 0224-582591

OUTDOOR Sat/Sun 16 & 17 JUNE - The REDBRIDGE ROADCRAFT SHOW - Valentines Park, Cranbrook Rd, Ilford, Essex - D. Pethen, 01-505-2706

OUTDOOR Sun 17 JUNE - The CLASSIC & RESTORATION SHOW, Beaulieu, Hants - Jonathan Longhurst, 0202-483958.

OUTDOOR Sun 24 JUNE - The ROTHERHAM MOTORING TATTOO - Herringthorpe Leisure Centre, Rotherham. - Annis Green, 0226-745637.



COP SHOP

Mike Crewes

Towing - with Club Cars

This month a subject which I have been asked to repeat. It is quite relevant to a car club and concerns the towing of broken-down cars. Many of us think we know the law on this but how many of us really do?

It is not difficult, fortunately, and is quite common sense. Most of us who have towed will by common sense, have complied with the law without knowing it.

Firstly, the number of trailers, if any, which may be drawn by a motor vehicle on a highway shall not exceed - in the case of a motor car or heavy motor car - one. (Section 65 Road Traffic Act 1972). Under Road Vehicles (Construction and Use) Regs 1988. A motor vehicle or a heavy motor vehicle may draw two trailers on a road where one of the trailers being drawn is a towing implement and the other is a suspended vehicle, part of which is secured to and either rests on, or is suspended from, the towing implement.

Towing implement means any device on wheels designed for the purpose of enabling a motor vehicle to draw another motor vehicle by the attachment of that device to the other vehicle in such a manner that part of that vehicle is secured to and either rests on or is suspended from the device and some but not all of the wheels on which that other vehicle normally runs are raised off the ground. In short, a car ambulance or spectacle trailer. It seems a long winded way of saying you can use a car ambulance.

Where a motor vehicle is drawing a trailer solely by means of a rope or chain, the length of the rope or chain shall be such that the distance between the nearest points of the trailer and the vehicle to which it is so attached cannot exceed 4.5 metres. Where a motor vehicle is drawing a trailer, and the distance between the nearest points of any trailer so drawn and the vehicle to which it is attached exceeds 1.5 metres, steps shall be taken to render the means whereby that trailer is attached to that vehicle clearly visible to other persons using the road within a reasonable distance from either side of either vehicle.

For the purposes of this regulation, determining the nearest points of two vehicles any part of either vehicle designed primarily for use as a means of attaching the one vehicle to the other and any

fitting designed for use in connection with any such part shall be disregarded.

Under Section 84 Road Traffic Act 1972 and as stated in the stated case of Regina v McQuaid, the person steering the towed vehicle requires a driving licence. The vehicle will also require Insurance and a MOT Certificate.

A broken down motor vehicle remains a motor vehicle unless the cost of economic repair is greater than the value of the vehicle, in which case it will either become a trailer or just a vehicle (a trailer when towed).

So there you have it! Simple isn't it?

Well, you did ask.

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

If you are not a member and you are reading this magazine Telephone 0858 34424



to join



FAX 0858 31936



Herald REGISTER

Chris Longhurst

KNOW YOUR HERALD - COURIER 1200 VAN

THE Herald Courier Van was launched on the Mk1 chassis in February 1962 and had a short production run. The final production, on the MkII chassis, was in October 1964. The Courier was not a great commercial success, probably because it was nearly £100 more expensive than a "conventional" van. Its load carrying capacity was also somewhat lower than, for example, the Standard 7 cwt van.

From the outside the Courier resembled the Estate, being distinguished by the Herald S grille, lack of rubber bumpers and no chrome side flash. The tailgate had a smaller number plate light than the estate version and the words TRIUMPH COURIER below the rear window. No wheel trims were originally fitted to the 4½J wheels.

Internally the Courier 'sported' the "bran" type Herald 'S' dashboard and grey steering wheel and fittings of the 'S'. Standard Triumph must have had a few parts to use up! The only part of the van to have a headlining was the driver/passenger compartment; fibre-board was fitted to the load compartment. The load compartment was completed with a wooden floor.

Mechanically the Courier Van was similar to early 1200 saloons with a 39 bhp 1147cc engine and drum brakes all round. To cope with the heavier loads, an eight-leaved 1910 lb load capacity rear spring and heavy duty front spring and dampers were fitted.



When road tested (loaded with 4 cwt of sand!) by Commerical Motor, the van performed well, both in terms of hill climbing and brake fade - important considerations for a commercial vehicle. The suspension and responsive steering were also complimented, as was body finish and visibility.

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Window Winder Handle	£3.50
Inside Opening Handle	£3.50
Bonnet Locks (PAIR)	£9.50
Wiper Blades Stainless	£5.00
Wiper Arms Chrome/Stainless	£5.95
Her/Vit Original Mirrors	£13.90
Petrol Cap Chrome	£3.95
Boot Hinges (Pairs)	£15.00

CHROME & FITTINGS —

<i>Spit IV/1500 GT6 III</i>	
Boot/Tailgate Locks	£14.00
"Le-Mans" locking Petrol Cap	
Spitfire only	£12.50
Original Door Mirrors Blk or Chrome	£9.50
Inside Door Handle	£14.90
Inside Handle Repair Kit	£6.90
Outside Handle Repair Kit	£2.95
Stainless Wiper Blades	£5.00
Wiper Wheel Boxes INC nut	£8.00
Window Winder Handle	£3.90
Matched Pair Doorlocks	£9.50
Bonnet Locks (PAIR)	£9.50
Chrome Wheelnuts (each)	£1.50

ENGINE & COOLING —

4 Cylinder Core Plug set	8.50
6 Cylinder Core Plug set	£9.50
Water Pump Her/Spit	£18.50
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Windscreen Seals	£16.00
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Siderail Seal Convertibles	£3.50
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Carpet Sets Superior Quality	
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Pedal Rubbers	£1.50
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DoorGlass Weatherstrip	£7.50
Doorglass Furry Strip	£3.50
2-Piece Insert for Screen Seal	
& 2 Clips (MKIV & GT6)	£25.00
Windscreen Seals	£16.00
GT6 Tailgate Seals	£16.00
Bright Insert for above	£6.50
Cover Clip90
Carpet Sets (superior Quality)	£65.00
Hoods (Original Quality)	£65.00
Pedal Rubbers	£1.50

STEEL PANELS —

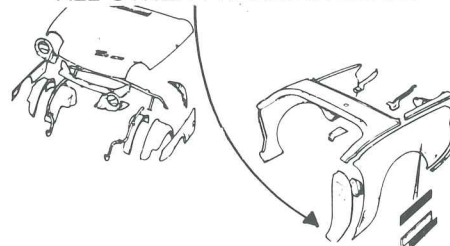
<i>Herald/Vitesse</i>	
Front Wing 13/60	£55.00
Front Wheelarch Repair	£15.00
Front Footwell/Floor Ribbed	£23.00
Front Wing Corner	£9.50
"D" Plate	£7.95
Rear Lower Wing	£55.00
Front Lower Valance (F/Glass)	£22.00
Original Doorskin	£19.00
Rear Wing Arch Repair	£15.00
Original Rear Valance (Vit)	£32.00
Original Rear Valance (Her)	£38.00
Rear ¼ Valance	£16.00

ALL OUTRIGGERS IN STOCK

STEEL PANELS —

<i>Spit IV/1500 GT6 III</i>	
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Rear Wings	£90.00
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Outer Sill (Original B.L.)	£25.00
Outer Sill (Pattern)	£11.95
Full Floorpan	£29.00
Front Footwell Only	£9.90

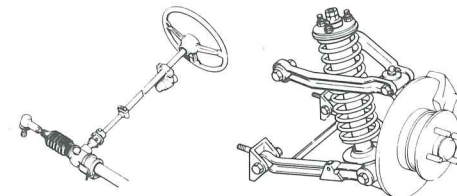
ALL OTHER PANELS STOCKED



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(Genuine B.L. WILL LAST!!!!!!)	
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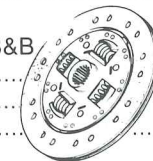
NON ROTOFLEX REAR SUSPENSION —

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Recruitment Drive - 1990/91

Jonty Wild



Recruitment is one of the most important processes of the Triumph Sports Six Club and it is one in which every single member can become involved knowing that they are not only helping the Club, but in the long run helping themselves, as well certainly helping a fellow owner who has not yet discovered the many benefits of TSSC membership.

The larger the Triumph Sports Six Club becomes the more likely we are to encourage the still rare spares to be reproduced, the better the Courier becomes and the better and more comprehensive the services that the TSSC can offer you the members. Although the TSSC is already exceptional value for money when compared with other clubs or even with national monthly motoring magazines, we are constantly faced with pressures on costs particularly relating to printing and mailing. The larger we are the less susceptible we are to these pressures. So recruiting is in everyones interests. The TSSC is now not only a very important organisation in terms of owning and enjoying your car, but also in terms of the long term future for 'our' cars.

The message that I am trying to get across to every member/owner is that although we have been and are a very successful club, if we want to keep our cars and protect their future we can not afford to be complacent AND it is not just up

to the 'Club' to look to the future, but to each one of us. It is not difficult to help or to get involved merely RECRUIT whenever you can, use the leaflets in this magazine to involve other owners, carry them with you, in your car, in your pocket, in your handbag, wherever.

The more successful the TSSC is, the more secure the future for 'our' cars. The most important reasons for recruiting now will be seen in future years, but there are more immediate possible benefits. Recruit and you stand a good chance of winning a prize. In themselves these prizes are not the most important reason for recruiting, but they do add a certain spice and excitement in doing so. All the prizes are 'raffle style' prizes (except the Area prize), so simply the more members you recruit them more chances you have of winning one or more prizes. They can be won by any Club member whether in the UK or Overseas. There are both monthly and yearly prizes, & every time you recruit a new member you are automatically entered in that months draw & in the yearly draw.

For maximum flexibility allowing the winners to get the prize of their choice many of the prizes will be in the form of TSSC Club Vouchers these can be used to their face value for any national TSSC Club Service, ie. Regalia, Special Offers, Insurance, TSSC trips abroad (such as Arcen), they are exchangeable for books through Triumph Bookshop and even for membership of the TSSC itself. So the prizes themselves :-

Recruitment Drive 90/91

YEARLY PRIZES - drawn in time to appear in the October 1990 Courier (eg. drawn Courier deadline for that issue ie. 15th September 1990)

- First prize - £200 in Club Vouchers
- Second prize - two fully paid up places on the TSSC's much sought after Christmas Weekend
- Third prize - £100 in Club Vouchers
- 5 runners up prizes - of TSSC Sweatshirts your choice of type and colour
- AREA PRIZE** - £150.00 for the Area who's members gain the most new recruits.

OVERSEAS MEMBER'S PRIZE - £100 in Club Vouchers (raffle style) for overseas members who recruit new overseas members

MONTHLY PRIZES - these are also raffle style prizes drawn from those gaining new recruits since the previous draw. Again one chance for each recruit gained. They will vary from month to month but the first prize will be a standard type stainless steel exhaust (or equivalent contribution towards a sports system) for your Club car

Very worthwhile prizes and given to further a very important cause - the future of TSSC Cars. Don't forget to put your membership number and Local Area number on the leaflets and Remember :-

CARRY THE LEAFLETS WITH YOU AND GET RECRUITING NOW!!!

More leaflets available by photocopying or ringing 0462-456315 or 0858-34424. Good luck!!

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SPECIALS

Trevor Collett



REGISTER

TX TRIPPER

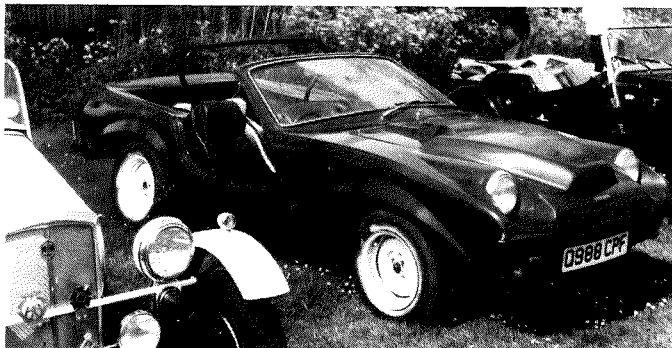
HOW many of these Spitfire chassised kit cars have you seen? I've just seen one, this one. My knowledge on these cars is limited so I am appealing for any info anyone has. How many were sold? How many are about now? The car was produced originally by a company called Technical Exponents Ltd. and advertised in 1300 & 2500 P.I. form. I have a couple of magazine road tests from 1971 which rave about the 2500 P.I. demonstrator, to quote from one "...has the performance to pee on just about every other medium priced sportscar on the road". Interesting prose. The car pictured here boasts an 1147cc engine so probably has a bit more bladder control.

The Tripper was relaunched in the Eighties but didn't seem to take off. In fact I wouldn't be surprised if none were sold. I'm not sure what to make of the Tripper, it's certainly not the prettiest car I've seen but there are uglier cars that have been commercially viable. What do you think?

GOING DOWN IN THE WORLD

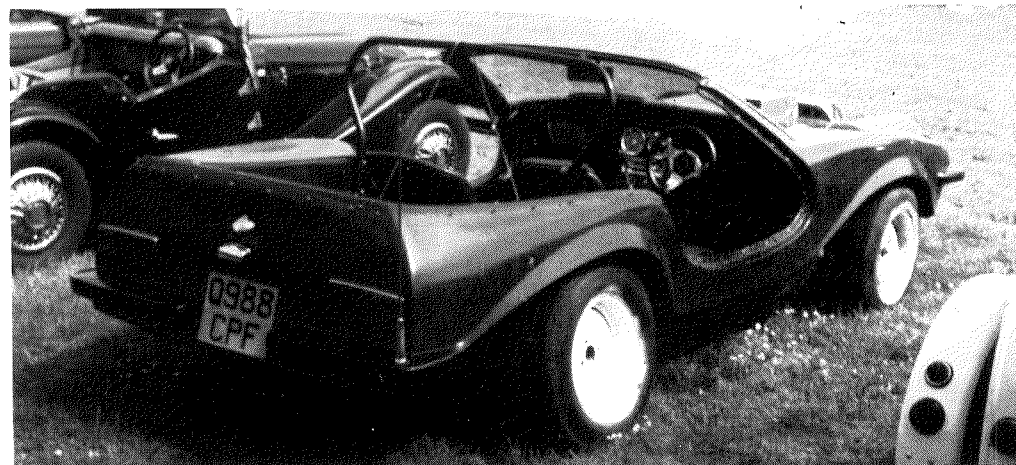
I recently managed to timetable a couple of hours to work on the front suspension of my Moss Malvern. The first set of spring/damper units I ran on the Moss came from the donor Herald. These performed pretty well; the ride was on the firm side but sports cars are supposed to be firm.

The first set of front tyres



wore very much on the outside. I put this down to the fact that due to the lower weight of the Moss body over the Herald the front wheels assumed a more leaning out attitude, (I think the technical term is more positive camber). To combat this I put two extra spacers between the

lower wishbone mounting brackets and the chassis. I ran along like this for some time but was still not happy. The problem was of aesthetics - there was far too big a gap between the top of the tyre and the bottom of the wheel arch. I felt this gave the impression that the body was



sitting on a chassis for which it wasn't designed.

The options:- Cut down the springs;

Fit new springs specially modified for kit cars

Fit the rear springs from a Dolomite.

It seemed to me that option 1 had one or two problems. How much to cut off; would the front be too stiff and the cut down springs would not have the flat ends of the original. It had one big advantage though - it was cheap. Option 2 was very appealing, Triumphtune listed just what I needed. All prices plus VAT. As for option 3, sounds simple doesn't it? But does it work? I've only read about this dodge in one article so I can't guarantee it - has someone out there done this? Apart from this technical doubt, the thought of tracking down a Dolly and scrabbling about under it's back end didn't appeal.

I decided to go for modifying my existing springs. Before taking off the spring/damper units I measured their lengths, by comparing this with the fitted length on my Herald I should be able to work out how much to cut off. Then I took the spring/damper units off the car and separated them. Now I measured the free length of the springs and my calculator told me

I needed to cut off exactly 2 inches - so that bloke who told me to cut a couple of inches off the front springs did know what he was talking about after all.

I cut the springs with an angle grinder - the steel is very hard. I put everything back together and dropped the car off the stands - the moment of truth.

The car was spot on, the unsightly gap between the top of the wheel and the arch had disappeared and the angle of the bottom wishbone was just like a Herald.

KIT CAR SHOW

One of the biggest kit car shows of the year takes place at the Royal Showground, Kenilworth, Warwickshire on Sunday and Monday 6th and 7th May. There will be a lot of manufacturers stands under cover but if you want to tick off the club kit cars you'll have to walk round the grounds. I hope to be up with the Moss crowd on the Monday - see you there.

Trevor Collett,

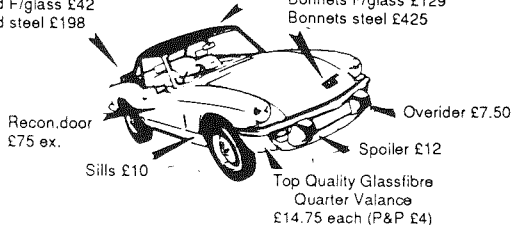


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FLOOR PAN £29, REAR IVALANCE £35,
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Andy Bonner

THIS month's feature car belongs to Michael Hancock. Apparently this is a "TSSC founder car" being one of the six or so cars present at the inaugural meeting in July 1977. Michael has fitted one of John Kipping's lead free cylinder heads; he adds that the Vitesse is also entered in the RAC Classic Run on May the 27th starting from Stockport. If any other Vitesse/TSSC members are entered and would like to get together perhaps they would like to make contact with: Michael Hancock, Beechcroft Cottage, School Lane, Baslow, Bakewell, DE4 1RZ.

FEATURE CARS

Note to all those who have sent photos in. I currently hold enough for approximately the next 18 months, although interesting or good quality photos are always welcome. Please be patient if you are waiting for your car to appear likewise if you have asked for your photos to be returned.

CHASSIS DIMENSIONS

Several letters have arrived recently from Vitesse owners wanting to know certain chassis dimensions. Unfortunately none of them enclosed a S.A.E. I am therefore including the relevant pages from the official workshop manual which should contain all that is needed (Triumph Bookshop sells these manuals).

TRIUMPH BOOKSHOP

ORIGINAL BRAND NEW LEYLAND PUBLICATIONS Telephone 0858 32110/62578

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TR7 £20.00	Slag £23.00	TR4A £5.00	
TR8 £24.00	TR8 £19.00	TR6 £5.00	
Slag £24.00	Doornite £19.00	TR7 £5.00	
Slag German £30.00	2000/2500 £19.00	TR8 £5.00	
Doornite £25.00	1500 FWD £15.00	TR6 1969/76 £7.75	
Doornite Sprint £21.95	1500 RWD £15.00	TR7/8 1975/81 £9.50	
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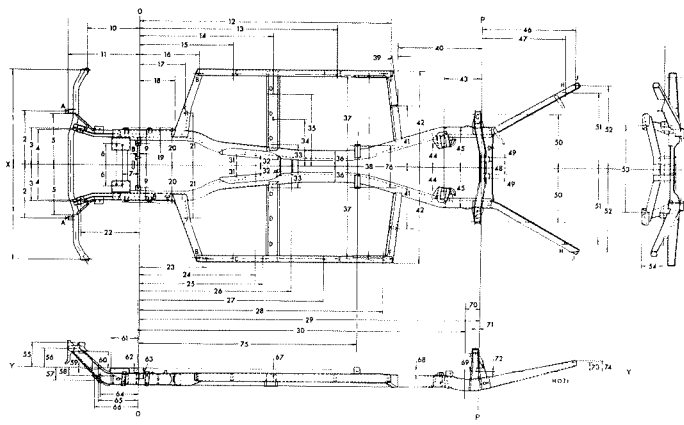
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	9.94	25.25
4	9.78	24.84
	9.72	24.69
5	13.50	34.29
	13.38	33.99
6	5.53	14.05
	5.50	13.97
7	4.82	12.24
	4.76	12.09
8	0.50	1.27
9	9.78	24.84
	9.72	24.69
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12	30.00	76.20
	29.88	75.90
13	55.00	139.70
	54.88	139.40
14	37.37	94.92
	37.25	94.62
15	26.10	66.29
	26.00	66.00
16	16.81	42.69
	16.69	42.39
17	12.78	32.46
	12.72	32.31
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	9.72	24.69
19	4.32	10.97
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	23.42	59.49



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	16.85	42.79	53	24.00	60.96		11.94	30.33
42	26.50	67.31	54	6.22	15.79	67	1.03	2.62
	10.70	27.18	55	7.03	17.86		0.97	2.46
	8.15	20.69	56	5.9	14.97	68	1.13	2.87
44	6.64	16.87	57	3.00	7.62	69	5.00	12.70
	6.63	16.79	58	1.94	4.93		4.88	12.39
45	11.28	28.65	59	2.25	5.71	70	4.06	10.31
	11.22	28.49	60	0.15	0.38		1.12	2.85
46	25.94	65.89	61	7.44	18.89	71	1.00	2.54
	23.30	59.18	62	4.69	11.91	72	1.00	2.54
47	23.18	58.88	63	3.25	8.28	73	2.97	7.54
	3.25	8.28	64	0.20	0.51		2.85	7.24
48	3.22	8.18	65	10.19	25.88	74	3.47	8.81
	3.21	8.14	66	10.18	25.84	75	61.31	155.72
49	1.51	3.84	67	2.63	6.68		61.19	155.42
	1.47	3.74	68	10.19	25.88	76	10.78	27.38
50	21.07	53.52	69	10.19	25.88		10.66	27.07
	20.94	53.19						

Fig. 1. Vitesse 2-litre chassis frame dimensions

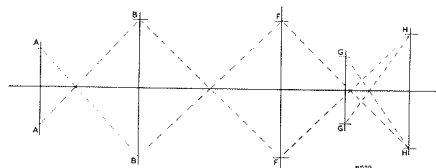


Fig. 1. Diagonal checking diagram

Assessment of Damage

Severe damage to the chassis is readily apparent; damage of a less serious nature may cause distortion of the frame which may not be readily detected visually.

If a check on the steering and suspension geometry reveals distortion of the chassis, check for twist and squareness.

Checking for Twist

With the vehicle on a clean level floor, place a jack under each jacking point and raise the vehicle sufficiently to enable the road wheels to be removed.

Adjust the jacks until the following conditions are achieved:-

Points "A" are 25.53 in. (64.81 cm.) and length "E" are 24.94 in. (63.35 cm.) above the floor.

This condition sets the datum 20 in. (50.8 cm.) above the floor.

If it is impossible to equalise the heights of both points "A", then the chassis is twisted, the amount of twist being the difference in height between points "A".

Checking for Squareness

Position the vehicle as previously described and, referring to Fig. 1, transfer the listed points to the floor, using a plumb-line and line cord.

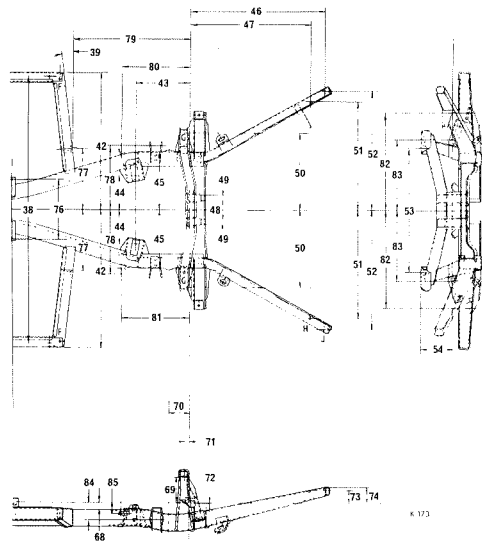
Letter the points transferred to the floor and connect each pair by drawing a straight line between them, as Fig. 2.

Mark and letter the central points of each line and place a straight-edge along these mid-points. The frame may be considered true when the straight-edge passes through all of these points.

Continue a further check for squareness as follows:-

Using a straight-edge mark the diagonals as shown dotted in Fig. 2. If the frame is square then each pair of opposite diagonals must be of equal length and the points of intersection must lie on the same straight line.

Chassis distortion is assessed by the amount and direction which any central point on the transverse line and/or the points of intersection of any pair of diagonals deviates from the centre line.



77	11.57"	29.39 cms.	79	22.84"	58.01 cms.	82	16.94"	43.89 cms.	84	3.22"	8.18 cms.
	11.51"	29.26 cms.		22.72"	57.71 cms.		16.82"	43.52 cms.		3.16"	8.03 cms.
78	25.16"	63.91 cms.	80	13.00"	33.02 cms.	83	26.94"	68.43 cms.	85	2.00"	5.08 cms.
	25.04"	63.60 cms.	81	13.00"	33.02 cms.		26.82"	68.12 cms.			

Fig. 3. Vitesse Mk 2 chassis frame dimensions (for other dimensions see page 5102V)

VITESSE 1600 OVERBORE

Also included this month is a section from an old SAH catalogue which gives details of a 1944cc conversion for the 1600 Vitesse presumably this used 1296cc Herald or Spitfire pistons and if the correct type of liners are still available could still be repeated today.

Incidentally I have not yet heard from Footman-James regarding the insurance situation of the 1720cc conversion, but I will notify through these pages in due course.

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NOTE: With the above Stage of Tune either 175 CD Stromberg Carburettors or Triple 40 DCOE Weber Carburetors can be used to obtain even higher brake horse power figures.

It is recommended that suitable 'High Speed' Tyres are fitted to all vehicles which have under-gone a Stage of Tune.

Thanks to Geoff Titler for the loan of the SAH Catalogue from which this information was taken ('I'll be in touch soon Geoff!').

PS. It's a Girl! - Amy Louise, d.o.b. 11.03.90 - 7lbs 6ozs.

MK 2 EXHAUSTS

I had to try and find an exhaust system (rear section) for my Mk 2 recently and having tried several well known suppliers who advertise in the Courier was surprised to find some difficulty in tracking one down. Just when I was beginning to despair I decided to try Triumph Services of Templecombe as they had recently supplied a pair of brake discs for me by return post. To cut a long story short, they had half a dozen in stock and proceeded to equal their previous good service by getting one to me in two days. They regularly run special offers for spares relevant to "our" cars and are worth contacting for that, as well as their regular lines. Their postal service is the best that I have had from any trader, bar none.

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SPITFIRE MkIII	£56.00 + 3.35 + VAT	
SPITFIRE MkIII		
with zip rear window	£65.00 + 3.35 + VAT	
SPITFIRE MKIV & 1500 "	£65.00 + 3.35 + VAT	
HERALD/VITESSE	£66.00 + 3.35 + VAT	
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SPITFIRE IV John Thomason 1500 REGISTER

THIS month's heading photo is sent in by Rachel Rogers of Bengeo, Hertford whose white MkIV, Reg ATT 621L is in excellent condition. Rachel is looking forward to getting the top down and attending this year's Club events, which brings me nicely onto my next topic.

Firstly, where are all the Spitfires (and other Club cars) in Hants and Surrey? Your area needs your support at the It's a Knockout Event. Contact me, or the area organiser or just turn up at Rushmore Arena, Aldershot on the day. Fun and games are guaranteed for all! All other Spitfires come and support your Area's team.

Secondly, the Spitfire IV and 1500 Register has been asked to put on a bit of a display at this year's International Event at Stafford. Obviously we need some Spitfires! If you have a Spitfire Mk IV or 1500 in fairly good condition, without major modifications, I would be most grateful to hear from you if you are prepared to take part in this display.

SPITFIRE SU's

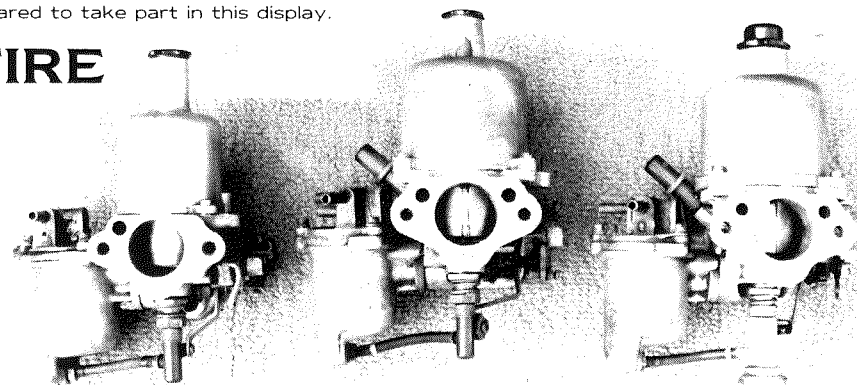


Fig. 1.

The changing face of the Spitfire S.U.

SU carburetors are 'probably' the most simple and reliable carbs around. We must be grateful that Triumph didn't decide to fit their own brand, as Ford did with their complicated Variable Venturi carbs. Over the 10 years of the Spitfire IV and 1500 production run the appearance of the SU's changed

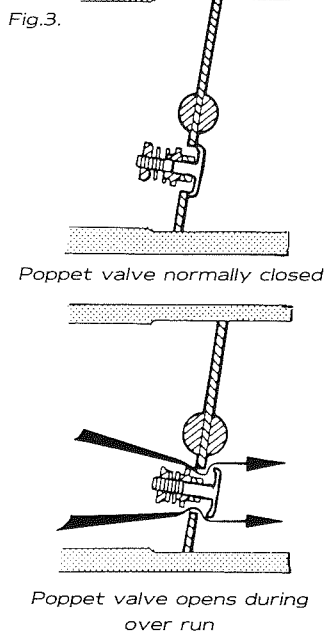
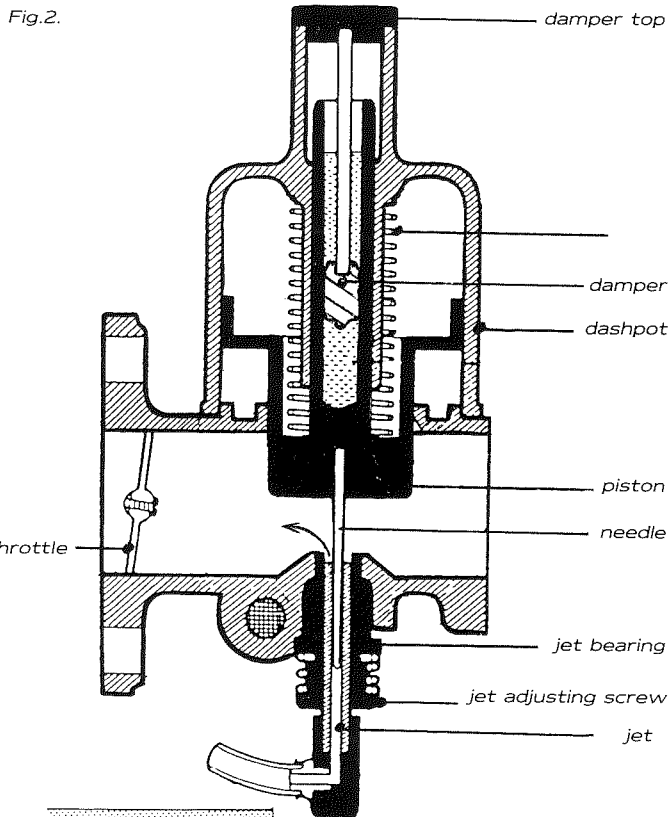
Fig. 1, although the principle remained essentially unchanged. Fig. 2.

Very basically the throttle butterfly controls the amount of air that the engine draws in through the carburettor. As air is drawn in, it sucks fuel from the clearance around the needle and jet orifice and produces an air/fuel mixture. With the throttle wide open, as when accelerating, increased engine vacuum causes the carb piston to lift in the dashpot, pulling the tapered needle further out of the jet, increasing jet/needle clearance and thereby allowing more fuel to be sucked out to maintain the correct mixture. A piston spring is incorporated to control by how much the piston lifts and also to quickly lower the piston once the throttle is closed. Thus the mixture strength produced by a carb is determined by a **COMBINATION OF THE TAPER ON THE NEEDLE AND BY THE STRENGTH OF THE PISTON SPRING.**

Initial mixture strength is set by rotating the jet adjusting screw which moves the jet up and down in the jet bearing, thereby altering the jet/needle clearance. The choke on the SU temporarily richens the mixture by means of a mechanical linkage that pulls the jet down increasing the jet/needle clearance.

To prevent the piston from continually fluttering up and down and to richen the mixture when accelerating hard, piston movement is damped by a small damper moving through oil in the top of the piston.

In order to reduce exhaust emission levels an over-run valve is fitted to later Spitfire IV and 1500 carburettor throttle butterflies, to limit manifold depression, Fig.3. As manifold depression increases when the engine is slowing down on the over-run, the valve 'pops' open bleeding air to the manifold to maintain the correct mixture.



Spitfire Mk IV

The Spitfire Mk IV was fitted with a pair of HS2 or 1 1/4" SU carburettors as shown in Fig. 4. The 1 1/4" refers to the diameter of the air passage or 'choke' of the carb. The distinguishing feature of the HS2 is the tall narrow dashpot, Fig. 5. The Spitfire MK IV carb. remained unchanged throughout its production life and was fitted with a spring biased AAN needle.

Spitfire 1500

Believe it or not 4 different types of SU carb were fitted to the Spitfire throughout its production run. All were HS4 or 1 1/2" SU's, the larger diameter choke being to accommodate the breathing requirements of the large capacity 1500cc engine. The essential differences

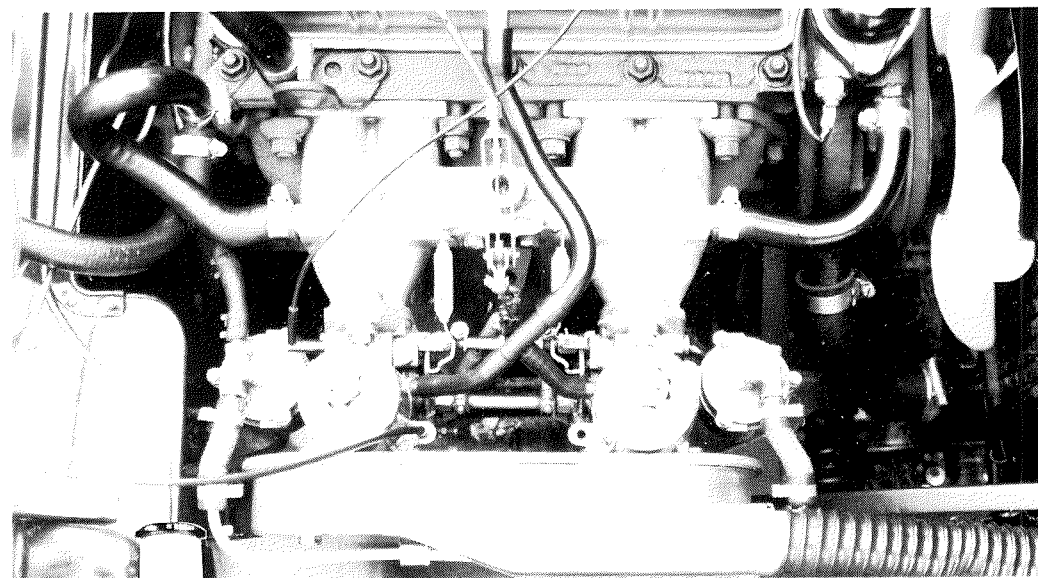


Fig.4. Spitfire MkIV twin 1 1/4" S.U.'s

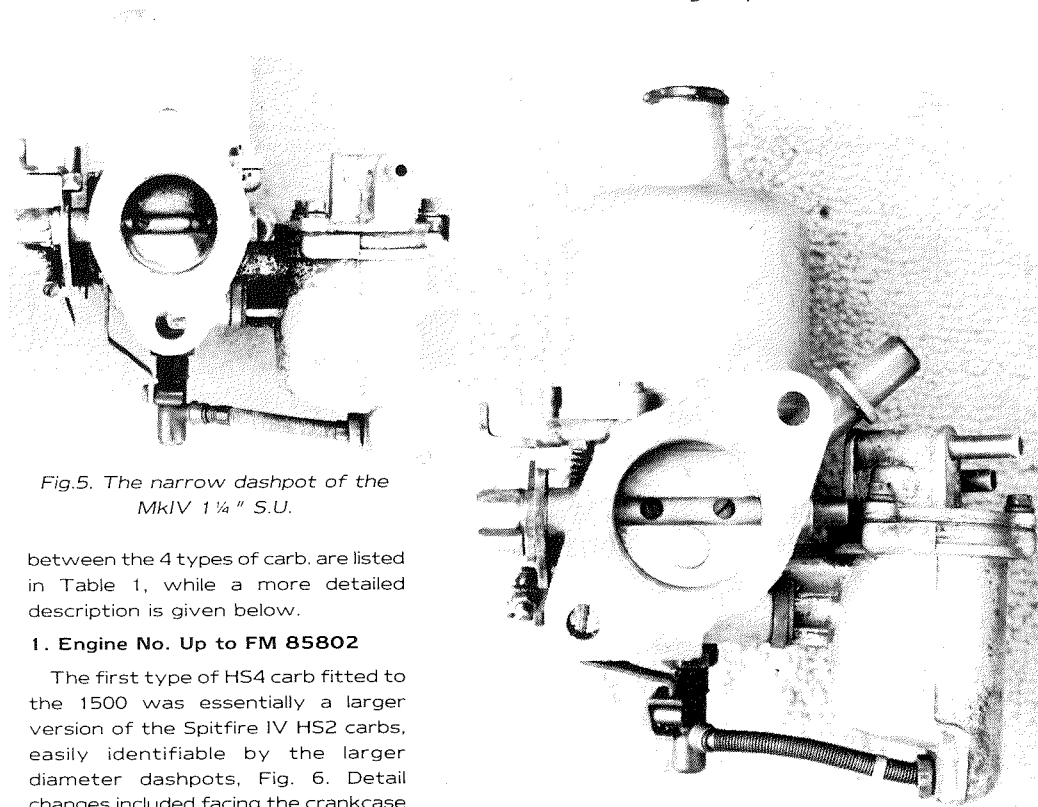


Fig.5. The narrow dashpot of the MkIV 1 1/4" S.U.

between the 4 types of carb. are listed in Table 1, while a more detailed description is given below.

1. Engine No. Up to FM 85802

The first type of HS4 carb fitted to the 1500 was essentially a larger version of the Spitfire IV HS2 carbs, easily identifiable by the larger diameter dashpots, Fig. 6. Detail changes included facing the crankcase breather pipes outwards, mounting the vacuum pipe vertically and re-orientating the petrol inlet and outlet

Fig.6. The early type 1500 carb

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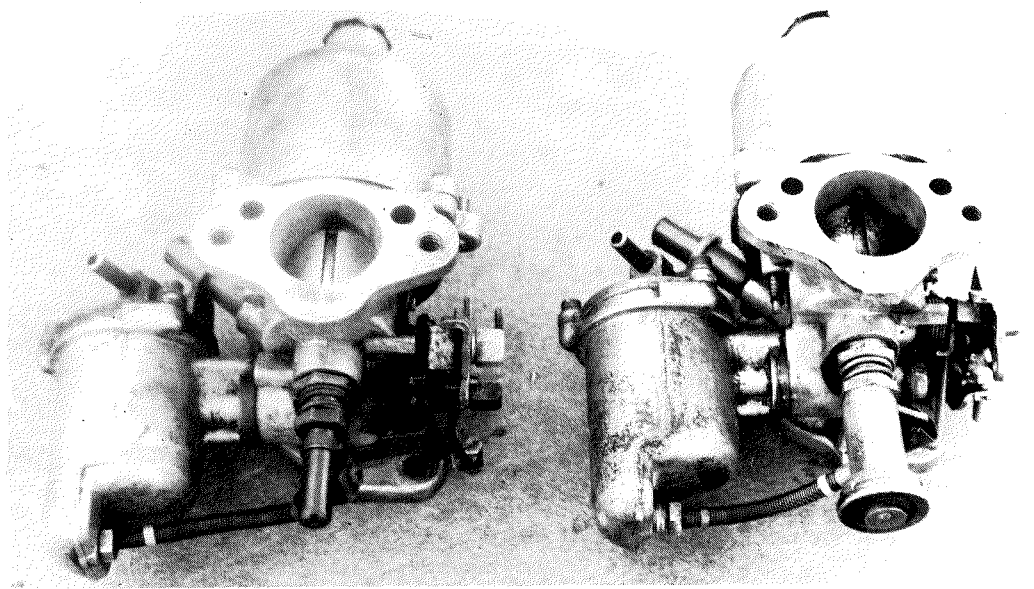


Fig.7. Waxstat jets (right) replaced the 'fixed' jets (left)

pipes on top of the LH float chamber. The needle fitted was an **ABT** needle. Note that the manifold mounting holes are now offset, precluding the direct fitment of the larger 1 1/2" carbs to a Spitfire IV manifold.

2. Engine No. FM 85802 - FM 105278

In response to increasing emission control legislation, the carbs were fitted with temperature compensated Capstat jets, more commonly known as Waxstat jets, Fig. 7. It is important to note that the introduction of the Waxstat jet was the only important change to the carb (apart from the choke linkage) and in particular that the needle remained **unchanged** at **ABT**.

As underbonnet temperature increases, the viscosity of the petrol becomes thinner resulting in an increased flow of petrol through the jet orifice for the same needle position. This causes an over-rich mixture resulting in unsatisfactory exhaust emissions.

The function of the Waxstat jet, Fig.8, is to automatically raise the jet as the fuel becomes thinner. As the jet is raised the jet/needle orifice is reduced, decreasing fuel flow and hence restoring the correct mixture. The jet is automatically raised by a temperature sensitive wax at the base of the Waxstat, which expands

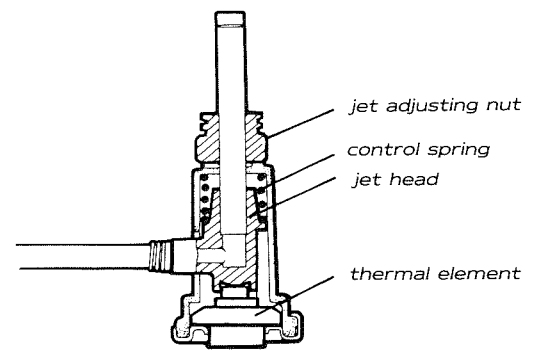


Fig.8. The waxstat jet

as it's temperature increases. The expanding wax acts against the jet head, thereby raising the jet. When the wax cools and contracts, a control spring returns the jet to it's normal position. Initial mixture adjustment remains the same as for the earlier carbs, by means of the jet adjusting nut.

This type of carb is sometimes referred to as 'tamperproof', since when new a blue or red plastic seal was placed around the jet adjusting nut to prevent unauthorised adjustment. In addition the casting of the carb body was built up around the idle adjustment screw, such that another seal could be placed over this screw. In the majority of cases these seals have long been removed and discarded. Is this a point for Concours cars?

3. Engine No. FM 105278 - FM 118374

A large number of changes to further refine emissions were made to the 3rd type of carb fitted to the Spitfire 1500. This type of carb is easily identified by the shorter more stubby dashpot top, Fig.9.

The piston guide inside the dashpot is now nylon sleeved and

incorporates small ball bearings to enable the piston to rise and fall more smoothly. The damper also incorporates a small clip, Fig.10, (the purpose of which is unknown) which clips to the top of the piston. The piston control spring is changed to a shorter much larger diameter spring, Fig.11. To match these changes to the dashpot and piston spring, the carb. needle is changed to a **ADN** needle.

At the bottom of the carb, a different Waxstat jet is fitted which although similar in appearance to the earlier version, has different

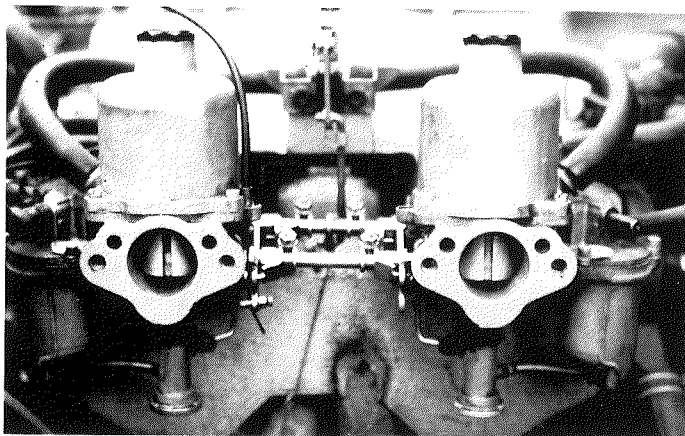


Fig.9. The 3rd type of carbs fitted, identified by the stubby dashpot tops

temperature compensation properties, Fig.12. In addition the jet is housed in a different jet bearing assembly, not interchangeable with the earlier jet bearing due to differences in the carb. body.

Small detail changes include the fitment of different strength springs to the throttle over-run valves and the modification of float chamber tops to accommodate overflow pipes. The pipes are usually pale green and pass any excess fuel down to the road. On the earlier carbs the small overflow hole was simply covered with a small cover plate, Fig.13.

4. Engine No. FM 11874

The final type of carb fitted to the late Spitfire 1500's was very similar to the previous carb, incorporating the same Waxstat jet, piston spring and **ADN** needles. This final carb is easily identifiable by its major difference, the fitment of a large chunky damper top Fig.14. In addition the top of the piston was made longer and incorporated a small circlip which has to be removed before the piston can be withdrawn from the dashpot.

Common Problems

1. Waxstats

With the warm weather on it's way again, I have been receiving an increasing number of the letters from members

get too hot and the Waxstat over compensates making the mixture far too weak. In some cases the jet stays in this condition, either due to dirt and gum or because the thermal element of the Waxstat becomes faulty. Consequently although the remainder of the engine may have cooled down, the carb. is still giving a weak mixture.

Waxstat carbs are fitted to a large number of cars, seemingly without the problems encountered on the Spitfire. I believe the problem with the Spitfire is the high temperatures encountered in the engine bay as a result of the marginal cooling of the 1500 engine and the small radiator grille, exacerbated by the number plate blanking most of it off! (A Spitfire cooling artical is to follow).

If you are experiencing problems, then the first thing to do is to check that the asbestos heat shield is in place. This protects the carb and float chamber from the heat of the exhaust manifold, and if not in place, worsens the Waxstat problem.

As opposed to replacing a faulty Waxstat, a solution more and more members with Waxstat carbs are turning to, is to replace the Waxstat jet with the earlier 'fixed' jet. The conversion is fairly straight forward, Fig.14., showing the components involved. Apart from the jet itself, the choke linkage must be changed. The fixed jet is connected to the linkage via a small screw, whereas the Waxstat is by a clip. The choke cams are the same.

NB: THE CARB NEEDLES DO NOT HAVE TO BE CHANGED

The needle is matched to the type of piston spring and dashpot fitted and not to the type of jet fitted. I believe that this may be a mistake made by some members who have

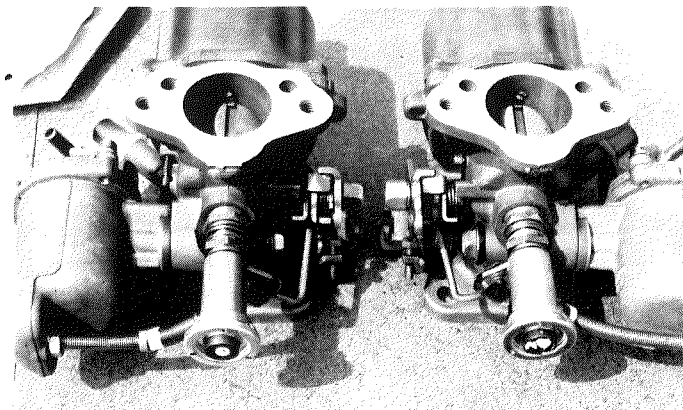


Fig.12. Later waxstat jets, similar to the earlier waxstats, had different thermal elements

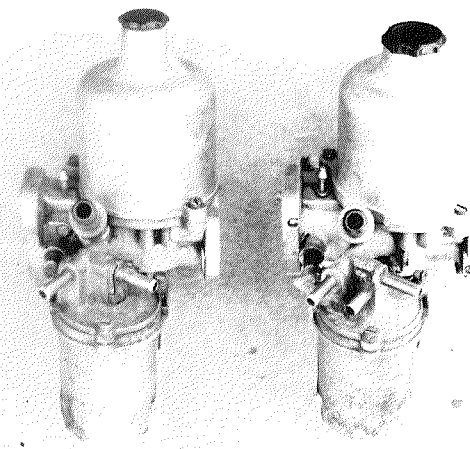


Fig.13. The early and late float chamber tops. Note the earlier cover plate just visible below the outlet pipe.

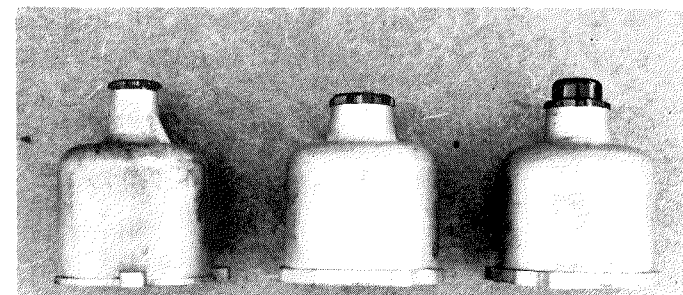


Fig.14. The 1st & 2nd, 3rd and 4th different types of dashpot and damper top

experiencing problems with their Waxstat carbs. The symptoms are misfiring at motorway speeds and coughing and spluttering at idle/slow speeds following a good run. What happens is that the carbs

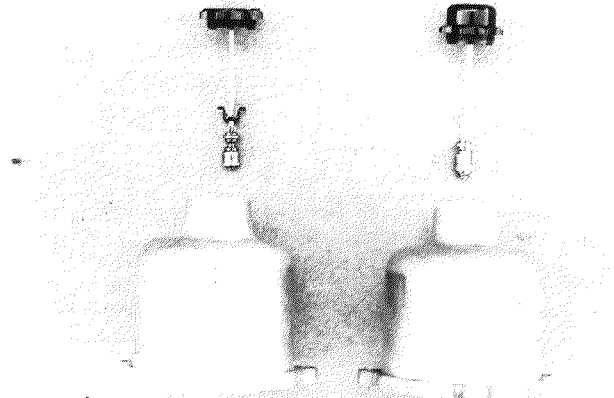


Fig.10. The latter 2 types of damper top. Note the clip that is fitted to the 3rd type of carb

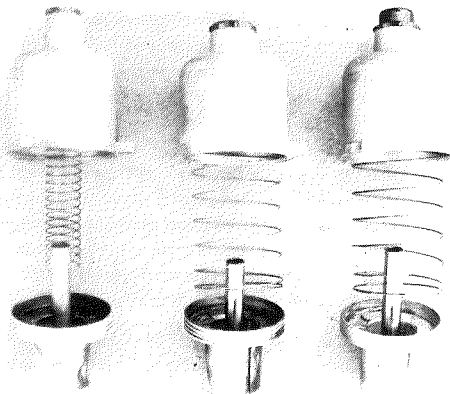


Fig.11. The different dashpots, pistons and piston springs fitted to the 1st & 2nd, 3rd, and 4th types of carb

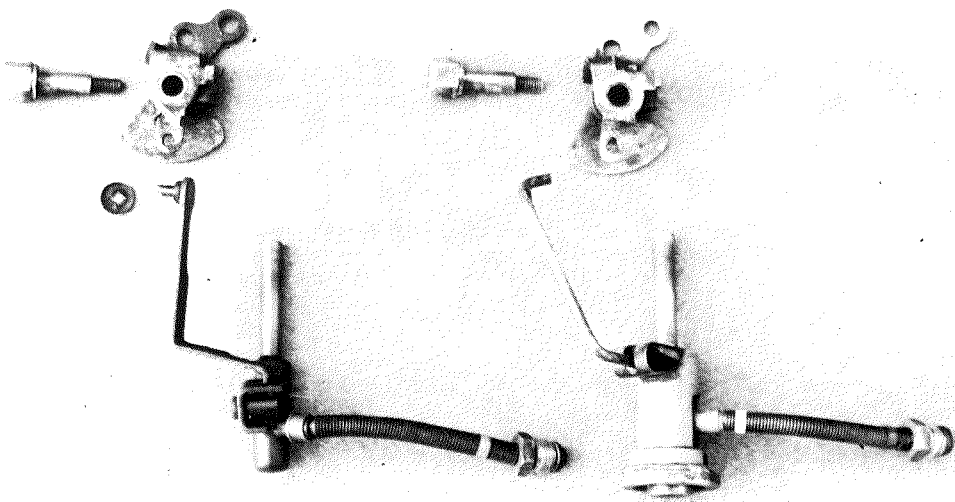


Fig. 15. Parts involved in the waxstat to fixed jet conversion

undertaken the conversion and then not noticed the expected improvement.

The parts for the conversion are readily available from most of the Courier traders or SU specialists such as Burlen Fuel Services (0722) 412500 or Southern Carburetors (01) 540 8128 who are most helpful. Beware of non-original SU parts that are now on the market, particularly Waxstats, which are of poor quality..

NB: before resolving to changing the jets etc, do check that the fault is not elsewhere, eg the ignition system.

2. Over Run Valves

With age the valve springs weaken and the valves don't seat properly or stick open. This effects mixture strength and causes the engine to idle faster than normal. Another problem is that the valve itself, sticking out into the air flow, doesn't do a lot for gas flow or volumetric efficiency.

Solutions include replacement, soldering the poppet valve permanently shut, removing the valve and soldering a small blanking plate over the hole in the butterfly, or better still, replacement with an earlier plain throttle butterfly.

3. Carb Flooding

If the carb tends to flood, then suspect either a manifold leak or more likely, a sticking float chamber valve. The valve is pretty reliable, but can stick open as a result of gum or particles of muck. The valve is accessed for cleaning/replacement by removal of the float chamber top, Fig 15. Another possibility, although unlikely, is that the float has become punctured and is no longer floating!

4. Crankcase Breather Pipes

The Spitfire IV and 1500 incorporates a closed



Fig. 15. Needle valve and float removed. The needle valve seating is still fitted

crankcase breather system, Fig.1. In many cases the rubber pipes leading from the rocker cover to the carbs, are in very poor condition, either completely perished or replaced with pieces of garden hose pipe! Their importance is often overlooked. If the pipes are not **air tight**, then this can be a source of poor engine idle. If the pipes are in good order with no air leaks, then removal of the oil filter cap should cause the engine not to idle so smoothly.

If a lot of engine fumes are coming from the rocker cover, then the carbs can become quite black and gummed up. One solution is fit a long pipe from the rocker cover down to the road to vent the fumes away, and then seal the 2 carb connections or connect a single air tight pipe between them.

5. Air Cleaners

Ensure that the air filters are clean. If they

become clogged then a loss of power and an over rich mixture will result. The Spitfire IV and 1500 are fitted with cold air ducting to the carbs in order to increase volumetric efficiency (see my article Courier 107, p.34) and maintain a fairly constant cool air temperature supply to the carbs, independent of engine bay temperature.

Removing the ducting, or fitting K & N filters allows the carbs to suck in warm air from above the hot exhaust manifold, affecting mixture strengths and in some cases causing a loss of power and uneven idle, thereby undoing the good of the K & N filters.

K & N filters are really only necessary if you intend to rev your engine high. The ordinary paper filters are more than capable of passing sufficient air up to 4000 - 5000 r.p.m.

Table 1 - Part Numbers are SU numbers

MODEL	CARB Identification	NEEDLE	SPRING	JET	DASHPOT Top	DAMPER Top	THROTTLE
Spitfire IV							
ALL	AUD580	AAN	Long & small diam	Fixed AUD9103/4	Narrow	Thin & flat	Plain poppet valve
Spitfire 1500							
Up to FM 85802	AUD665	ABT	Long & small diam	Fixed AUD9450/1	Tall & thin	Thin & flat	Poppet valve WZX1385
FM 82802 to FM105278	FZX1258	ABT	long & small diam	Waxstat LZX1322/3	Tall & thin	Thin & flat	Poppet valve WZX1225
FM 105278 to FM18374	FZX1122	ADN	Short & large diam	Waxstat LZX1330/1	Short & stubby	Thin & flat with clip	Poppet valve WZX1225
FM118374 onwards	FZX1327	ADN	Short & large diam	Waxstat LZX1330/1	Short & stubby	Chunky	Poppet valve WZX1225

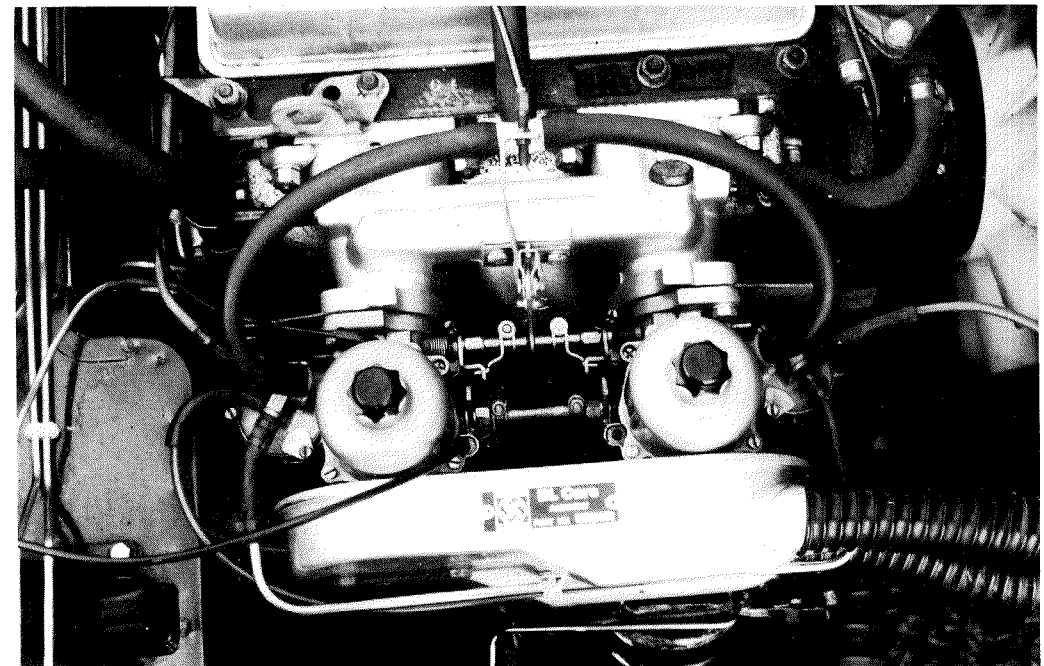
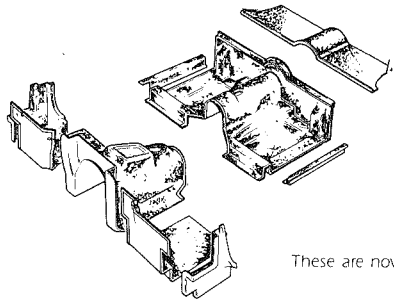


Fig. 17. The crankcase breather pipes must be air tight. N.B. The float chamber overflow pipes on this very late Spitfire 1500

TRIUMPH TUNE

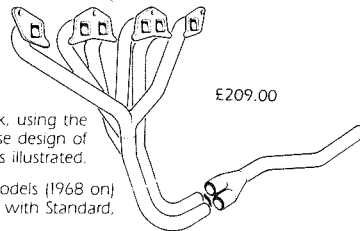
NEW PRODUCTS



FULLY FORMED CARPET SET

We are proud to announce the release of the only fully formed carpet set available for the SPITFIRE range. These are produced for us by the original LEYLAND manufacturer, using current technology and type of carpet material. The carpets are supplied in BLACK with gaiters to Gearlever and Handbrake. The rear floor carpet is supplied with the original rubber moulding to complete the installation. Supplied as a set of ten ready to fit carpets. **£98.00**

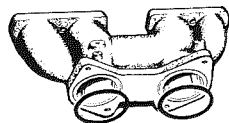
RACE EXHAUST MANIFOLD



£209.00

These are now available from stock, using the alternate pulse design of primary pipes, as illustrated.

Available to suit GT6/VITESSE models (1968 on) using 2L or 2.5L motors running with Standard, triple webers or injection.



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Ready to fit Roller Rocker assemblies are now being released, these give an increased valve lift ratio of 1.65:1, which has proved to be very worthwhile in BHP increases. Complete kit for all 2 or 2.5L engines after 1969. **£299.00**

As above but for the 1296/1500 engines **£195.00**

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1147 cc engines **£55.00**
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HANDBRAKE GAITER

Recently re-introduced the rubber handbrake gaiter for all models, Spitfire, Herald, Vitesse and GT6 **£7.00**



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BOND

Equipe

Peter Jacklin

-REGISTER-

SOME bad news I am afraid on the reproduction bonnet badges, the manufacturer has increased his price considerably and therefore this is reflected in the charge that I must make which is now £22.50 incl. P & P. The moral of this story is that if you are thinking of purchasing badges for your car ACT NOW, who knows what the next batch could cost? The good news is that the '4' & 'S' sets will still be available at the previously announced price of £4.38 per set and I still have some Equipe script (boot badges) available at the old price of £11.50.

Details have now been finalised for the BOND EQUIPE WEEKEND, please make an effort to attend this meeting as it is the only one devoted exclusively to the marque. If you can only make it for one day come along on the Sunday. MAKE A NOTE OF THE DATE NOW!! 9th and 10th JUNE. Further details, a site location map and an accommodation list are available from me for the price of a stamp.

Due to unforeseen circumstances I have available for sale the second oldest 2+2 known to exist, it carries Serial No. 06.117 and was originally registered as TRN 5 (Preston Reg No) but now has AFK213A. The car is in pretty terrible condition but virtually all the important bits (including the Commission Plate) are there but it does require a total restoration. I hasten to add that the number was transferred prior to me acquiring the vehicle. If you are interested in a real challenge give me a call.

I have recently obtained an original copy of the S.A.H. Tuning Equipment Catalogue for the Equipe and will reproduce some of the contents in future.

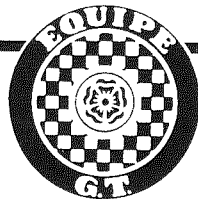
Now that the new I.V.R. Documents have been sent out I am looking forward to receiving shoals of completed forms complete with that important Serial No. (please take the time to look for this number as we now have an item specially provided for Bonds on these forms). An update of the

Register is long overdue as many of the entries are lacking much of the useful information.

During my stint as Register Secretary I have acquired a considerable number of copies of contemporary Road Tests, Press Releases etc. and I thought it might be of interest to list all those that I know of. So here is the first part of this listing which covers the G.T. (2+2). If you can add to it please let me know, preferably with a copy of the article.

- 22.5.63 - The Motor Magazine, Road Test
- 24.5.63 - Autocar, Road Test
- Oct. 63 - Standard Triumph R/w, Motor Show R/w
- 16.10.63 - The Motor, Motor Show Guide
- 18.10.63 - Autocar, Motor Show Guide
- 01.11.63 - Autocar, Guild of Motoring Writers Annual Test Day at Goodwood Racing Circuit, also announcement of marketing arrangements with ST
- 13.11.63 - The Motor, Road Test
- 22.11.63 - Motoring News, Road Test of S.A.H. Modified Car
- ? - Performance Car, Road Test
- 3.1.64 - Autocar, Road Test No. 1955
- 22.1.64 - The Motor, Monte Carlo Rally Report
- March 64 - Small Car Magazine, Road Test
- 25.4.64 - The Motor, Group Comparison - 'One up on a budget'
- 15.5.64 - Autocar, 24 Hour Run by an Equipe

22.5.64 - Autocar, 24 hour Run
 2.6.64 - Autocar, Price Reduction Announcement
 13.8.66 - The Motor, Used Car Spot Check
 11.11.66 - Autocar, Graham Robson Reviews Bond Development History
 July '86 - Classic and Sports car, 'Sorry, No Ejector Seat' Review of all Equipes
 March 90 - Popular Classics, 'Creating a Bond' Equipe Story
 Enjoy Bond Turning Circle - More next month



THE BOND EQUIPE REGISTER PRESENTS THE FIFTH BOND EQUIPE WEEKEND

AT THE THREE HORSESHOES, YAXLEY,
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 ON SAT/SUN 9th/10th JUNE - 1990

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 Orton Wistow, Peterborough PE2 0FQ or 0733-232818

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MkIII Maroon, excellent example. £3,550.

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(M) Yellow 1300. Long MOT. Drive or restore. £495.

(R) Red 1500. Good solid car. Rebuilt engine. £1,650.

(P) Blue 1500, O/D. Wires, white hood, new paint, good body but worn box. Only 59,000 miles. £1,650.

(T) White. Full restoration. Low mileage car. Beautiful. £2,150.

We also buy Triumph cars. Anything considered.

HERALD/VITESSES

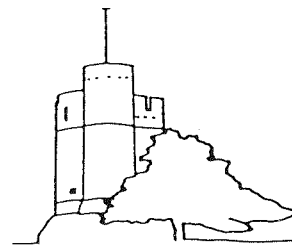
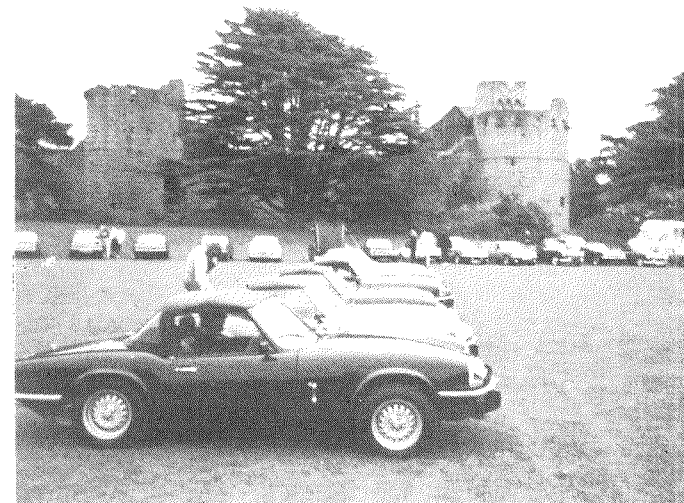
(B) Grey 1600. Solid, original car. £850.

(G) Blue convertible. 63,000 miles. Perfect car, well worth £2,950.

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GT6 Mk1	£71.75	40%	£43.05
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Spitfire Mk1/2	£49.60	35%	£32.24
Spitfire Mk3	£41.90	35%	£27.23
Spitfire Mk3 (1967-70)	£92.50	60%	£37.00
Spitfire Mk4	£90.00	55%	£40.50
Spitfire 1500	£111.40	56%	£49.00
Herald 1200	£53.50	50%	£26.75
Herald 12/50	£53.75	45%	£29.56
Herald 13/60	£56.75	45%	£31.20
Vitesse 1600	£50.00	25%	£37.50
Vitesse 2000 Mk1	£74.50	35%	£48.42
Vitesse 200 Mk2	£70.50	30%	£49.35

▷ reconditioned brake calipers

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Windscreen Rubber-All Models	£14.00
Spitfire Door Rubber	£9.90
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Steering Rack Gaiter (Per Pair Inc. Clips)	R.R.P.	£24.90
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Rear Outriggers (Vitesse Mk2)		£8.50
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Rear ¼ Valance R/H Original		£22.50
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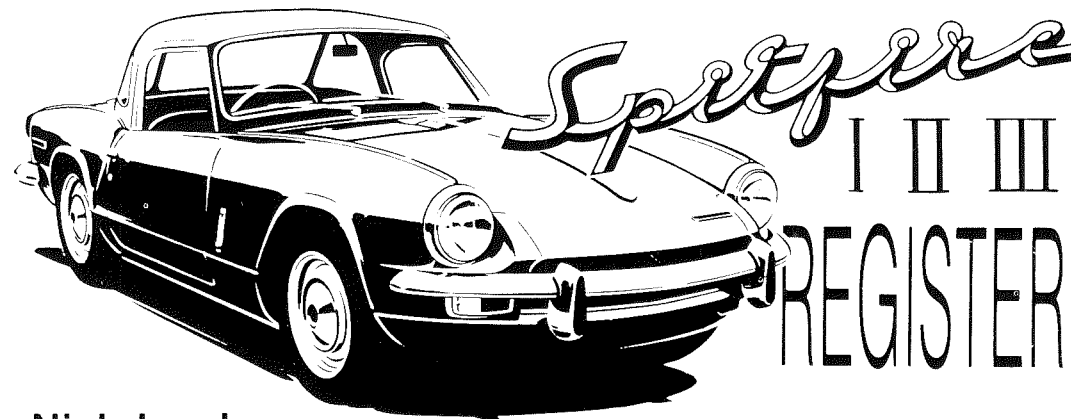
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All prices are correct at time of going to press, although subject to change without prior notice.

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Nick Lord

WELL, things are certainly going with a bang at the moment. I still haven't managed to get the people I'm suing for spraying (?) my car into court yet, though it looks hopeful for May. To complete the job someone managed to drive straight into my back whilst I was stationary at a junction. I mean, it's only bright red and in front of him, as I politely pointed out at the time!

Anyone suffering from mould? I'm topless most of the time these days, but in the event of heavy rain it's possible to swop a wet tonneau for the roof and forget to dry the tonneau, or vice versa, after the rain when you put the roof away. If you store your roof and tonneau behind the rear panel or even just throw them in the boot, it is essential to dry and air them in the open air as soon as possible as mould will quickly develop. If you are unfortunate to have mould appear then a good scrub with Polycell mould cleaner/killer will cure the problem. Remember to work in the open air and cover hands, face and especially eyes.

I would be very interested to hear from any of you who have gone unleaded. Have you noticed any difference in performance, consumption of petrol and oil? Have you re-examined your head?

May I make an appeal for all Spitfire owners within the Club to complete and send in their new registration forms when they get them. I am quite sure that some of the owners on the Spitfire Register have left the Club, and I know that quite a few of you are not registered, because the list I printed ages ago in the Courier has still some remaining owners, who are in the Club, but have not bothered to register. This creates problems in determining numbers within the Club and tracing cars for histories, buying and selling.

Spring seems to be the time for buying either replacement or second cars. As quite a few of my 'phone calls from you are queries about what areas of a Spitfire to check, here are a few guidelines. Please don't think this list is exhaustive - if you do have any further queries then please do contact me.

Switches and Accessories

Check that indicators, windscreen wipers, dip-switch, heater, windscreen washer, horn and any other accessories are in good working order.

Lights

Make sure they all work and that the reflector is not rusty or flaking.

Suspension

Press down hard on each wing of the car in turn and let go. The wing should rise beyond its original position and then sink down again to where it started. If it continues to bounce, gives a clonking noise or leaks oil you will probably have to replace the shock absorbers.

Carpets

Lift the carpets and examine the floor. If they are glued down - beware! Check the front footwells, all along the inner sill and the seat belt anchor points. Be suspicious of wet carpet.

British Sports Car Centre

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Door catches and hinges

Check that doors close properly and do not drop on the hinges. The windows should wind smoothly and not drop suddenly. The check straps should hold the doors open.

Crash Damage

Look along each side of the car's body for any ripples caused by a bump. Check the chassis is not twisted or rotting. Look for cracking or bubbling filler.

Chrome

Look for pitting, blistering or flaking. The only way to cure this is replating - expensive!

Engine

The engine should tick over evenly when warm, accelerate smoothly and not give out any bangs, crashes, jingles or smells! The oil light should go out, or gauge start to rise within five seconds. There is no reason for an engine to be dirty or covered in oil if it has been looked after. Listen for excessive air hiss around S.U.carbs indicating wear.

Wiring

Look for cracked or frayed wires which can cause short-circuits or even fires.

Exhaust System

Check for holes, rust and listen/smell for leaks - also around and down the manifold.

Cooling System

Leaks can be shown by dirty red or blue-green anti-freeze stains. The best time to check this is when the engine is cold. Check for perished hoses and broken radiator cores. Whilst the engine is running check the temperature gauge and look for weeping core plugs.

Hydraulic System

Make sure the clutch and brake fluid reservoirs are topped up, and show no sign of leaking. Look at the flexible brake hoses for signs of wear or perishing. Check for leaks between hoses and metal pipes.

Front Wheels

Jack up each wheel in turn. Hold it top and bottom and try to move it backwards and forwards. More than 1/16 in. indicates wear most likely in the bearings. Turn each wheel to check the bearings are quiet, the brakes are free and the wheels are not buckled. Check splines on wire wheels.

Tyres

Check tread depth, check the sides for cuts, tears and bulges. Look for wrongly mixed tyres and uneven wear.

Steering

Put the car on a level surface with the wheels pointing straight ahead. Turn the steering wheel

gently from side to side. Any movement at the steering wheel before the road wheels move indicates wear in the steering mechanism.

Brakes

The brake pedal should be firm when pressed and should not need 'pumping' to obtain better braking.

Obviously, the car you're looking at will not be perfect, it is most likely 20+ years old. The above are not intended to be a deterrent to buying, but you should be aware of the car's condition for three main reasons. Firstly, is it safe and roadworthy (i.e. legal). Secondly, all the above make bargaining points in relation to the price. Thirdly, you want to know how much you need to spend on the car, whether you are doing it yourself or giving it to a third party. Obviously a rusty floor with holes in it doesn't mean the car's not worth buying, but it makes a good bargaining point in that you will have to buy new floor pans, pay for welding, etc. I personally wouldn't buy a car with a rotten or twisted chassis or bodywork, but I don't mind a wrecked engine. This is, however, purely personal in that I enjoy rebuilding engines but not bodies.

Next month, inspecting the body and chassis, and the test drive. Happy motoring through May and hopefully soon I'll have some good news about the court case and the insurance claim.



TSSC Offers

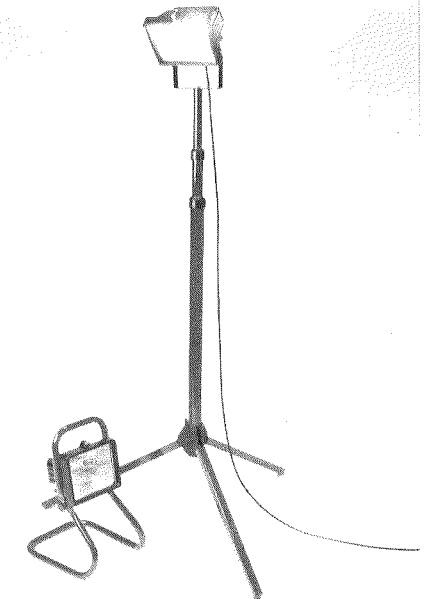


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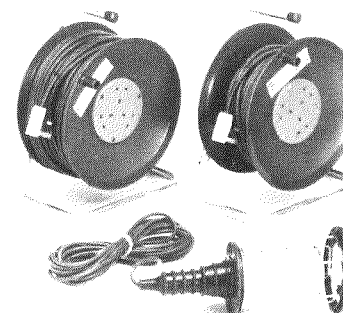
Despite the terrible weather we have been having recently, there have still been long dry warm periods, ideal for working on your Triumph. However like me you have probably been frustrated by restriction of lack of light making achieving any real progress impossible.

This TSSC Offer allows you to solve that problem, on offer are two powerful freestanding halogen lights (500 watt), the first is fixed height, but is angle adjustable and is powerful enough to illuminate the underside of a car by 'bouncing' the light off of concrete etc. The second is mounted on a stable telescopic stand and can extend to approximately 2.5 metres. Both can be used indoors in garages or workshops or outdoors on driveways etc. Despite the fact that the evening light is beginning to extend, they will prove invaluable and of course their use is not restricted to working on cars, other uses include lighting evening BBQ's, late gardening or illuminating driveways to make positioning of cars or caravans much easier. Both come complete with bulbs and cables and replacement bulbs if required are readily available.

We have started using these lights on the TSSC stands at indoor car shows and even in these already lit situations and with lower wattage bulbs fitted, they are proving powerful enough to easily light the cars on display.



CA101 500 watt halogen lamp 36.00
CA102 500 watt halogen telescopic lamp 46.45
P & P 3.50



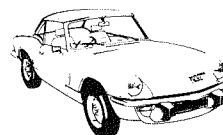
CA001 3 SOCKET 25m 13amp EXTENSION REEL 26.45
CA002 3 SOCKET 50m 13amp EXTENSION REEL 31.45
P & P 3.50
CA003 INSPECTION LAMP 9.45
P & P 1.50

Also on offer are high quality extension reels and an inspection lamp. With the extension reels the choice on offer are 25 or 50 metre (80 & 160 feet) reels, both are metal framed and use impact resistant PVC with a locking brake. Each has 3 sockets and has a full total 13 amp capacity. The latter is absolutely essential when welding or using high wattage tools etc. Don't confuse these reels with cheaper reels available which do not have this high an amperage capacity. The inspection lamp is also of a high quality, made in heavy duty rubber with a wire cage and 5 metres of cable and is very useful when wishing to illuminate awkward areas.

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● Engine Mods

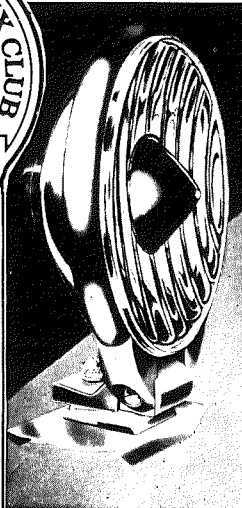
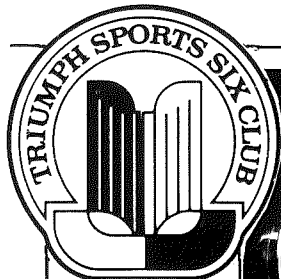


Stage Tuning

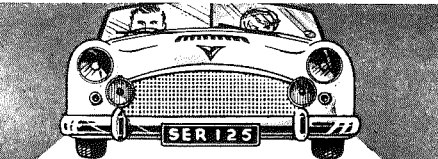
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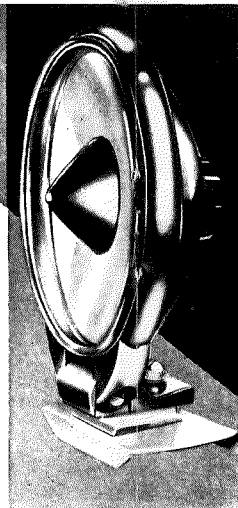
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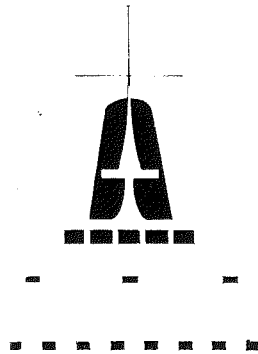
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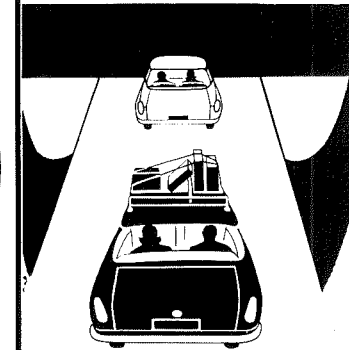
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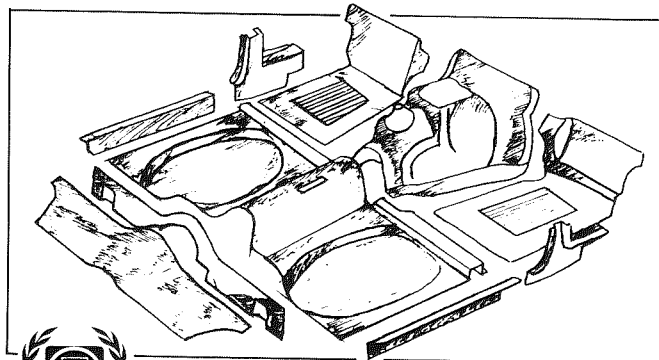
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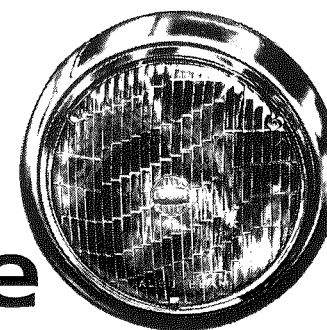
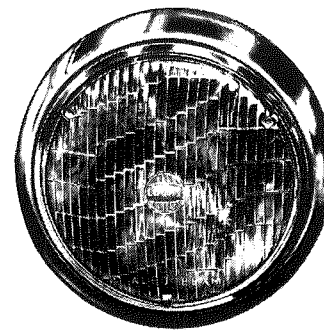
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Care and Adjustment of Headlamps

TWO main types of headlights are fitted to motor cars today, these being the pre-focus double dipping units employed on early Club Cars and the sealed beam light unit fitted to all later Club Cars.

The double dipping pre-focus type have been employed on the vast majority of cars made since the war and they represented a tremendous improvement over the pre-war arrangement whereby the off-side light was extinguished and the nearside dipped downwards and to the left when the dipswitch was operated.

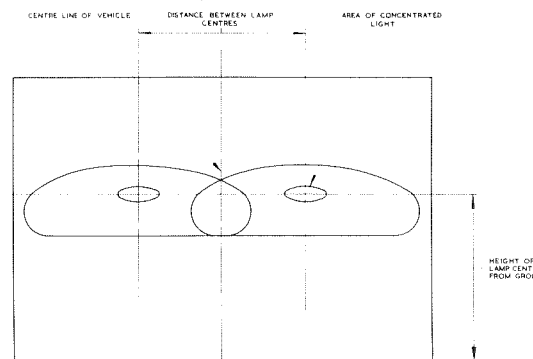
More recently, the introduction of sealed beam units has improved lighting still further, particularly on vehicles having four headlights operating on main beam.

Whatever type of lighting is used, it is essential that all units function properly and that they are correctly aligned.

Much is heard these days of the "dipped headlights campaign". If therefore, cars are to use dipped lights whilst on the move in city and suburban traffic, properly adjusted lights become more important than ever.

Most garages and service stations have special equipment

HEADLAMPS CORRECTLY ALIGNED

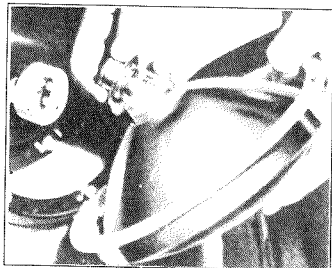


for checking and adjusting alignment and for a charge of a few shillings the job can be carried out by experts using scientific equipment.

In the event however of the owner driver wishing to carry out this work himself the pre-focus units can be adjusted without difficulty using a minimum of equipment. No special tools are required, merely a flat driveway of garage area which will allow the car to be positioned 25 feet from a vertical wall. Before checking if the

headlights are properly aimed, a few minutes spent checking the operation of the lights would be well worth while. Make sure that the offside and nearside dip simultaneously. Not infrequently one meets a vehicle which appears to dazzle yet when the lights are dipped the dazzling remains. Faulty alignment of course can cause this, but incorrect wiring connections giving "one up and one down" may be the root of the trouble. Normally an inspection of the wiring under the bonnet will in

dicating the fault. Main beam wiring is blue and white, dipped wiring blue and red, any cross connections of colours should be corrected.



Removing pre-focus bulb

If either headlight fails to operate on dip or main beam, this is probably due to one of three main causes other than low battery charge.

1. Blown bulb filament
2. Faulty supply
3. Poor earth connection

1. If the bulb is at fault this can often be verified by careful inspection through the headlight lens or glass, any discolouring is a sure sign that one or both filaments have burnt out. To remove the headlight bulb on Herald cars, slacken the captive securing screw at the base of the chrome plated rim and remove the rim and dust excluding rubber. The headlight is carried on three adjusting screws, gently press the light inwards and rotate slightly anti-clockwise to disengage the light from the screws. The bulb is located in an adaptor which has a bayonet fixing into the back of the lamp. Slight inward pressure and rotation anti-clockwise will disengage the adaptor and the faulty bulb can be withdrawn. The bulb has a key way to allow correct location and the adaptor can only be replaced in one position. Cleanliness of the bulb is essential here, any fingermarks left on the bulb will vapourise immediately the light gets hot, the vapour

condenses on the cool reflector thus impairing the reflector's efficiency.

Re-assemble the light unit and chrome rim. No adjustment of alignment is required unless the original setting has been disturbed.

2. If the supply to one or both lights is at fault, inspect the wiring, particularly the snap connectors. If the cause is not apparent after a visual check, the advice of a qualified vehicle electrician should be sought.

3. Both headlights have a separate earth wire, usually black in colour and whilst a faulty earth will not always cause complete failure, the brilliance of the light will be seriously affected.

A quick check to verify a poor earth connection can be carried out by removing the chrome rim and dust rubber and connecting a suitable length of wire from the metal body of the light to a good earth point. If the brilliance of the lamp now appears normal, the black earth wire must be checked for continuity. Pay particular attention to the snap connectors and bolted earth points. Assuming that both lights are electrically in order, a check can now be made of the alignment.

Aligning Pre-Focus Units

A suitable screen or wall must be used to carry out the operation successfully. (see diagram).

The screen should be marked with two crosses at a distance from the ground equal to horizontal centre line of the headlights, the distance between the crosses being equal to the distance between the vertical centres of the headlights.

Mark the centre of the screen and position the car squarely 23 ft. away from it making sure that the centre of the car is in line with the centre of the screen.

If possible the screen should be placed in semi-darkness to improve the definition of the light pattern.

Rock the car gently sideways to settle the suspension, make sure the bonnet is properly closed and check for correct tyre pressures. The lighting regulations state that a lighting system must be so arranged as to be incapable of dazzling any person standing in the same horizontal plane as the vehicle, at a distance exceeding 25ft, from the lamp whose eye level is not less than 3ft.6in. above that plane. In practice therefore the headlights must be set so that the normally loaded vehicle will have both main beams parallel to the road and parallel to each other. The dipped beams will then comply automatically with the regulations.

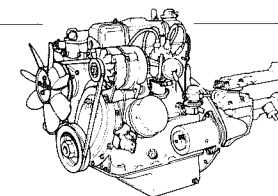
Switch the headlights on in the main beam position and a concentration of light should be clearly centred on the crosses on the screen.

If the lights are badly out of adjustment, some difficulty may be experienced in defining the light pattern; blank off one light to show up faulty alignment more clearly.

Horizontal and vertical adjusting screws are provided (see diagram) and each light should be adjusted until the high intensity area of the beam centres on the cross. It is suggested that each light should be adjusted separately whilst the other is blanked off.

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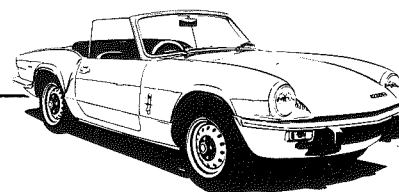
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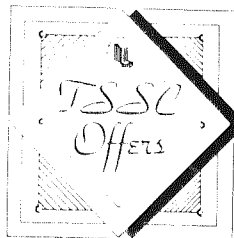
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TSSC

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All 7" headlamps (ie. Herald, Spitfire, GT6 & some Bonds) have powerful 55/60 Watt bulbs but can be made even brighter if required.

For 5 3/4" headlamps ie. Vitesse & Bond 2.0 litre there are a number of choices.

- A - converts outer lamps to 55 Watt dipped beam
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- C - converts all four lights as above



SPITFIRE/GT6/HERALD £41.00 pr.
 VITESSE/BOND - MAIN 65.00pr. DIPPED £60.00 pr.
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Full Floor Pans	£27.50	Boot Racks	£17.50
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Rear Valance Spitfire MkIII	£30.00	1500 Inner Door Handles repair	£5.50
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Door Skins	£18.50	Top Ball Joint (front all models)	£7.50
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Boot Riggers (each)	£10.00	Rack Gaiters	£4.75
Side Rail	£9.50	Wheel Bearings (state model)	£10.00

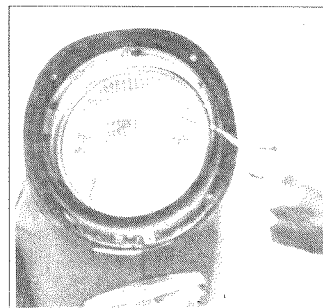
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Adjusting horizontal beam

If the car is normally fairly heavily laden at the back then adjustment should be made to bring the high intensity light area correspondingly lower, a second marker cross 2 to 3 ins. below the original one will prove to be satisfactory. Horizontal adjusting screws are placed at the 3 o'clock and 9 o'clock positions of the light unit and vertical adjustment at the 12 o'clock position. Adjustment of the vertical screw in or out will respectively raise or lower the beam whilst the horizontal adjusting screw will move the light to left or right. Final adjustment of each screw should be carried out by screwing clockwise. This will bring the beam into final position with the light unit held under proper tension. Check the light pattern of both units together and if satisfactory replace the dust cover and headlight rim.

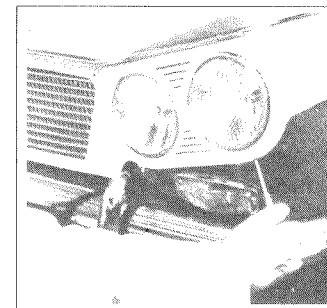
Sealed Beam Light Units

The Vitesse 6 makes use of sealed beam units, that is to say the bulb consists of an evacuated cone, glass reflector with filaments protruding directly into the reflector area. The sealed beam units therefore provide a reflector which is free from the effects of dust, moisture and condensation. On four headlight applications the filaments can be given the

optimum position for dip and main beam settings. On full beam the main source of light comes from the two inner lights with supporting illumination from the outer units.

On dip the inner lights are extinguished and the outer units provide a dipped light from two more powerful filaments, thus displaying the full width of the vehicle to other road users.

In the event of bulb failure the headlight glass will normally appear discoloured and since the bulb consists of lens and reflector the whole unit must be replaced.



Removing the painted rim on Vitesse

To do this it will be necessary to remove the white painted rim retained by two Phillips screws in the lower edge; each light unit will then be seen to have a separate retaining ring secured with three screws to the car. Slacken the retainer screws and rotate the ring anti-clockwise, carefully removing the ring and bulb assembly. The plug-in wiring can now be disconnected and a new bulb fitted. Make quite sure that the replacement unit is the right one (inner and outer are not interchangeable) and refit the retaining ring and rim. Provided the aligning screws have not been disturbed no further adjustment is required. Sealed beam light units are



Replacing sealed beam light unit

accurately adjusted with special equipment during the manufacturing of the car. It is strongly advised therefore that no attempt is made to aim these light units. If it is suspected that the alignment is faulty then the car should be taken to a distributor or dealer who has the correct mechanical device for carrying out this work. Always keep head lamp glasses clean and free from road grime. Normal road grime can reduce the light output by as much as 25 per cent.

First produced in Standard Triumph Review June 1963.

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The International Spitfire Weekend Netherlands 1990

31 August - 2 September 1990

Many members will now have heard of, and probably even visited, this highly successful, long-running and enjoyable Dutch event. For any new members reading this, however, details are as follows.

The Triumph Spitfire Club of Holland (TSC) have invited the Triumph Sports Six Club over to the Klein Vink Holiday Park near Arcen (near Venlo) for the weekend of 31 August - 2 September. The event is held in a lovely wooded setting where the park facilities - which are free of charge - include an indoor swimming pool, tennis, table tennis, crazy golf, wind-surfing, and also a snack bar, restaurant and supermarket - and the facilities seem to increase each year.

Accommodation is either camping on a modern campsite or in clean, well-equipped and heated chalets. The latter are particularly good value for money and consist of living room with colour television, shower room/toilet, kitchen with everything you'll need and two bedrooms. The chalets can sleep 4 or 6 people (with the latter, 2 sleep in the living room) but towels and sheets are not provided.

Entertainment during the event includes an autojumble/market (where you can obtain Spitfire and Triumph spares, accessories and books), competitions and games, a tombola draw, a technical information stand, the concours and a convoy drive through the Dutch countryside. There is restricted entry to the concours so those wishing to take part should register their interest at the TSC Information Stand on Friday, or Staunday morning. This information stand will also be at your service for enquiries and money-changing throughout the weekend. On Saturday evening the Dutch arrange an official welcome where every club present receives a souvenir. There is a disco and also a separate bar where you have a chance to meet members of other Spitfire and Triumph clubs from all over Europe, and to renew friendships with people met in previous years. The convoy drive takes place on the Sunday morning and it's amazing to see over 12 kms of Spitfires and GT6s - a must for enthusiasts!

Details of TSSC Packages: The TSSC are offering three options of dates for chalet accommodation to members and their friends/families and these are detailed below together with camping arrangements. You will have to make your own ferry crossing bookings but the cost for a car and two people should be in the region of £80 to £90.

Options

- Package 1:** Normal weekend option, ie Friday, 31 August to Sunday, 2 September (3 nights inc, and depart on Monday, 3 September).
- Package 2:** Extended stay, ie Monday, 27 August to Sunday, 2 September (7 nights inc, and depart on Monday, 3 September).
- Package 3:** Extended stay, ie Friday, 31 August to Thursday, 6 September (7 nights inc, and depart on Friday, 7 September).

Booking an extended stay option means you can attend the event and have a week's holiday to see some of Holland and Germany as well. Those interested in Packages 2 and 3 MUST BOOK BY END

MAY to ensure availability of accommodation. Bookings for these packages will not be accepted after this date. If you are booking a whole chalet you can book for either 4 or 6 people (see accommodation details above). If you only book a room in a chalet, then the accommodation will be based on four to a chalet (not six). This means if you travel as a couple you will share with two others, ie each couple will have their own room. If you travel on your own you will have to pay for a whole room or be asked to share a room with one other (same sex - sorry! subject to availability) and a chalet with two others. Obviously, for all these options if you are part booking a chalet (a room or just a bed) then availability at the prices below is subject to us being able to fill the remainder of the chalet. Irene will be welcoming TSSC members at the TSSC desk (of whom there were more than 100 last year) opting for Packages 1 or 3 above, between 1600 hours until 2100 hours on Friday,

31 August - so you should aim to arrive between these times. Please remember that no entry to the site will be allowed after 2300 hours. Chalets will be available from 1600 hours. A deposit of Dfl 15 or £5 per chalet will be required to secure the chalet key - this is returnable when you return the key to Irene at the end of your stay. For your and your fellow chalet users' convenience, chalet keys can be left/collected at the TSSC stand at the market during market opening hours if you wish to go walkabout. The prices in brackets are the reduced prices which are applicable if bookings are made and 50% deposits received before 15 June. To avoid disappointment, please book early. If you would like to attend, either use the booking form with this article or a photocopy of it and send it, TOGETHER WITH AN S.A.E, to Irene Fussell, 55 Heathfield Road, Hitchin, Herts SG5 1TA, or for further information, contact Jonty Wild on 0462-456315.

BOOKING FORM - Name: Tel. No. STD

Address:

..... Cars Reg.

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If route/direction information is required please tick

EVENT ENTRANCE

Number of persons AT £4.50/person TOTAL £

CAMPING COSTS

No. of units No. of nights : £5.50 (£5.00) per unit per night TOTAL £

No. of campers No. of nights : £3.50 (£3.00) per person per night TOTAL £

PACKAGE 1 - ie. Friday 31st Aug to Sunday 2 Sept (3 nights included).

COSTS WHEN BOOKING A WHOLE CHALET

Number sharing Whole chalet : £130.00 (£120.00) TOTAL £

(i.e. £21.67 (£20.00)/person - 6 sharing, or £32.50 (£30.00)/person 4 sharing)

COSTS WHEN BOOKING ONE ROOM IN A CHALET (4 people to a chalet)

(Couple or single occupancy) : £65.00 (£60.00) TOTAL £

(Single person sharing with someone else : £32.50 (£30.00) TOTAL £

PACKAGE 2 - ie. Monday 27 Aug to Sunday 2 Sept (7 nights included).

COSTS WHEN BOOKING A WHOLE CHALET

Number sharing Whole chalet : £274.00 TOTAL £

(i.e. £45.67/person - 6 sharing, or £68.50 /person 4 sharing)

COSTS WHEN BOOKING ONE ROOM IN A CHALET (4 people to a chalet)

(Couple or single occupancy) : £137.00 TOTAL £

PACKAGE 3 - ie. Friday 31 August to Thursday 6 September (7 nights included).

COSTS WHEN BOOKING A WHOLE CHALET

Number sharing Whole chalet : £254.00 TOTAL £

(i.e. £42.33/person - 6 sharing, or £63.50 /person 4 sharing)

COSTS WHEN BOOKING ONE ROOM IN A CHALET (4 people to a chalet)

(Couple or single occupancy) : £127.00 TOTAL £

A DEPOSIT IS REQUIRED TO SECURE BOOKING AND SHOULD BE 50% OF EVENT COSTS. CHEQUES MADE PAYABLE TO TSSC EVENTS. THE REMAINING MONEY WILL BE DUE ON JULY 21ST.(PROMPTLY!)

Send completed form to: TOTAL DEPOSIT £

Irene Fussell, 55 Heathfield Road, Hitchin, Herts SG5 1TA Enclose the deposit or payment in full and include a stamped, self-addressed envelope

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Track Rod End	£5.00

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Pen to Paper



Lady in Pink!!

I have been the proud owner of "The Pink Lady" for almost eleven months now, so I thought you may be interest in seeing her.

When I first set eyes on EEV 832F it was "love at first sight"! Despite being in a bit of a sorry state (hole in boot, badly touched-up body, fuel leak, maggot-infested carpets, only 3 pistons firing etc) the chassis was solid and it shuffled along OK so I handed over my £270. and took her home.

Being a female who knew very little about cars I was under instruction from my Dad. "Get under there, now this is a chassis, this is a wire brush, get going!". Emerging more undersealed than the car I was then told "This is a cylinder block, these are pistons, get cleaning!" On completion I was introduced to valves and the endless pleasure of valve-grinding. Oh the blisters!

Engine complete and running nicely the next job was to find a sprayer who stopped laughing at the required colour for long enough to give me a quote.

A week later she came back from the sprayer like bubble-gum on wheels!! Just to add a final touch of uniqueness I added a set of white-walled trims.

To a lot of Triumph enthusiasts I guess spraying a car pink is a hanging offence because it is ruining the originality of the car, but in the months that I've owned her, "The Pink Lady" has been smothered with love, attention and Waxoyl so at least I've saved it from the scrap yard!

You'd also be amazed at the amount of times I've been asked "Is that the original colour?"

Keep up the good work with the Courier. Happy Motoring.



Louise Williams - W. Glamorgan

Can you HELP?

Help! Help! Help! what do other people do? I have a GT6 MkIII (my pride and joy and **everybody** knows it). I use it **every** day and everything is wonderful until I put the bonnet up. My favourite pass time is to sit on a wheel and play with the engine, what happens? As soon as there is a gust of wind the bonnet slams down shut - I had just had it re-sprayed and this happened. Oh it was **terrible** this 'spider' appeared on the bump on the bonnet.

What do other members do - I have tried metal rings and leather straps, but nothing holds the bonnet up firmly in a wind.

Please, please could a Knight in Shining Armour help a Maiden in distress.

Chrissie Sheldon - Leeds

Triumph Tune Exhausts - Ref.T.T. Pt. No TT 5617

I would like to warn fellow members of the TSSC about a product I have bought which appears to be of a faulty design.

On 18th August 1988 I purchased a GT6 MkIII rear exhaust box from TriumphTune, I fitted it to the car, it even sounded good.

On a journey on the 20th April 1989 the exhaust developed a hole in the rear box. I 'phoned Triumphtune a few days later and a replacement was sent, free of charge. I assumed the original was faulty as I would expect an exhaust box to last more than eight months.

A few days ago - 11 months later, the same has happened to the replacement box. Again I 'phoned Triumphtune, but this time they told me due to design they did not expect their exhaust to last much longer. I think £70.00 is a lot to spend on an exhaust that will only last 8-11 months or so. I will leave my fellow readers of "The Courier" to make up their own minds!!

C.P.Cox - Southsea

Educating Rita

In reply to Malcolm Reynolds (Courier March 1990) I have a vague memory of seeing a Triumph Herald/Vitesse cross (wrong boot or bonnet?) driven by Malcolm Caine in the film "Educating Rita". Also a Herald? in the advert for the Prudential (I think) in which a girl says "I want to stay out late". To Raymond John: You may find that if you re-bush the gearchange on your Spitfire (kit available from John Kippings and similar suppliers), you will limit the movement of the gear-lever and thus prevent it hitting the radio....

William English - Hampshire

Triumph Name?

With reference to the President's Intro in the March Courier and the section referring to the use of the Triumph and MG names by Rover.

While not in any way denying Rovers legal right to use either name I do not wish to see the Triumph name on any car which would clearly owe nothing in its design or development to Triumph and which would probably be better and more accurately called a Honda. Do we really want another Triumph Acclaim?

Over the years the MG name has been applied to all sorts of cars, small and large, according to BMC's policy, but the same cannot be said of Triumph.

Unfortunately the days of Michelotti styled Triumphs are gone. I'd rather the name remained with its true past than diluted by association with what **might** be a perfectly good car, but not a Triumph.

Paul Robinson - Belfast

Stromberg Carbs

Rebuilding Stromberg carbs, flooding, poor starting, poor acceleration. These are the main problems associated with worn Strombergs. It is quite possible, however, to re-build your Strombergs 'and eliminate' these problems for around £60. A fellow member and I are doing this on an 'exchange' basis, i.e. he gave me a spare set which I rebuilt, returning my old ones for him to rebuild for his car.

Once you have obtained your spare carbs, they should be carefully cleaned and stripped to the last nut & bolt. STP carb cleaner is excellent for this. Burlen Fuel Services can supply all parts and as they are so cheap I suggest you order all of the following, which should come to about £38.00.

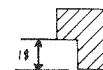
- Jets x 2 Diaphragms x 2
- Throttle Spindles x 2
- Spindle Screws x 4
- Needle Valves x 2
- Dashpot Springs x 2
- Gasket, seal and tabwasher pack x 2

My car runs K & N filters, so I ordered 6A needles instead of 6AC to allow for the improved efficiency of the filters.

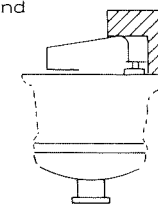
Check the floats by submerging them in warm water and looking for trails of bubbles indicating leakage. Replace if necessary.

On receipt of the new throttle spindles, check them for fit in the bodies. If the bodies have gone oval, it will be necessary to take them and the spindles to a machine shop to be line bored and sleeved - around £20 should cover this.

I suggest the first step in the rebuild should be fitting the new needle valves and floats. Correct float height is vital to avoid flooding. This is 18mm at the highest point of the float. It is impossible to accurately achieve this with a ruler. I found that making an 18mm set square like this:



and using it like this:



This produced excellent results. Now assemble up the jet using the new seals and lightly screw into the body. Replace the float chamber bottom, which will be a tight fit over the seals on the jets - use the 6 screws to slowly draw it on.

Really thoroughly clean the choke assembly, especially the two little butterfly valves. Refit with a new gasket.

Now re-assemble the throttle plates and spindles to the carbs, ensuring the throttle spindles open and shut without binding.

The final major assembly is the piston/needle/diaphragm and spring.

On re-fitting the piston and diaphragm, make sure the lugs on the diaphragm locate correctly in the slots. It will be necessary to re-centralise the jet in the time-honoured manner of raising and lowering the piston whilst fiddling with the fully raised jet.

Final assembly consists of refitting idle screws, choke connectors, etc. and refitting to the car.

I was very pleased with the performance of my rebuilt carbs. I have much improved performance and starting and to prevent further wear I have fitted a good in line fuel filter, and I keep the carbs clean to prevent grit, etc. from entering the choke and throttle spindles.

Steve Ash - Devon

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Stolen!!!

I was hoping you would be able to help me. My car was stolen a few weeks ago and I wondered if you would print the details and description of it in the magazine for a couple of editions so that reader's could possibly keep an eye open for it.

TRIUMPH HERALD 13/60 CONVERTIBLE, VALCENIA BLUE - Reg. GPH 921K (sandblasted on all windows and lights). There is a badly repaired bash on the nearside bonnet. The engine is newly painted black with red fan and silver rocker box cover and air filter pan. It has both flags and British Leyland badges on the back panels and bonnet.

If anyone sees it or knows of its whereabouts, please please contact 0533 551769. Thank you.

R.Targett - Leicester

What a wait!

By now I should be contemplating renewing my TSSC membership for 1990/1. That is, I would if the Spitfire I was having restored last year had been ready. After waiting so long for my car to be completed that I had to get another car, I am now a member of the Peugeot Club UK and own a rare 304s Coupe of 1975 vintage.

I cannot name the north-eastern restorer yet as legal action is still under way. However last spring I found a small restorer in an Auto-Trader and went to look at Spitfire NFR 285M a pretty wrecked 1300 MkIV. Work and costs were agreed and a £200 deposit paid.

Work should have been ready in mid-March 1989, but when I visited in late April 1989 little had been done to it, and assurances made by 'phone of work completed were not borne out by visual evidence. I anticipated completion in May, June, July and August. Effectively transportless from the end of June I would be desperate for a car from mid-September.

I was guaranteed the car for September 21st. It was not ready. Now without wheels I looked for an alternative, heartened by encouragement that should I find another car my £200 would be sent straight back to me.

I located and bought the Peugeot in October. I 'phoned the restorer, was assured that the cheque would be in the post. In Mid-February 1990 that cheque has never arrived despite phone calls and letters from Solicitors. The matter will now go to the Small Claims Court.

I doubt even now if NFR 285M is ready. I am still short of £200, not to mention £19 for joining the TSSC in anticipation of owning one of your 'cars'!

I can only say that my experience has chastened me and I hope it serves as a warning to others. If you're having work done get it verified and dated for completion. Either that or draw up a leak-proof contract for return of deposit if you do have any doubt.

The name of the mechanic will be supplied to the TSSC once legal action has been initiated and I receive financial remuneration.

Karl Podmore - Northallerton

Charity Car Show

I would like to bring to the attention of all your members, a Charity Car show being organised for ALL Triumphs. The Charity being the R.A.F. Wings Appeal to commemorate the 50th Anniversary of the Battle of Britain. The R.A.F. are already committed to the event, the connection being rather obviously the Spitfire, can you imagine a field full of Spitfires with the R.A.F. in attendance? Hopefully those of your members not already committed to other events will attend, club stands and individual entries are invited (details from :- Bob Holt, 2, Cedarwood Close, Coven, Wolverhampton, WV9 5ED. Many traders have already agreed to attend, but more traders reading this are most welcome.

Bob Holt - Wolverhampton

Initial Impressions

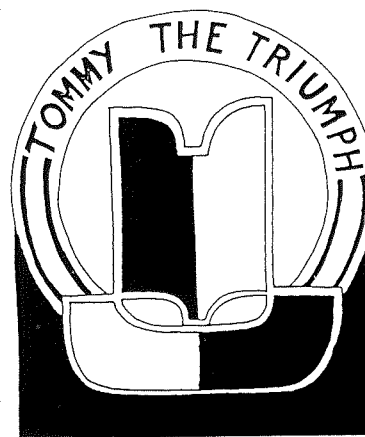
As a very recent member of the Triumph Sports Six Club, I felt like reporting my initial impressions which are highly favourable.

With a growing family, I had decided that a Vitesse Convertible was an ideal vehicle for my needs, but I knew little about them, what price one should pay, availability of spares, etc. Hence by decision to join the T.S.S.C.

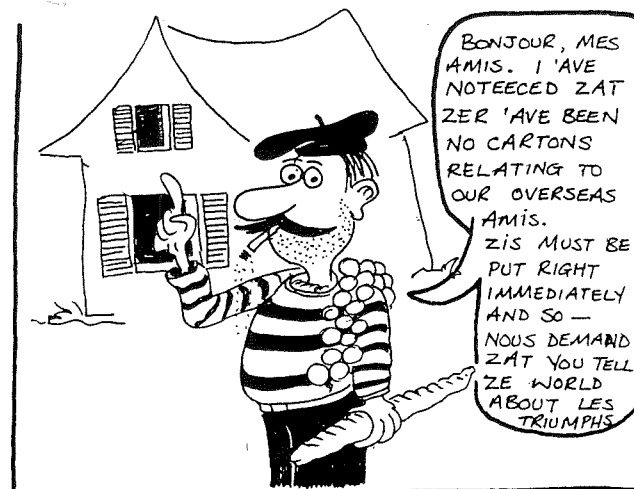
The Courier is an exceptionally good magazine and gave me confidence that my choice of vehicle was wholly appropriate.

I called Steve Gray who was extremely helpful as the Area Organiser for Crawley/Gatwick and he gave me excellent tips on what to look for when buying a Vitesse, and went along to a local meeting at "The Fox Revived" and met a number of the local members who were kind enough to show me their vehicles, and add their views on buying a reliable Vitesse. Additionally Steve brought along an excellent book, which he kindly loaned me, which proved not only educational, but convinced my wife and family that purchasing a Vitesse was a wise and sensible thing to do!

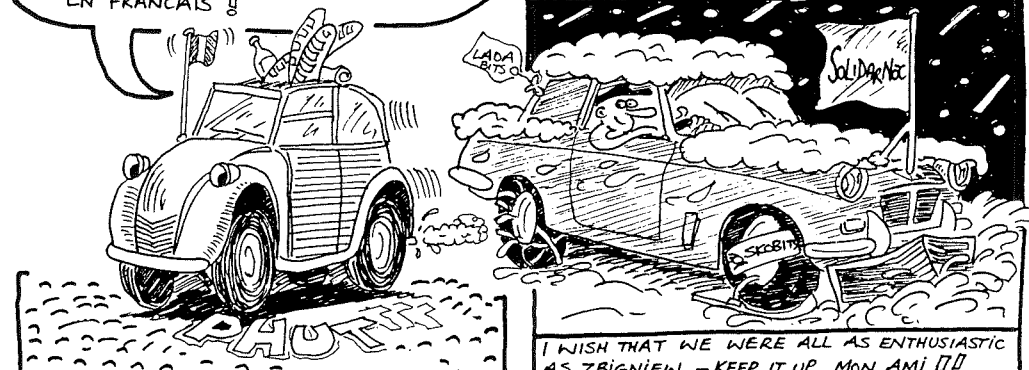
I finally tracked down a vehicle in the Midlands, which sounded ideal, but before embarking on a 350 mile round trip, I called Chris Whitley, the Area Organiser at Wolverhampton, and he arranged at very short notice to have my potential purchase "looked at".



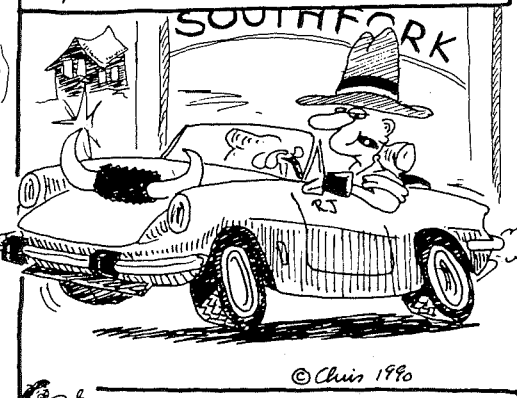
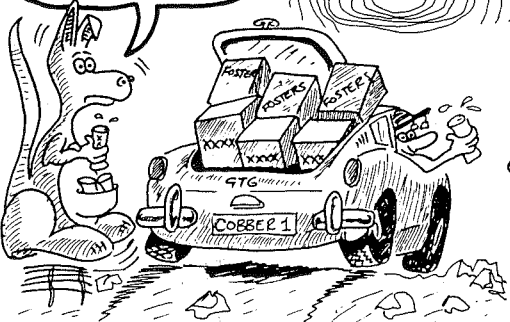
BY CHRIS SHELDON



MAIS LES TRIUMPHS EST FITTED AUSSI AVEC LES TREATMENT SPÉCIAUX POUR LE EXPORT MARKET, EG. DANS POLAND — SNOWPLOWH !!



ET, LE U.S.A..... CEST MAGNIFIQUE.....



With favourable reports emerging, off I went to Stourbridge and I am now the very proud owner of a Vitesse 2.0L Mark I Convertible.

In the short time I have been a member I have encountered great enthusiasm, excellent support and advice and a highly proficient Club organisation. I must confess that I am a convert from M.G.'s but I'm glad I made the change!

Please include my comments in "Pen to Paper" as I would like to publicly record my thanks to Steve Gray and Chris Whitley who both rendered exceptional help.

Jim Higgins - West Sussex

Spitfire Radio Fitting

In reply to Raymond John's letter (Courier 117) regarding the fitting of radios in MarkIII Spitfires. May I suggest how I overcame this problem in my car, using an odd piece of metal, approx 30cm by 15cm.

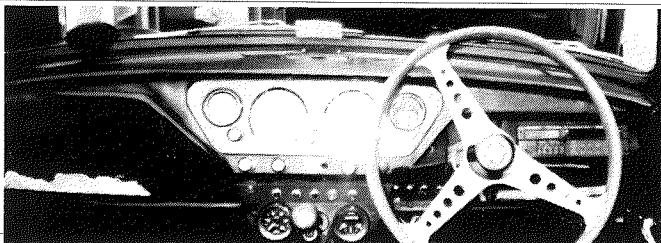
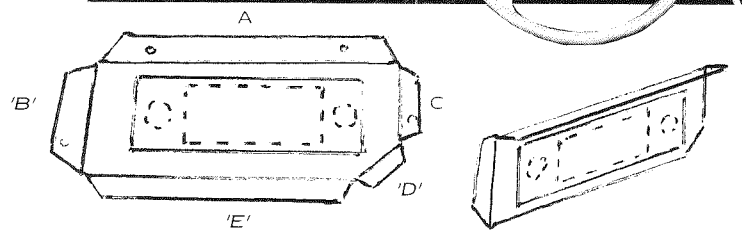


Fig. 1.



Bend tab 'A' forward and tabs 'B,C,D' and 'E' backward

I shaped it as in fig.1 and then covered it in black vinyl to match the rest of the interior. This was then mounted below the dash on the offside of the steering wheel, see picture. This still leaves plenty of room on the shelf.

By using one of the "Clarion" Radio Covers when leaving the car parked, it is not obvious that a radio is fitted. (I don't have an aerial fitted either, I use a piece of mains earth cable pushed into the windscreen seal - the reception is very good).

Nick Haes - Stafford

Kit Car Insurance

Once again, the claimed virtues of the Club insurance scheme have been extolled in a recent Courier. My totally contrary experience has been well aired in correspondence with our President, Footman James and Co. and the Specials register secretaries.

For the information of members in general and 'specials' owners in particular, I am a 56 year old owner of a Herald 12/50 based Spartan, self built in 1979 and pampered to the extent of having averaged only 800 miles p.a. in dry summer conditions. Having had no motor insurance claims for decades, I am normally considered a good risk.

This was certainly the case in the mid 80's BEFORE the Club involvement when Footman James Classic Car Scheme gave me comprehensive cover for 1500 miles p.a. £35.00. This year the comparable premium for a 'Club Car' is a very reasonable £55.00.

However, by last year, my Spartan premium had risen to £110.00 because a kit car is judged NOT TO BE A 'CLUB CAR' FOR INSURANCE PURPOSES UNDER THE CLUB SCHEME.

My protests have been to no avail and the most recent statement from our President is,

"Basically we have not attracted enough kit car business to justify any change in policy - at least yet".

The situation is, I fear, a vicious circle. Until the Policy is changed, I foresee even less attraction particularly for the younger supposedly 'higher risk' kit car owner.

The experience and views of other kit car owners would be of interest. They are probably as sceptical as I about the last sentence on page 65 of the February 1990 Courier.

J.T.Yeomans -Tamworth

SWINDON

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AND
ROVER**

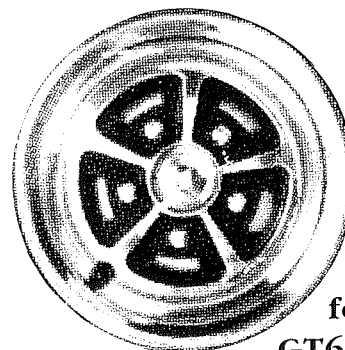
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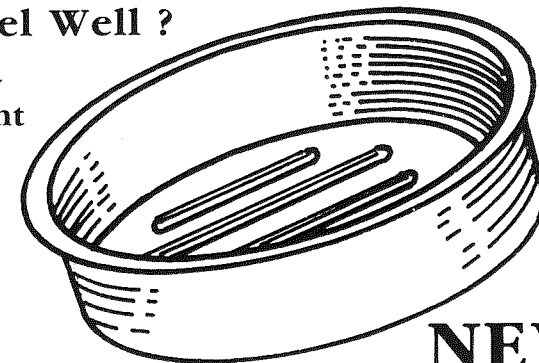
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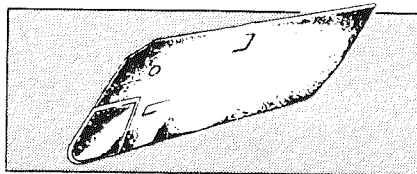
Spitfire	£49.50
GT6	£59.50
Herald/Vitesse	£69.50

FRONT CARPETS

Spitfire/GT6	Pair	£9.50
Herald/Vitesse	Pair	£12.50
Boot Carpet		£9.90

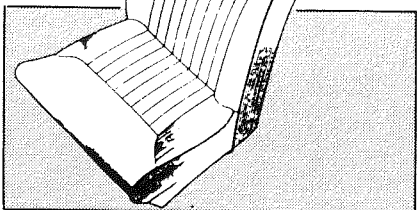
TRIM PANELS

Spitfire/GT6 Door Panels	Pair	£22.00
Spitfire 1/4 Panels	Pair	£12.00



SEAT COVERS

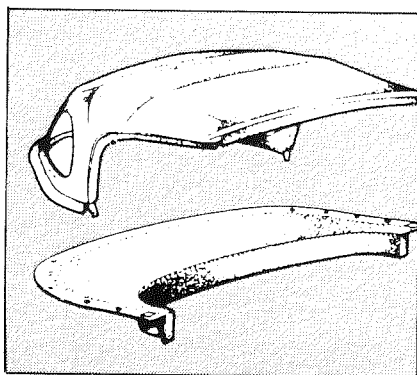
Spitfire Mk.3	Set	£59.50
Spitfire Mk.4	Set	£59.50



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White PVC	£64.50	£37.50	£35.00
Black Canvas	£79.50	£49.50	£39.50
Tan Canvas	£79.50	£49.50	£39.50
Black Mohair	£145.00	£79.50	£59.50
SPITFIRE MK 1,2			
Black PVC	£54.50	£29.50	£27.50
White PVC	£64.50	£37.50	£35.00
Black Canvas	£79.50	£49.50	£39.50
Tan Canvas	£79.50	£49.50	£39.50
Black Mohair	£145.00	£79.50	£59.50
SPITFIRE MK 4/1500			
Black PVC	£64.50	£29.50	£27.50
White PVC	£80.00	£37.50	£35.00
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Tan Canvas	£89.50	£49.50	£39.50
Black Mohair	£160.00	£79.50	£59.50



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REPORT FROM BRIAN WATERS -
T.S.S.C. Council Member
Club Representative to
The Federation of British Historic Vehicle Clubs.

The Federation AGM was held on 28th October at the Hunt House, Paulerspury by courtesy of the Rolls-Royce Enthusiasts Club. Over 100 people were present representing some seventy five subscriber organisations.

After introducing members of the Committee, the Chairman invited Edward Seymour-Rouse, our professional lobbyist, and his associate, Bryan Cassidy MEP, to report on the first year. Both spoke, and both answered questions. The importance of the pan-European lobby was emphasised; much progress had been made in awakening awareness of potential problems amongst MEPs; and the ground work of bringing our case to the attention of the bureaucrats was well underway. The point was made that although the preserved vehicle movement had no political enemies, the growing importance of environmental issues was likely to lead to much pressure in the future and "green" proposals would have to be watched very carefully. The meeting applauded Edward Seymour-Rouse and Bryan Cassidy for their efforts on behalf of the movement.

Dr. Matthew Vincent, a fuels specialist, spoke on the various problems associated with the changing nature of pump fuels and answered questions. It was obvious that the majority of vehicles within subscriber Clubs would continue to require leaded four star fuel until a proven alternative valve seat lubricating additive became available. Whilst it was almost certain that leaded fuel would continue to be available for as

long as there is sufficient demand, there was a possibility that legislation could be introduced to hasten its demise. Some delegates felt that the Committee should be prepared to do all in its power to resist such legislation, while others highlighted the risks to the wider issues of fighting the very much stronger environmental lobby.



The Chairman reported on a decision to relax the rules for the re-issue of "lost" registration numbers taken by the Minister of Transport, Robert Atkins, just prior to the AGM, when a delegation met the Minister to discuss this long standing problem. This agreement to a change in policy was very much welcomed. After some discussion, it was agreed that the Federation should press for a ban on transfers of numbers from one group of vehicles to another, with particular

emphasis on trying to stop the transfer of numbers from motor cycles to cars.

Bert Young, Member of the Committee responsible for International Liaison, reported on the recent FIVA conference in Lucerne and answered questions.

The Chairman closed the meeting with words of thanks both to those present for attending and to the Rolls Royce Enthusiasts Club for making their building available at no charge.

EUROPE

Since the Summer, FBHVC has produced on behalf of FIVA a brochure aimed at bringing the preserved vehicle movement to the attention of those involved with the European legislature. The brochure has already proved its worth, with some thirty MEPs from different countries making enquiries. It has also been of great assistance to our lobbyist.

Edward Seymour-Rouse and Bryan Cassidy have continued to send details of any proposals or directives etc. with any tenuous link with motoring for checking. Items which have come in recently concern spray suppression regulations for commercial vehicles; vehicle lighting regulations and regulations for anti-roll over structures on agricultural and forestry vehicles. We continue to

check such documents thoroughly and make the appropriate representations when necessary.

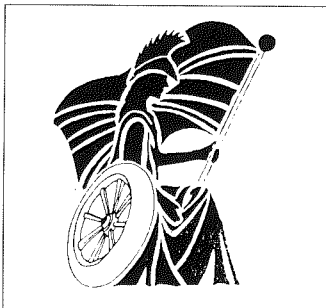
The existing friendly relations between the preserved vehicle movement and the Transport and Environment Commissions were improved still further in November when Environment Commissioner Ripa de Meana and Chef de Cabinet of the Transport Commission Vanden Abeele and their wives accepted an invitation to take part in the London to Brighton run as guests of the Veteran Car Club, RAC and the Federation.

My last report explained at some length FIVA's importance to us in UK - without FIVA, our lobby in Europe would be of little value. To obtain maximum effect, the lobby is on a complete European basis, under the control of FIVA's International Parliamentary Committee (whose Chairman is Chairman of the FBHVC, Derek Grossmark). Because FIVA's budget was inadequate to meet the costs involved, the lobby is funded entirely by the FBHVC from money raised from donations from subscriber organisations, individuals and the trade. FBHVC have agreed to fund the lobby until 1992.

Meanwhile, FIVA had to establish a budget structure which can cope with this load, and much time was spent discussing budgets for the future at the recent gathering of FIVA delegates in Lucerne. The first need was to establish a satisfactory budget to enable FIVA to continue to function at an acceptable cost. Initial discussions suggested an annual contribution from FBHVC (as largest subscriber organisation) of a figure in excess of £20,000, more than four times our normal domestic budget. This was obviously not possible, let alone

acceptable, and after some careful analysis, a revised budget providing for a UK contribution of just under £5,000 in 1990 was agreed. As 1992 approaches, this figure will rise by well above the rate of inflation as FIVA moves towards taking over funding the lobby. At the same time, of course, the FBHVC's direct commitment to the lobby will reduce to nothing. The effect of this increase in Federation expenditure is discussed further under Finances.

Apart from the General Assembly, there were two meetings of the General Committee and meetings of the Legal, Utilitarian, Historic, Finance, Motor Cycle, Events, Parliamentary and Technical Committees in Lucerne. The UK was represented at all meetings.



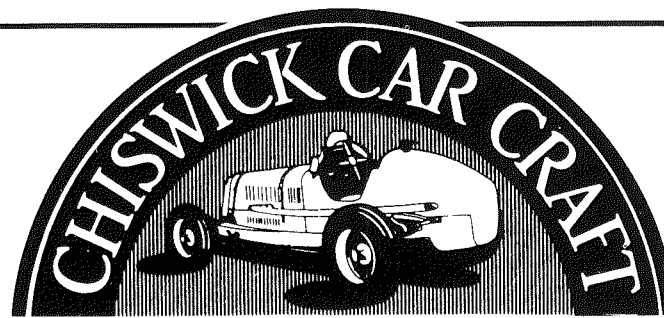
The FIVA President, Price Kraft Hohenlohe expressed his thanks to FBHVC for the contribution to maintaining freedom to use historic vehicles on the road. Details of a proposed rally to Strasbourg and Brussels to mark the opening of frontiers in 1992 were discussed, including the serious concern felt by FBHVC Committee that the event could "backfire" by becoming an elitist event portraying the movement as being for the rich alone. In view of the growing awareness of environmental issues, it was felt important that FIVA should provide guidance to event organisers, and a draft

Environmental Code was prepared for discussion with a view for adoption during 1990. Draft FIVA Environmental Code

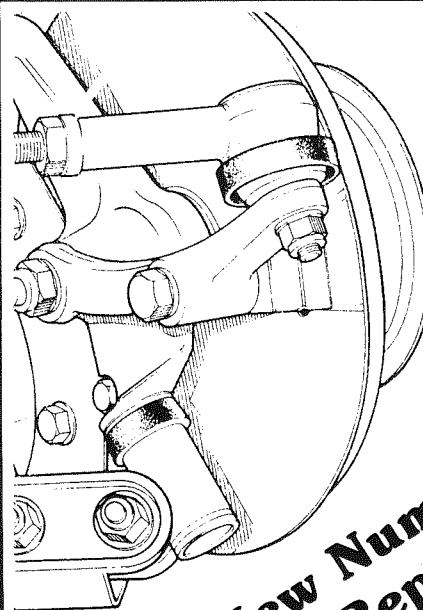
1. Vehicles to be used in a manner to cause least offence to other road users.
2. Vehicle emissions and ejections must not be excessive.
3. Unleaded fuel must be used where ever technically possible.
4. Events must not be run in a manner to cause damage to the countryside.
5. All FIVA Clubs/Federations must ensure all National/International events are run in accordance with the FIVA Environmental Code.

Note: When this code is passed in its final form, FIVA members will be obliged to comply.

DLVC "Lost" registration numbers: First, an apology to the RAC, the British Motor Industry Heritage Trust, the MG Owners Club, the Jaguar Drivers Club and the Vintage Motor Cycle Club whose involvement was not mentioned in the hasty interim News Sheet we sent to subscriber organisations following the news early in October that Robert Atkins, Minister of Transport, had agreed in principle to a change in policy to enable "lost" registration numbers to be re-issued in genuine cases, albeit on a non-transferable basis. The delegation which met the Minister, and which persuaded him to this change, comprised representatives of the organisations listed above as well as the Federation Chairman, Derek Grossmark, who had laid the ground for the change in policy at a meeting in 1988 with the then Minister, Peter Bottomley. Robert Atkins was very much more receptive to the ideas being put forward than his predecessor had been, and was



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very keen to be helpful to the movement.

Officials of the DVLC met with representatives of the same organisations (the Federation being represented by Deputy Chairman, Tom Ryland) in November at a meeting chaired by Jack Smeaton of the RAC to discuss the implementation of the new policy. The DVLC officials were very willing and co-operative but face greater problems than might at first be thought.

First, DVLC has to be cost effective: re-issuing old plates is a very small part of the DVLC operation and so can warrant only a very small portion of resources. Second, there is still considerable concern about fraud. Whilst making re-issued numbers non-transferable, the key to the new policy, removes the obvious possibility of fraudulent applications for gain by selling the re-issued number, there is the very real risk that the unscrupulous will use the re-issuing facility to give authenticity to fake vehicles, whether those built up from original parts, replicas or "clones" (two or more vehicles made from one original one).

In order to overcome this problem, DVLC will be placing a great reliance on the integrity of Clubs to vouch for the pedigree of vehicles. An integral part of the re-issuing procedure will be authentication of the application by authorised Clubs. Applicants will have to provide documents to an official of an appropriate Club for checking. DVLC still have much work to do in preparing their computer for this change in policy. The final details of how the new system will work, and when it will start, will not be known until mid-1990. Our advice to anyone wishing to apply for the re-issue of an old

number is to wait until the new policy has been implemented before writing to DVLC. Premature applications will probably lead to disappointment and will occupy time of officials at Swansea who could be better employed working on the implementation of the policy. Those with a pressing need to register a vehicle for road use may have to be willing to accept an age related number, but before doing so, they should ensure that such acceptance will not prejudice a claim for the original number at a later date.

LEADED FUEL

Many people complained bitterly that their vehicles overheated this last summer, and placed the blame firmly on the demise of two-star petrol. In fact, as will be seen from the following article, the blame lay with a mismatch between the volatility of fuel made for the UK market and the exceptionally hot weather. This led to vapour lock problems, and in turn to weak mixtures which were the cause of the overheating. The Federation is indebted to Dr. Vincent (a Vintage Alvis owner, and a specialist in fuel technology with a major British fuel company) for providing the following synopsis of his talk at the AGM, which explains the mechanism of this problem in detail.

The presentation covered two main areas, namely

- (1) unleaded petrol
- (2) use of "4 star" leaded petrol following the withdrawal of "2 star" petrol from the market.

UNLEADED PETROL

Quite a lot of information has been published to indicate that the use of unleaded petrol in unsuitable engines (principally those of all cast iron construction) may cause exhaust valve seat wear. A slide was shown indicating the rapid increase in valve seat recession as lead content in the petrol decreased below a critical value (about 0.07 gPb/L). The current level of lead was about 0.15 gPb/L, so a considerable safety margin above the wear threshold existed with leaded petrol. Thus, leaded and unleaded petrol could be blended, or used alternatively if desired, thereby both reducing lead pollution and avoiding the risk of valve seat recession.

The mechanism of valve seat wear with unleaded petrol involved the oxidation of the cast iron valve seat by the stream of hot exhaust gas. Iron oxide particles were transferred to the valve, and accumulated, forming hard nodules or lumps which were compacted into the valve surface, reducing its contact area with the seat. Rotation of the valve at higher engine speeds caused it to grind away the seat, which wore rapidly. Abrasive wear debris, which were fine particles or iron oxide, (jeweller's rouge) could also accelerate valve guide wear.

Increasing engine speed was shown to accelerate exhaust valve seat recession with unleaded petrol. In one engine on test, wear rates had doubled as engine speed increased from 3800 rpm to 4400 rpm. Conversely, at engine speeds below 2000 rpm, wear rates were much reduced. Increased exhaust valve and seat temperatures and the greater impact of the closing valve upon its seat as engine speed rose, were factors in the increased rate of wear at high engine speed.

Fitting valve seat inserts of harder and more corrosion resistant material into cast iron heads or blocks was shown to allow

continuous operation with unleaded petrol, with a very much reduced risk of valve seat wear. An alternative process, that of induction hardening the exhaust valve seats, was also effective in reducing wear, but this was more likely to be employed as a production line process. The results of some recent research work carried out in the UK showed that some engines were very prone to valve seat recession with unleaded petrol, up to 3mm of wear occurring in about 8000 miles, while others proved more tolerant, although still showing fairly serious seat recession (1mm in 14,000 miles).

One engine type not actually recommended for unleaded petrol, which was fitted with a light alloy cylinder head having cast iron valve seat inserts, nevertheless showed almost no valve seat recession. The most likely explanation for this unexpectedly good performance, lay in the better heat transfer of the aluminium head, which helped to reduce the temperature of the valve seats. Although light alloy cylinder heads were likely to be more wear resistant than cast iron heads, it should not be assumed that all light alloy heads would be satisfactory with unleaded petrol.

It was recognised that some engines might be unable to accommodate valve seat inserts, and for the owners of these vehicles, the performance of valve seat protection additives could be of interest. Two slides were shown indicating the differences in exhaust valve seat wear rates which had been measured with and without anti-wear additives. In both cases, some improvement in seat wear was evident, but on the engine exhibiting the most severe wear, the best additive still permitted valve seat recession of 0.6mm (25 thou') in 14,000 miles. In another engine slightly less susceptible to valve seat recession with unleaded petrol, additives performed better, the best result being about half the above figure. It was possible that in some engines, additives could produce acceptable results, but it was stressed that no additive tested had solved the problem of wear completely.

In summary it was concluded that cast iron engines were at risk when used with unleaded petrol, but that engines with light alloy cylinder heads might fare better. It was not possible to predict wear rates because these could vary widely with engine type and cylinder position (cylinder number 3 in a 4 cylinder engine frequently exhibited the highest rate of valve seat recession). Valve seat inserts of the right material would solve the problem; where engines could not accommodate seat inserts, anti-wear additives would provide some protection, but did not represent a complete solution. The best policy currently was to continue to buy leaded petrol. Supplies of leaded petrol would be sustained longer while a healthy demand existed.

Use of 4 Star Petrol

Many owners had been concerned, since the disappearance of 2 star petrol, about the use of higher octane quality (ie 97-98 octane compared with about 92 octane) in low compression engines. It was stressed that there was nothing inherently damaging about using high octane petrol in low compression engines.

Octane quality was explained, being defined as resistance to detonation, also known as "pinking" or knock. Detonation was described as an unwanted, abnormal combustion process which could occur in the "end gas" of the combustion chamber. The "end

gas" was so called because it lay furthest from the sparking plug, and thus was at the end of the combustion process. Certain types of hydrocarbon molecules characterised by a long, straight-chain, structure (low octane components) permitted the build up of undesirable combustion intermediary products called "peroxide radicals" in the end gas. These radicals encouraged the unwanted spontaneous and violent combustion phenomenon called detonation. High octane components, whose structure did not encourage the formation of peroxide radicals, permitted normal combustion to proceed without detonation occurring. It was stressed that the octane quality of petrol did not affect the speed of normal (spark ignited) combustion but only altered the tendency to encourage or discourage detonation. Flame speeds were shown to be independent of octane quality.

A slide depicting the distillation of crude oil to yield different fuels, was shown. Crude petrol, usually called "straight run gasoline" was shown as the first liquid product from the distillation tower. Before the war, this low octane material (65-70 octane typically), comprised mainly of long straight chain hydrocarbons, was the only form of petrol produced at the refinery. Since the war, although straight run gasoline was still produced, the introduction of catalytic cracking and reforming processes which used other distillation products as a starting point, had permitted the production of high octane products. Examples of the change in structure and shape of the molecules achieved by reforming were shown. It was shown that relatively simple molecular changes could produce big increases in octane quality,

yet in normal, knock free combustion, burn rates were not altered. The results of test work carried out recently, in which the speed of combustion had been measured in a test engine, showed that 2 star and 4 star fuels burned at the same rate. It was explained that the problems encountered by some motorists during the hot summer weather had not been caused by the use of a high octane fuel, but were due to vapour lock resulting from the unusually hot weather. Petrol had a boiling range from about 30°C up to about 200°C, because of the number of different components which made up the fuel (150-200 approximately). Each of these components boiled at a different temperature, thus making up the boiling range. In practice, this meant that bubbles of vapour would form in the fuel pump or lines, or in the carburettor bowl if temperatures above about 30° occurred. Vapour formation in the pump could cause erratic operation, resulting in a restricted or intermittent supply of fuel. Vapour formation in the carburettor bowl could alter the liquid level, leading to a weak fuel-air mixture. A weak fuel-air mixture burnt more slowly than

one of the correct strength leading to overheating, which in turn resulted in higher underbonnet temperatures. This situation naturally increased vapour formation in the carburettor, or fuel pump, and a vicious spiral began. Power output fell with weaker fuel-air mixture, and an erratic fuel supply produced poor driving characteristics, perhaps leading to complete failure. Starting often became difficult, in addition.

Thus, most of the symptoms of which motorists had complained during the summer could be explained by vapour lock. Changes in octane quality would not explain the symptoms because the heat released from low and high octane fuels was the same, as was the speed of combustion. The tax changes in the March 1989 budget had resulted in the rapid disappearance of 2 star petrol, with tanks and pumps being used for the sale of unleaded petrol. It took about 2 months for the remaining supply of 2 star to be used up, with the result that many drivers of older cars, who had not previously used 4 star petrol, first purchased the higher octane fuel in early-mid May, when some very high

temperatures had occurred. Vapour lock, which some drivers may have experienced, perhaps with the first tankful of 4 star petrol, had led many to conclude that the higher octane quality was incompatible with their engines. This, however, had been shown to be quite incorrect. In fact, drivers of older cars could use 4 star petrol without concern. Where vapour lock problems occurred, local solutions, for example the use of a heat shield between the exhaust manifold and the carburettor, or thermal barriers between cylinder head, or block, and the inlet manifold, would be beneficial. Care should be taken to route fuel feed lines away from the exhaust manifold, and to ensure that bulkhead mounted fuel pumps, for example, were not getting too hot. By adopting such simple measures where necessary, all owners of older vehicles should be able to continue to derive pleasure from using their cars, without concern.

I have a current list of FIVA Rallies for 1990. For further information please contact: Brian Waters, "Beulah Cottage", 19 High Street, Flitwick, MK45 1DX. Tel: (0525) 713448

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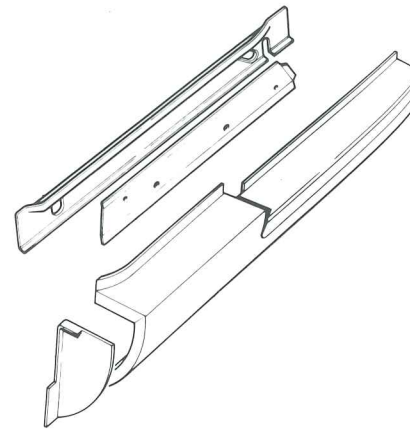
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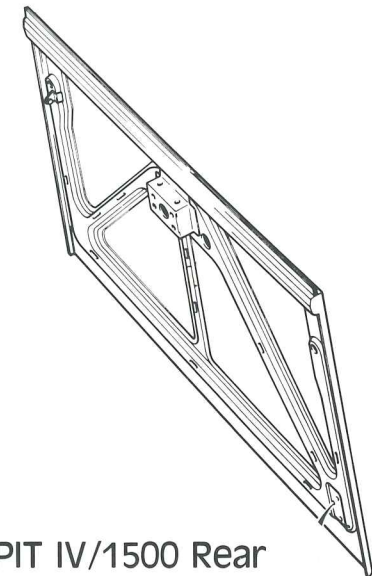
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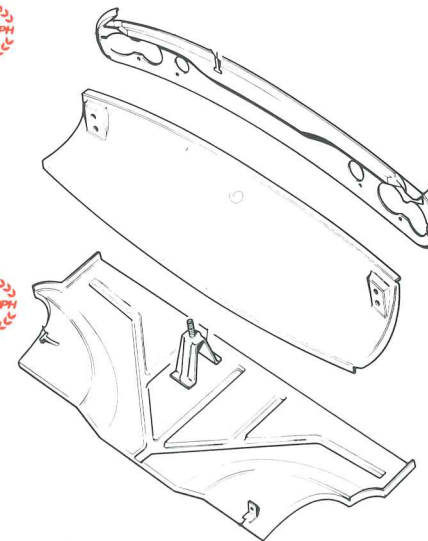


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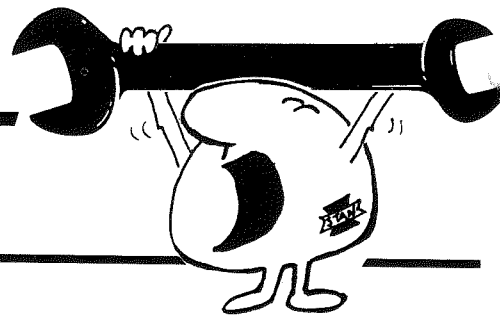
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Vitesse MkII Clutch Slip

It is a nasty surprise to find clutch slip setting in, especially if you like to drive in a spirited manner and make use of your engine's full power and torque.

I recently started to experience slip with my 1968 Vitesse MkII. I was not looking forward to the expense and effort of a clutch change. Before resorting to this, I thought I would check the hydraulics. I have another car (a supercharged Simca 1000) and I had in the past, by accident, caused the clutch to slip by over tightening the free-play at the slave cylinder (adjustable on the Simca) so preventing the clutch from engaging properly.

Once the gearbox cover is removed, it is quite easy on the Vitesse to check the operation of the slave cylinder and to ensure it is not partially seized, so preventing complete clutch engagement. Much to my relief, I found this to be the case with my Vitesse. The cylinder is easily removed for cleaning and fitting new seals is quite a simple operation.

I would suggest this simple check to any Vitesse/GT6 owner before performing a strip down of the clutch itself.

A slave cylinder overhaul kit only costs about £2.50. It may pay to try this first (on a local test-drive) as the complete cylinder costs £15.00 recon., £32.50 new (prices from Rimmer Bros. catalogue not including V.A.T.).

On another point, I too, have only been able to abolish pinking and sort out the Vitesse's timing by disconnecting the vacuum advance. I have set the timing by strobe lamp at 6° B.T.D.C. and power and torque are really excellent.

I hope this will be of interest to fellow owners.

Clive Forder - Liverpool

Retracting Choke Cables

I have a solution to Simon's problem with retracting choke cables: MG Midgets (and MGB which is longer) have choke cables with twist locks. A bit of carpentry on the dash and all looks and works fine. The trouble is though, my glorious thoroughbred Spitfire is now a mongrel.

Further to Malcolm Reynold's letter last month, did everyone notice the Mk.IV Spitfire nearly knocking Nigel Planer down in the Comic Strip?

Ian Towner - Cophorne, West Sussex

Spitfire 1300 Head Gaskets

Recently I had occasion to remove the cylinder head off my Spitfire MkIV and as a result used a new head gasket. Unfortunately I have been caught out yet again with the wrong type of gasket even though it was for a 1300cc engine.

There appears to be a lot of confusion when buying a head gasket for a 1300 Spitfire as there are two types of block used depending on the engine number.

Up to engine number FH25000, the older type of block was used in which the tops of the cylinder bores are flush with the gasket face. After engine number FH25001, the newer recessed block is used. In this block, the tops of the cylinder bores have a shallow recess machined and hence the head gasket has to be thicker at this part so that a good seal is achieved when the head is torqued down. If the older type of gasket is used (i.e. for the non-recessed head) then absolutely no compression will be in any cylinder!

It is interesting to note that the recessed block was also used in 1500 Spitfires so a head gasket for a 1500 will also fit the later MkIVs.

Below I have attempted to detail the part numbers in use for the two types of gaskets.

Old (non-recessed) Block	
AJM1149	- Top end gasket pack (BL)
GEG313	- Early BL number
TKC0249	- Found in AJM1149 top end gasket pack. This number is not known by BL even though it is a BL number??!
New (recessed) Block	
AJM1209	- Top end gasket set
217757	- Early BL number
GEG374	- Early BL number
AJM374	- New BL number for GEG374?
AK260	- 1500 Head Gasket
AJM1195	- 1500 Top end gasket pack (BL)

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Note all gaskets have the same patent number being 1249242 but only the later gaskets have a tab denoting "TOP" situated at the rear of the block. This tab is normally visible when the head etc. is in place and will reveal what gasket is required before the engine is dismantled.

Finally it always amuses me to read various ideas for removing pistons from calipers involving airlines, screwdrivers etc. The method I now use, which uses absolutely no tools, always usually works. Simply whack the caliper on a hard paving stone and after a couple of goes the piston will pop out - simple! I have used this method on a few calipers and have yet to break one or find one that won't shift.

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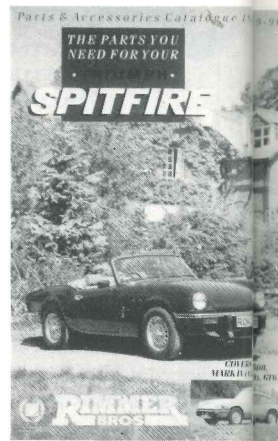


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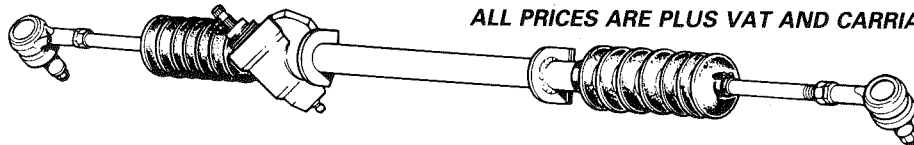
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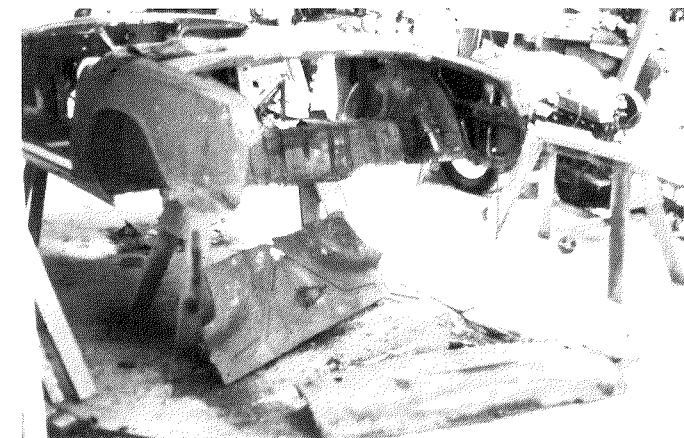


Lots of news this month!

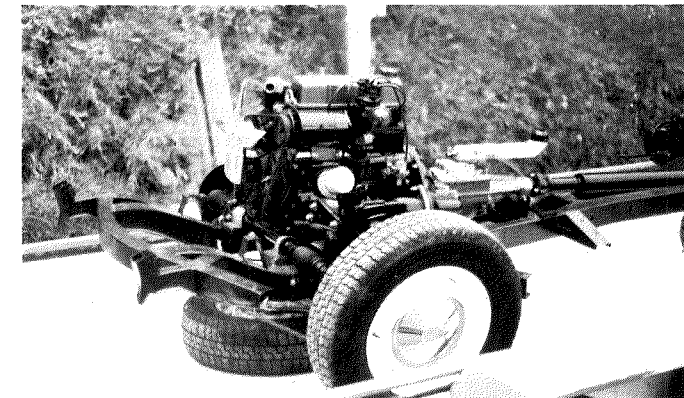
FIRST off, is the heading photo of the very smart Triumph Herald 948 TC Sedan (Saloon), with 12/50 Skylight roof, belonging to Peter Wild down in Browns Plains, near Brisbane, Australia - it took him six years to restore it and it certainly looks well worth all the effort.

Peter intends to come to our International Meet at Stafford in August, where he will be made very welcome. He asks if we can make a campsite available - I would like to point out that it is not absolutely necessary for International members, travelling from other countries, to book in advance, as there is plenty of room for them. Thank you also, for your kind offer of help, Peter. If you present yourself to your namesake, Jonty Wild, on the day, I'm sure that he will be able to allocate you some useful task - the more helpers the merrier, and everyone should remember that many hands make light work - and it is fun. Finally, Peter says that if any member is coming to Australia to look him up.

Whilst we are down under, I must mention our friends, Dayle and Rita Montgomery in New Plymouth, New Zealand, who recently wrote to me. These members are just so determined and dedicated to Triumphs, it is almost untrue, but I suppose with interesting cars and parts so few and far between, you must be really rather single minded.



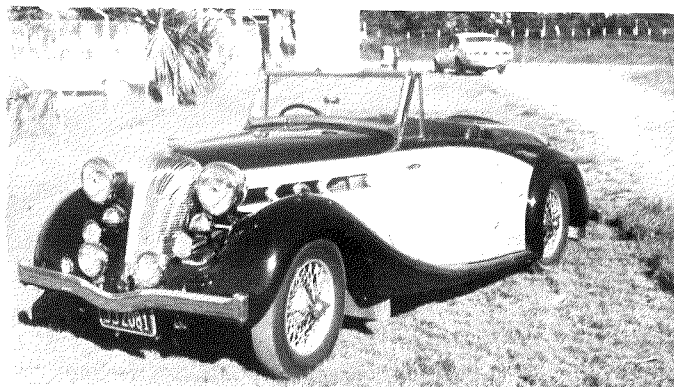
They sent me several photos, some of which are reproduced here. The first shows just how very rusty their project 1965



Spitfire 4 Mk.2 really was. The second shows the superbly restored rolling chassis etc - (I think the propshaft is fitted back to front Dayle), and the third a really beautiful Triumph Dolomite Roadster from the mid 1930's, which I reproduce here, because in the year 2020, our cars will also be that old, just to put it into perspective!

Dayle and Rita are desperate for ANY information whatsoever on the Macau Spitfire, photos, articles, technical or anything, also for ANY details of the modifications undertaken on the Le Mans Spitfire 70X engines or the same for the Macau Spitfire, which Dayle understands to be a 1300cc unit? Please could any Club member anywhere in the world forward any of the required information to Dayle Montgomery at 20 Barrett Street, New Plymouth, New Zealand (tel: 80-313). Dayle would also like to thank 'Triumph Tune' for the very fast supply and service of parts sent to them for their Spitfires - apparently they got to them in just eight days from the order time! (Why can't our post office provide the same standard within the U.K.?). PS. Dayle, thanks for your club magazines "Knock On", I did enjoy your "Autumn 1990" edition especially, and rest assured, I will be pleased to use some items therefrom, when I run short of copy, but certainly not this month.

And now, up to Scandinavia, Finland to be exact, and notification from Pasi J. Lehtinen, Chairman of the Triumph Car Club of Finland and TSSC member since 1982 - he invites all 'Triumph Nuts' to their TCCF Summer Meet, which will be held around Imatra in Eastern Finland on 4th/5th August 1990 - they will arrange guidance from the port and accommodation during the visitors presence. All I can say is go, and you will not be disappointed. Finland usually has the



same weather as the U.K. in August, and by then, the mosquitos have gone - contact Pasi at Souranderintie 22 D 12, SF-37100, Nokia, Finland, Tel: 358-31-422253 (H) or -407405(W) or FAX-407626.

Over to Sweden now, and Carl Eickhoff, Engineer extraordinaire, who recently telephoned me to say that he has the answer to the problem that has vexed member Mr. A.P. Bloomfield (March 1990 Courier No. 117, pg71), he says that if Mr. Bloomfield would care to contact him, Carl H. Eickhoff at Talltullvagen 14, S-641, 34 Katrineholm, Sweden, tel: 010-146-150-135-68 or FAX 010-146-150-135-06, he will be pleased to help him, and when he has done so, perhaps Mr. Bloomfield would be good enough to relate the reply in the Courier.

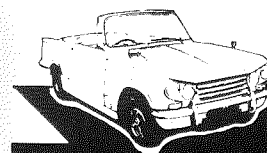
Talking of Sweden, I am given to understand, by our most enthusiastic Competition Secretary, Mr. Tony Dean of Kingston Sportscars at Hounslow, Middx that this year, for the first time, we have at least three International TSSC members racing in some of the rounds of our circuit racing championship, which I am certain that everybody will support this year - even if you only get to one or two rounds, do make the effort! anyhow, back to the point, Mr. Ulf Holgersson from Stockholm, has a GT6, and he intends to drive it, with a friend, from his

home town, to Kingston Sportscars, then have the 'works' done to it, and then drive it home again, via the USSR!, and that's as well as taking part in one, or more? of the races, it's a pity that more of our members aren't so enthusiastic.

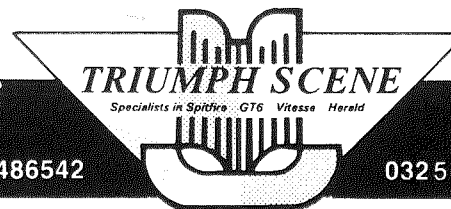
In the words of HRH The Prince of Wales, when describing Sir Ranulph Feinnes, today, "Without people like that, the world would be a much duller place". Apart from that, I don't know any more, so if you want fame Ulf, let me know more, send me a photo, or something. PS. I'd avoid Lithuania at present if I were you Ulf.

The other International member is currently resident in the U.K. after bringing his LHD Spitfire 1500 over from Switzerland in 1988 - I think. His name, apparently, is Marc 'Teddy' Amschwand, and here is a photo of his car in standard form at the TSSC International meet in Peterborough in July 1988 - now carrying British plates and undergoing not considerable modifications care of Tony Dean at Hounslow - see you out there on the tracks, Marc - Good Luck for the forthcoming season.

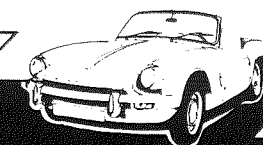
Yes, there's more from Sweden, a list of all the Triumphs in Sweden, recently arrived from Odd Hedberg; thankfully, the Swedes do not have an official Secrets Act so they can find interesting details pertaining to



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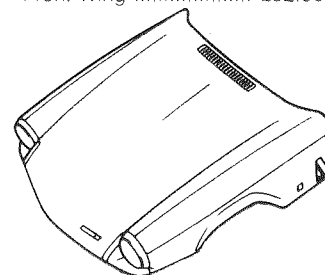
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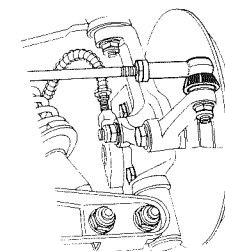


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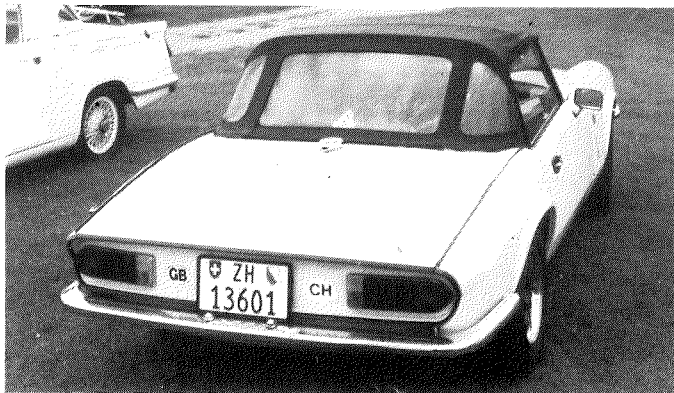
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their motoring history - ie: they have registered in the whole of Sweden:

Herald 1200 SLN = 259, 1200 EST = 23, 1200 CPE = 16, 1200 CV = 13, 12/50 = 5, 13/60 SLN = 141, 13/60 EST = 28, 13/60 CV = 7, 13/60 Sunroof = 1

Vitesse SLN = 36, CV = 7, VIT 2L-CV = 4, VT Mk2-SLN = 2, VIT Mk2-CV = 1

Spitfire 4 (Mk1) = 332, 4 (Mk2) = 245, (Mk3) = 400, (Mk.IV) = 202, 1500 = 16

GT6 Mk1 = 79, GT6 Mk2 = 85, GT6 Mk.3 = 9

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A special thank you now to Luca Bellinello, the TSSC member responsible for actively recruiting a considerable number of new Italian members - with typically Italian flair, Luca, as our TSSC Italy area representative has single-handedly injected fresh enthusiasm and vigour into his 'area' and is an example for our other dedicated International representatives to follow - thank you again Luca for all your hard work.

Last, but certainly not least, more replies to my International Survey, are still arriving!

Thanks go to The Triumph Sports Owners Association - South Australia Branch Inc, also all the American Clubs, which have recently replied, including: The Triumph Register of

America (TR2-3B) from Lancaster, Ohio

The Nebraska Triumph Drivers (Chapter of the VTR) from Omaha

The Connecticut Triumph Register in Portland
The Red River Triumph Club at Dallas-Fort Worth down in Texas
The Detroit Triumph Sportscar Club from Michigan

and also, The Vintage Triumph Register, which appears to be the largest of the American Triumph Clubs acting as an umbrella organisation encompassing many smaller chapters, or areas, some of which refer to themselves as clubs. I've even had to buy a map of the USA, just to work out exactly where all the clubs are located.

Once again, thank you all very much for your responses - most encouraging, and if nothing else, all these clubs worldwide proving the continuing worth and appeal of our cars, and the vital need for stronger International communication via our proposed International Register of Triumph Clubs.

All the International Triumph Clubs presently receiving 'The Courier' in exchange for their own magazine, should now be sending their magazine directly to **ME at my home address and to no other TSSC officer or to the club office.** This is so that I can relate All important information directly through this report, to all other TSSC members as

quickly as possible, eventually all the magazines will be passed on to 'The Club Archives' and stored at the proposed club premises in the Library.

Well, that's just about it for this month - now I can get back to considering exactly how I managed to break my Differential Hypoid casing, and also how I bent my nearside rear half-shaft, so it visibly oscillates! sometimes, I think I'm just unlucky. Until this time next month, regards to you all,

STOP PRESS

Triumph Spitfire Club Saar eV announce 10th National Triumph Spitfire Meeting inc' 3rd Triumph Meeting of the Triumph Spitfire Club Saar, Germany.
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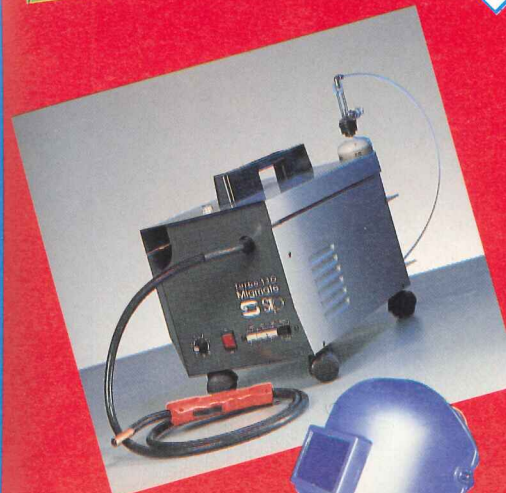
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