

SPITFIRE/GT6/VITESSE/HERALD/BOND

Wheels & Accessories



W/Wheel Adaptor	£23.50	Chrome Wheel Trim (Set of 4)	£27.50
2 Eared Spinner	£11.50	Hub Cap	P.O.A.
3 Eared Spinner	£14.00	Wheel Stud	£0.94
Continental Spinner	£11.50	Special Nut (for Adaptor)	£0.50
Copper & Hide Hide Hammer	£8.50	Chrome Nut (Set of 16)	£19.50
Zinc/Alloy Hammer	£4.95	Plastic Ring (Set of 16)	£3.50
Wire Wheel Cleaning Brush	£3.90	Wire Wheel Chrome	£79.00
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

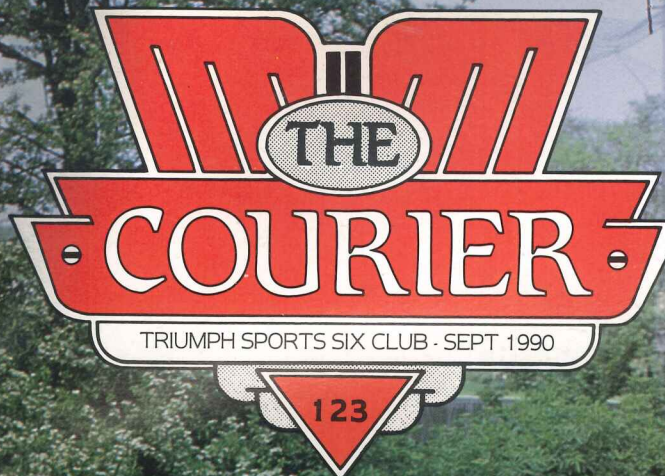
Chrome Wire Wheel Kit -
4 Chrome Wire Wheels, 4 Splines, 4 Spinners, 16 Fixing Nuts £445.00

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

All prices are correct at time of going to press although subject to change without prior notice
All Prices Exclude V.A.T. & Carriage Access & Barclaycard Welcome

 **British Sports Car Centre**

303 Goldhawk Road, London W12 8EZ Tel 081 - 748 7823 Fax 081 - 563 0101

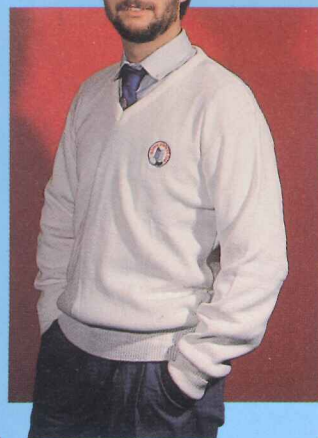




CAR COATS



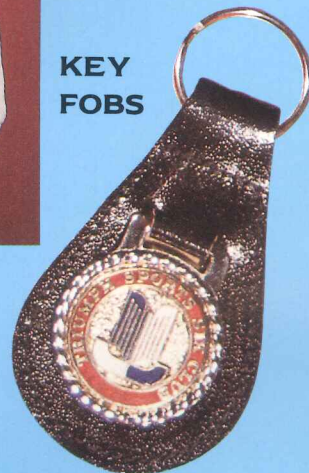
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SWEATSHIRTS
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JUMPERS**



TIES



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THE COURIER

The Official Monthly Magazine of
The Triumph Sports Six Club

VOL.11 No. 123 SEPT 1990

Price £1.25 Free to Club Members

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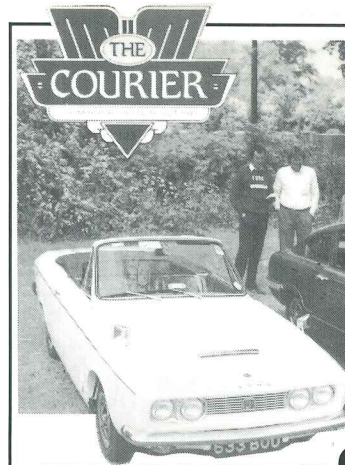
COMMITTEE MEMBERS 1990

John Griffiths, Jonty Wild, Roland Drew, Brian Waters, Glyn Ridgewell, John Cudmore, Peter Williams, Mike Costigan, Leon Guyot, Nick Lord, Chris Childs, Trudi Squibbs, Dennis Benson, Bill Sunderland, Mike Crewes, John Thorpe.

Cover Photograph
BOND EQUIPE 2 LITRE CONVERTIBLE

For a full list of TSSC Officials see page 82

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BOND
EQUIPE
May '90
SEM

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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. ★

XVth
STANDARD TRIUMPH

INTERNATIONAL RALLY

INVITED CLUBS AND REGISTERS

The Triumph Sports Six Club	Club Triumph	Triumph Enthusiasts Club Belgium
The Pre-1940 Triumph Owners Club	The Standard Motor Club	Triumph TR Register Belgium
The Triumph TR Register	Triumph TR Drivers Club	Triumph Touring Club
The Standard Register	Club Triumph Holland	Spitfire Club De France
Triumph 2000/2500/2.5 PI Register	Stag Club Nederland	Triumph Club De France
Triumph 1300 Register	Dolomite Club Nederland	Triumph TR Club France
Triumph Stag Owners Club	TR Club Holland	Spitfire Club Deutschland
Triumph Sporting Club	Triumph Spitfire Club	Spitfire Freunde Berlin
The Triumph Roadster Club	TR Club der Schweiz	Spitfire Owners Club Osnabruck
The Triumph Mayflower Club	TR Club Sweden	Spitfire Club Baden
The Triumph Razoredge Owners Club	Triumph Spitfire Club Sweden	Dansk Triumph Automobiël Club

The Vintage Triumph Register of the United States of America

LAMPORT HALL
NORTHANTS
SUNDAY 16th SEPTEMBER

On A508 between Northampton and Market Harborough
 Entry forms from John Cudmore, Up Country, High Street,
 Stonesfield, Oxford, OX7 2PU. With SAE please.

Editorial

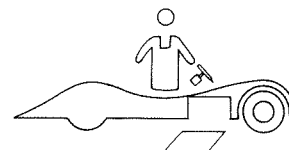
What a superb International!!

After our best International yet, some 3000 people attending over the two days, it highlights the size of the TSSC. To everyone who attended, thank you, to everyone who helped stage the event, thank you. The effort many members and TSSC officials made gave us as a club the largest gathering ever of Club Cars — lets hope next years event — July 13th-14th at Stafford will have the same enthusiastic attendance.

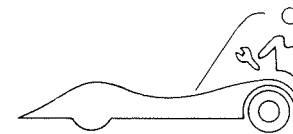
*Apologies — some register news has not made this Courier.
 Bumper crop next month!*

2 Hermitage Lane London SE25

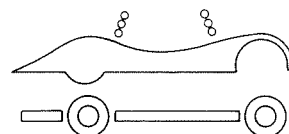
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PRESIDENTS INTRO



John Griffiths

ENTHUSIASM!!

I feel full of enthusiasm just at the moment! well I'm writing this having really enjoyed a superb weekend. On Saturday we drove the Vitesse to Prescott Hillclimb for the Vintage Sports Car Practice and on Sunday attended the Leicester Sunshine Rally. What a great event, in such superb surroundings. With around 750 Triumphs, eighteen trade stands and lots besides, it was great to be with fellow enthusiasts - and to put the icing on the cake driving back in the evening sun, in the Vitesse, with the hood down, was pure enjoyment. You may remember that I had been having trouble with the SU carbs getting too hot. The new heat shields have totally cured the problem and even in these extreme temperatures of late, the car has behaved superbly. The engine itself however still gets hot very quickly if the car is caught in stopped traffic. The solution I think will have to be a new Kenlow fan.

THE LEAD PETROL PROBLEM

Last August I wrote a fairly detailed article about Lead free Heads.

John Kipping (Triumph Spares) who can supply Lead Free Heads for Club Cars, tells me a lot of members are still quite confused about this issue. According to John the only modification that is needed for all "our" cars is to fit exhaust valve seat inserts and new TRW exhaust valves.

Notwithstanding the environmental arguments, the price differential of Unleaded petrol (can be as much as 14p per gallon cheaper) should be making most of us think twice.

Yet John has only sold around 150 heads over the last year, and virtually all of these have been for the 1300 and 1500 engines. Of those sold, only a handful have been the "do-it-yourself" kits.

Converting the late Vitesse and GT6 head is more difficult due to the closeness of the valves. Rumours abound and I believe some people may have been put off because of stories about cracking heads, loss of power etc. John fits all six cylinder heads with Mk1 valves and seats as this helps to space the valves further apart to stop cracking from the heat. Interestingly he tells me that there appears to be no noticeable reduction in power, although there is a slightly higher tendency for the engine to pink ("nothing excessive"). At £115 exchange for the 4 cylinder engine and £195 exchange for the 6 cylinder (including VAT) this is not a lot of money to get a rebuilt head with new valves, springs, guides etc. whilst doing your bit for the environment and saving you money on petrol into the bargain. You can contact John Kipping on Coventry 0203-683926.

If any member feels they would like to share their experience of driving on a Lead Free Head with other members, I am sure this would be very well received. A short note on overall engine performance, fuel consumption, impact on power (if any) etc. is all that would be required. I will collate the responses and put something in a future Courier. Please address your input to me at:

John Griffiths, 6 Chuzzlewit Drive, Chelmsford, Essex CM1 4XQ

MODERN CAR INSURANCE

It's always rather exciting to launch a new service for Club members particularly when it means further added value for those who participate. This month I am very pleased to confirm that as from the 1st September, Footman James can arrange cover for your modern car as well as your Club car at special rates.

Inserted with this Courier is an information leaflet which has a simple to complete form on the reverse for those of you wanting to obtain a "no obligation" quotation. You can, of course, telephone Footman James for an even faster service.

By adding this important new facility to our Insurance service, means that members will have the added advantage of keeping all their car insurance under one roof without the hassle of having to deal with two separate brokers. And into the bargain we have successfully negotiated a 15% discount off normal DOMINION rates. What's more, the Club benefits by receiving a small commission for every policy written, so those of you taking out cover will also be helping Club funds.

The cover options include 3rd Party, 3rd Party Fire and Theft and Fully Comprehensive. All policies will be underwritten by the Clubs underwriter namely DOMINION INSURANCE CO. LTD.,

At the moment, this offer is only available to members over 25 who already have a Club car insured. If it is successful, I am sure, in time, we will be able to extend it to all members.

A QUOTATION COSTS NOTHING, BUT MAY SAVE YOU POUNDS. WHY NOT COMPLETE THE FORM TODAY AND SEE WHAT YOU CAN SAVE.

As a Club we would be very interested to hear how successful you think this new service is. Let us know what you find. How competitive are the rates. Is the scheme flexible enough to meet your needs and has it made your life simpler by combining your insurance requirements. Drop me a line with good or bad news!

CLUB PREMISES

That's almost it for this month, but in closing can I again thank all those of you who have made a contribution towards the Club Building Fund. This now stands at a very encouraging £4800.00.

TSSC Building Fund - Members helping the way forward

Mr R Thorne	Mr J Griffiths	Mr A Mackie	Mr R A McClellan
Mr & Mrs H. Axon	Mr G Walker	Mr R Kelly	B.W. & E.F.O. Watson
Mr M Churchill	Mr D Wittamore	Mr R Edwards	Mr S B Wrenn
Mr D Blackburn	Mr & Mrs P Evans	Mr N Smithers	Mr R Bradfield
Mrs C Judge	Mr A Smith	Mr I French	Mr R Nunn
Miss C Dalzell	Mr D Bayliss	Mr K Francis	Mr J Weston
Mr N Penistone	Mrs S Bayliss	Mr T Hall	Mr R Braney
Mr J Little	Mr I Rogers	Mr M J Tarry	Mr J Poole
Mr N Beard	Mr R Winthringham	Mr G Miller	Mr P Girling
Mr D May	Smethurst	Mrs G Edwards	Mr M Andrews
Mr N Rendell	Mr P Noble	Mr D Evans	Mr Pedro Ivo Correia
Mr S McIntyre	Mr P Cross	Mr D Hill	Carvalho
Mr J Draycon	Mr M	Mr D Bruce	Mr Simon Hubbard
Mr E Stubart	Holcingsworth	Mr A Ball	Mr J Hughes
Mr V Sibbring	Mr P Slotsveen	Mr R Rogans	Mr D Crook
Mr G Robinson	Mr D E Tunbridge	Mr P Vos	Mr Hugo W Van Den Berg
Mr R Twigg	Mr E Price	Mr A Willson	Mr D Tourle
Mr L Guyot	Miss J Hoyle	Mr R Browne	Mr A Jarvis
Mr P Allen	Mr & Mrs W Sunderland	Mr N Cooper	Mr A Schilthuizen
Ms J O'Kane	Mr D Hood	Mr I Hoy	Mr G Pullen
Mr B Howell	Mr A Wootton	Mr J Sune Petersson	Mr E Swindells
Mr K Oliver	Mr N Hayward	Mr Neil Carter	Mr B Lemmy
Mr B Hammerling	Mr R Green	Mr E Corbett	Mr D Kenning
Mr B Hammerling	Mr G Chomette		

We haven't actually found the right premises yet, but are working hard to do so and will keep you posted monthly on progress. If you haven't made a contribution yet, please do so if you can. We do need your support. All you have to do is send a cheque payable to the TRIUMPH SPORTS SIX CLUB BUILDING FUND. Pop it in an envelope marked FREEPOST and address is to the Club Office at 121B, St. Mary's Rd, Market Harborough, Leics. LE16 7FX.

PLEASE NOTE: All members donating £40 or more will have their name permanently inscribed on a display wall in the new building. Please indicate, when sending your cheque, how your name should be inscribed (e.g. P. Curtiss or Peter Curtis etc.).



NEWS REVIEW

TELEPHONE UPDATE SERVICE - (0898) 664361

This is a new 24 hour service available to anyone requiring up-to-date information on the activities and services of the Triumph Sports Six Club.

We have an exclusive number that you can telephone, which is separated into 5 lines supplying information on the following options:

1. Events
2. Membership/Spares
3. Insurance
4. Special Offers
5. Spares Advice

By calling this line you will receive the latest information on events which will be updated on a weekly basis or general information on membership and spares. An update on the Insurance Scheme. A Special Offers line, giving you current information on our own offers situation, together with general spares advice.

If you require information on forthcoming events, please ring this new number, as it will relieve a considerable amount of calls to the Club Office and don't forget this new line is a 24 hour service and is updated weekly.

Please try and support this service whenever possible as we are hoping this comprehensive line will be of great benefit to members, in addition to the existing Club Office number which is manned during office hours.

STOLEN TRAILER



Stolen at this years International at Stafford. Low loading specialist car transporter. Recently refurbished. If anyone spotted this trailer in or around the show being taken away empty, ring Chic Doig (0592) 206439. Look carefully at the photo as this is a pretty rare one made by Ivor Williams. Chic would also be interested in buying an identical trailer if you have one. Obviously Chic was left in a big mess after the show and also had traveled the furthest distance. Let's catch them! Ring Chic or the Club Office NOW!

Open-top opens hearts

Suddenly London has become a different place for me. Not because of the sun, which, after all, just shows up the dirt, but because for the past couple of weeks I have been driving my beautiful new Triumph Vitesse. (Well it's new to me, it was actually built in 1971).

Friends who are cyclists have been telling me for years that the London road network has become a single, spreading pothole.

But until I tried it on a 20-year-old suspension system, I thought they were exaggerating. They exaggerate not a jot.

However, there's a good side to open-top London, I had forgotten just how friendly Londoners could be. It seems that everyone's first car was a Vitesse and it is impossible to stop at a set of lights without an ex-Vitesse owner telling you how much they loved the car and how sick they are that they traded it in for a Mk II Cortina in 1973.

(extract from Evening Standard)



'KEEP ON RUNNING'

Dear Courier,
I found this picture in a spare copy of an out-of-print book called 'ROCK EXPLOSION'. If, like me, you are a fan not only 60's cars (with the Triumph models at No 1) but ALSO of 60's music — then this pic of the Spencer Davis group in their lovely Vitesse is a real treat!!

I know Steve Winwood (bottom right) is still alive and well — I wonder if the car is too?! Does it 'Keep on Running'?! (sorry!). By the way, as a new member, I've already found the TSSC very helpful in providing contacts for spare parts etc. Thanks!!
All the best

Celia Biscoe (89/28444)

What's On Next ?

further information
Jonty Wild
0858 467710

NATIONAL EVENTS

SEPTEMBER:

Sat/Sun 1 & 2 - 9TH NORTH YORKSHIRE CONCOURS & MOORS RUN, The Blacksmiths Arms Hotel, Hartoft End, Rosedale Abbey, Nr Pickering, N Yorks. - Peter Johnstone, 0757-618787.

Sun 9 - WAC (WORCESTER AREA CONCOURS), Avoncroft Museum, Stoke Heath, Nr Bromsgrove.

Sun 16 - STIR (Standard Triumph International Rally) Lamport Hall Northamptonshire (0858) 467710.

JANUARY 1991:

Fri/Sat/Sun 18, 19 & 20 - TSSC WINTER WEEKEND, Fosse Manor Hotel, Stow on the Wold, Glos. (booking essential) - John Cudmore, 0993-89555.

REGIONAL EVENTS

SEPTEMBER:

Sat/Sun 15 & 16 - The BOND EQUIPE WEEKEND - Sheffield venue TBA - Peter Jacklin, 0733-232818.

NATIONAL/LOCAL SHOWS

INDOOR SHOWS:

NOVEMBER/DECEMBER:

Fri/Sat/Sun 30, 1 & 2 - The NATIONAL CLASSIC CAR SHOW, NEC, (National Exhibition Centre), Birmingham, West Mids - Jonty Wild, 0850-467710.

OUTDOOR SHOWS:

SEPTEMBER:

Sun 9 - The BLUEBELL RAILWAY VINTAGE SUNDAY, Sheffield Park, (between East Grinstead & Lewes), Sussex - Nigel Wilce, 0273-674248.

Sat/Sun 29 & 30 - The MALVERN 90 - Three Counties Showground, Malvern, Worcs - Dennis 0527-77059

TSSC RACE CHAMPIONSHIP - Tony Lindsay-Dean, 081-890-6777

Date	Venue	Organisers of Event
Sun 16th Sept	Pembrey	MCC
Sun 6th Oct	Oulton Park	Brands Hatch Leisure
Sun 21st Oct	Cadwell	Brands Hatch Leisure

TSSC SPRINT & HILLCLIMB CHAMPIONSHIP -

Date	Venue	Organisers of Event
Sat 8th Sept	Wiscombe Park	TSSC*
Sun 16th Sept	Goodwood	BARC +
Sun 30th Sept	Oddicombe	TSSC*
Sun 7th Oct	Gurston Down	TSSC*
Sat 13th Oct	Curborough	BARC +
Sat 13th Oct	Goodwood	TSSC*
Sat 20th Oct	Goodwood	BARC +
Sun 25th Nov	Snetterton	BARC +

* To be confirmed + Definite
Neil Sleightholme, 0872-71361

Please support the events of 1990



COPSHOP

MIKE CREWES

RULES & REGULATIONS....

This month I have delved into the Road Vehicles (Construction and Use) Regulations 1986 and I have come across some interesting bits. It goes without saying that compliance with these sections is no problem if your car is properly maintained, but I'd be out of a job if all cars were maintained as they should be.

REGULATION 34

(1) Every vehicle fitted with a windscreen shall, unless the driver can obtain an adequate view to the front of the vehicle without looking through the windscreen, be fitted with one or more efficient automatic windscreen wipers capable of clearing the windscreen so that the driver has an adequate view of the road in front of both sides of the vehicle and to the front of the vehicle.

(2) Every wheeled vehicle required in paragraph (1) to be fitted with a wiper or wipers shall also be fitted with a windscreen washer capable of clearing, in conjunction with the windscreen wiper, the area of the windscreen swept by the wiper of mud or similar deposits.

(3) to (5) you guessed it - all the exemptions.

(6) Every wiper and washer fitted in accordance with this regulation shall at all times while a vehicle is being used on a road be maintained in efficient working order and be properly maintained - does this make it clear!

REGULATION 36

(1) Every instrument for indicating speed fitted to a motor vehicle shall be kept free from any obstruction which might prevent it's being easily read and shall at all material times be maintained in good working order - there are of course a few exemptions.

(2) In this Regulation 'all material times' means all times when the motor vehicle is used on a road except when:

- a) the vehicle is being used on a journey during which, as a result of a defect, the instrument ceased to be in good working order, or
- b) as a result of a defect the instrument has ceased to be in good working order and steps have been taken to have the vehicle equipped with all reasonable expedition, by means of repair or replacement with an instrument which is in good working order.

Under Regulation 35 the speedometer fitted to

vehicles first used on or after 1st April, 1984 must be capable of indicating speed in both miles per hour and kilometres per hour - can you see that!

REGULATION 37

(1) Every motor vehicle which has a maximum speed of more than 20 miles per hour shall be fitted with a horn, not being a reversing alarm or a two tone horn.

(2) to (7) deals with, exemptions, reversing alarms, two tone horns, etc.

(8) Every bell, gong or siren fitted to a vehicle by virtue of paragraph 7 (a) (theft alarms), and every device fitted to a motor vehicle first used on or after 1st October, 1982 so as to cause a horn to sound for the purpose mentioned in paragraph 7 (a), shall be fitted with a device designed to stop the bell, gong or siren or horn emitting noise for a continuous period of more than five minutes; and every such device shall at all times be maintained in good working order. Basically, your alarm, should cut out or reset itself automatically after five minutes - does that sound right!

(9) and (10) deal with EEC directives and definitions.

REGULATION 89

No person in charge of a motor vehicle, or trailer drawn thereby shall cause or permit such trailer to stand on a road when detached from the drawing vehicle unless at least one of the wheels of the trailer is prevented from revolving by the setting of the brakes or the use of a chain, chock or other efficient device.

REGULATION 90

(1) No person shall use, or cause or permit to be used, on a road any trailer for the carriage of a passenger for hire or reward.

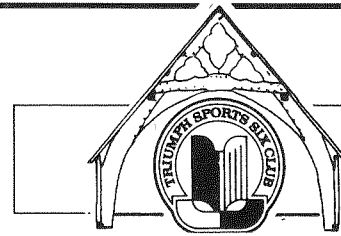
(2) Deals with exemptions, these being a trailer drawn at less than 30 miles per hour and broken down buses towed by rigid bars.

(3) No person shall use, or cause or permit to be used, on a road a wheeled trailer in which any person is carried and which is a living van (ie caravan) having either:

- a) less than 4 wheels, or
- b) 4 wheels consisting of two close-coupled wheels on either side

(4) Deals with exemptions for testing. *What a drag!*
As an aside, did you know that all petrol vehicles first used on or after 1st April, 1991 will have to be capable of running on either unleaded petrol alone or be capable of running on unleaded petrol. It is all contained within Regulation 39A which also makes it an offence to deliberately alter or adjust the engine so that it will not run on unleaded petrol - what a gas!

Well there you have it, another month's compulsive reading. If you have a topic that mystifies you why not tell me and I'll try to make an article about it, all ideas welcome. If you have a query or topic why not write to Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN.



W.A.C. 90

Avoncroft Museum of Buildings Stoke Heath Nr. Bromsgrove

(off A38 Bromsgrove By-Pass Junction 5/M5 or 1/M42)

9th September 1990

Concours D'Elegance - Previous Event
Winners - Best in Marque - Peoples Choice
- Dinky Car Concours (max 2 cars per entrant) - Visitors Trophy - Open to all cars.

Food available on site - All day beer tent - Various side shows in marquee - Entrance includes admission to Museum Souvenir Shop

Gates Open 10.30am.
£2.50 per person / 50p children
Includes free programme

Camping facilities available on site:

Enquiries to Bill and Bev Dixon

Telephone (0905) 358781

Avoncroft Museum is well worth a look.
Interesting buildings for all the family.

WAC90

CAMBRIDGE TRIUMPH SPARES

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

SALE FOR TSSC MEMBERS ONLY SALE
PLEASE NOTE PRICES ONLY VALID FOR THIS MONTH
PLEASE MENTION THIS AD WHEN ORDERING

PRICES ARE PER SINGLE ITEM (not per pair) POSTAGE AND VAT ARE EXTRA

	Normal Price	OFFER PRICE
QUANTITY OF SPITFIRE RUST FREE DOORS (Californian import).....	N/A	£75.00
ARMSTRONG SHOCK ABSORBERS, BRAND NEW BOXED, FRONT OR REAR.....	£19.00	£15.00
GENUINE AC DELCO FUEL PUMPS SPIT 1500 (TKC 3417) SUITS ALL 1500'S.....	N/A	£19.00
SPITFIRE MKIII BRAND NEW FRONT BUMPERS 3 ONLY.....	N/A	£95.00
SPITFIRE IV 1500 GT6 MK 3 STEEL FRONT ¼ VALANCES.....	£38.00	£34.00
SPITFIRE III/HER/VIT M KI WHEEL TRIM RINGS (SET OF 4).....	N/A	£20.00
HERALD/VITESSE WINDSCREEN SEAL.....	£16.00	£12.00
SPITFIRE MK IV/1500/GT6 III REAR TRANSVERSE SPRING.....	£59.00	£49.00
SPITFIRE IV DOOR CHECKASTRAP.....	£ 7.50	£ 6.50
ALL MODELS DOOR CHECKSTRAP GASKET.....	£ 2.50	£ 2.20
HERALD 13/60 AIR FILTERS.....	£ 3.20	£ 2.50
TIMING CHAIN, ALL MODELS.....	£ 3.75	£ 2.75
HERALD/BITESSE STANDARD CHROME PETROL CAP.....	£ 3.50	£ 2.50
SPITFIRE IV/1500 GT6 III COMPLETE SIDELIGHT/INDICATOR UNIT.....	£15.00	£14.00
HERALD/SPITFIRE REAR SHOCK ABSORBERS (SHOP SOILED).....	£11.00	£ 9.00
HERALD/VITESSE REAR TOP OF LIGHT CHROME 'V'.....	£ 6.95	£ 5.95
BRAKE MASTER CYLINDER LUCAS 64068633 SPITFIRE MKIII/IV.....	N/A	£27.00
GT6/VITESSE ROTOFLEX SET REAR BRAKE PIPES.....	£ 6.45	£ 4.95
LE MANS TYPE LOCKING PETROL CAP, SUITS ALL SPITFIRES.....	£15.00	£11.50
STANDARD PETROL CAP SPITFIRE IV/1500.....	N/A	£12.00
HERALD/VITESSE ORIGINAL WING MIRRORS.....	N/A	£12.00
SPITFIRE 1500 BONNET OR BOOT TRANSFERS, ORIGINAL BLACK OR SILVER.....	£ 5.00	£ 3.50
TRIUMPH LAUREL LEAF EMBLEM, BLACK, SILVER OR GOLD.....	N/A	£ 4.50
NEW 2 LITRE CRANKSHAFTS.....	N/A	£49.00
HERALD 13/60 BRAND NEW RADIATOR GRILLES.....	N/A	£ 9.50
SPITFIRE/GT6 OUTSIDE DOORGLASS WEATHERSTRIPS.....	£ 7.50	£ 5.50
HERALD/SPITFIRE TOP RADIATOR HOSE.....	£ 2.50	£ 2.25
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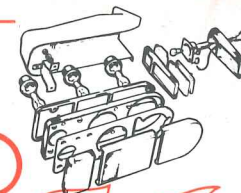
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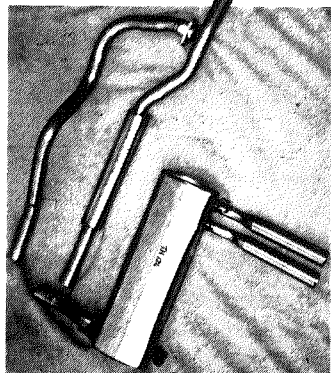
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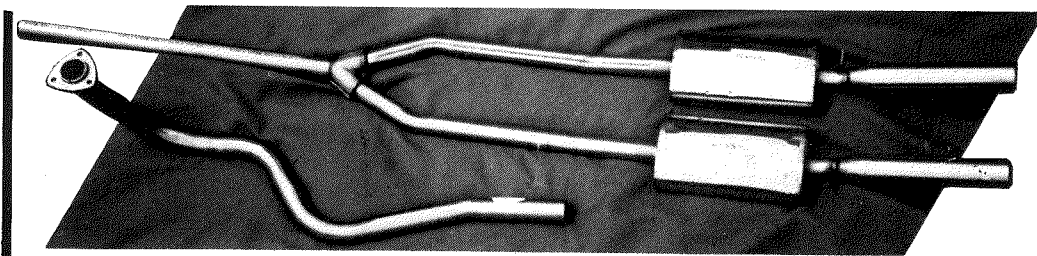
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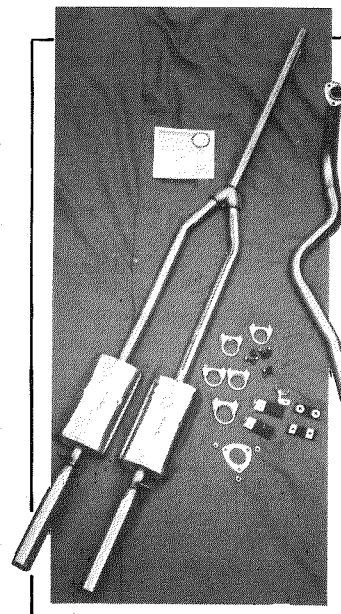
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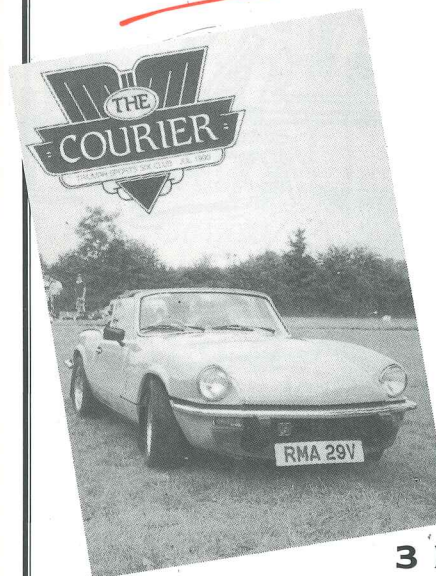
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SPECIALS REGISTER

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**MODEL
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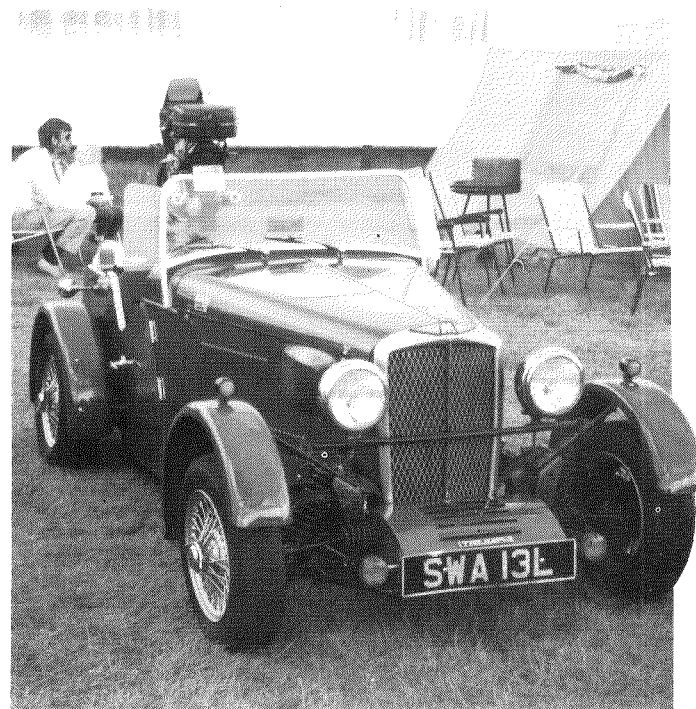
J.C.Midge



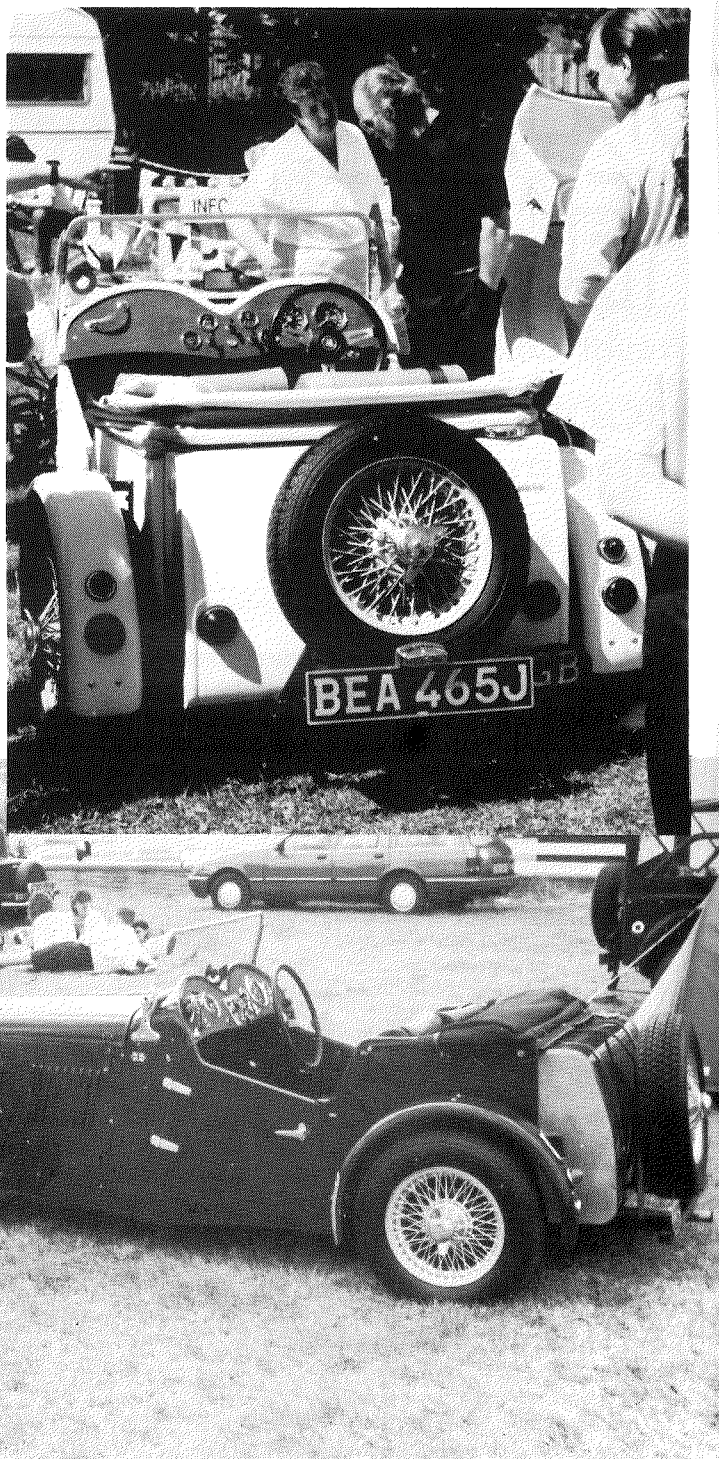
ALTHOUGH I do not have any figures to prove it I would say that the Midge is the most popular Triumph based kit car at the moment. By this I mean that there are more being built than any other model. Perhaps you can work out for yourselves why this is by looking at the photos and reading what I have to say.

The Midge has been around since 1985 and was designed and marketed by John Cowperthwaite, hence J.C., who was responsible for the entire Moss range of kit cars. It differs from the fibre-glass bodied Moss cars in that the Midge body is made of plywood skinned with thin aluminium sheet. The plywood is cut to shape using full size patterns and glued and screwed together following the instructions supplied - sounds simple.

The body is built onto a Herald/Vitesse chassis, although a Spitfire/GT6 chassis can be used, you just get shorter doors and less room in the back. The Herald chassis has to have all its outriggers shortened and the engine is moved backwards several inches from its usual position. Apart from removing some leaves from the rear spring the rest of the Triumph running gear can be used unaltered. Due to the nature of its construction the finished car reflects the personality of its builder more than



other kits. Because of this there are a few funny looking Midge's trundling around our roads but there are nowadays many more than this very nice example turning the heads of tin hatch drivers everywhere. One word of warning for when you recognise a Midge out and about, before you impress your friends with "there's a Herald in disguise" look closely, they can be built with mechanics from another make of car. The make concerned cannot be printed in this magazine because it's a four lettered word beginning with F. If you're tempted to build a Midge the company to contact for the plans and other bits is T. & J. Sports Cars, Unit C, Gateway Industrial Estate, Parkgate, Rotherham S62 6JL, Phone No. 0709 527090.



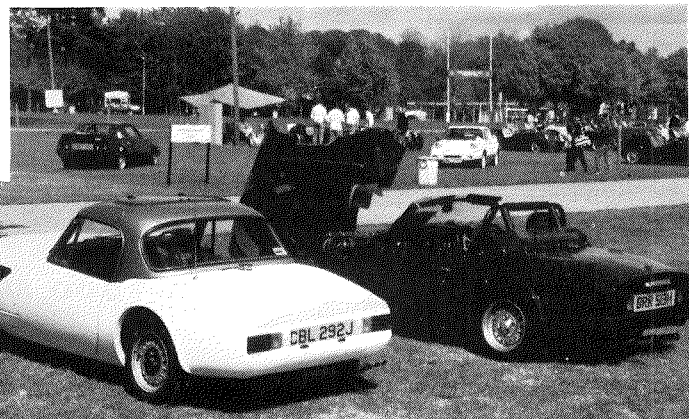
FEEDBACK

My thanks to those members who have taken the trouble to fill me in (was it something I said) on some of the points I have raised over the recent months.

The latest word on the Hurricane is that the owners of the moulds and the production rights are Domino Cars who, because of the success of their Mini based kit cars, are not actively marketing the Hurricane. Apparently they will produce a kit if asked and, presumably, given a deposit. The number to call for full details is 0703 685497.

I have had a letter from John Watson on TX Trippers, see May Courier for pictures, which I reproduce here:

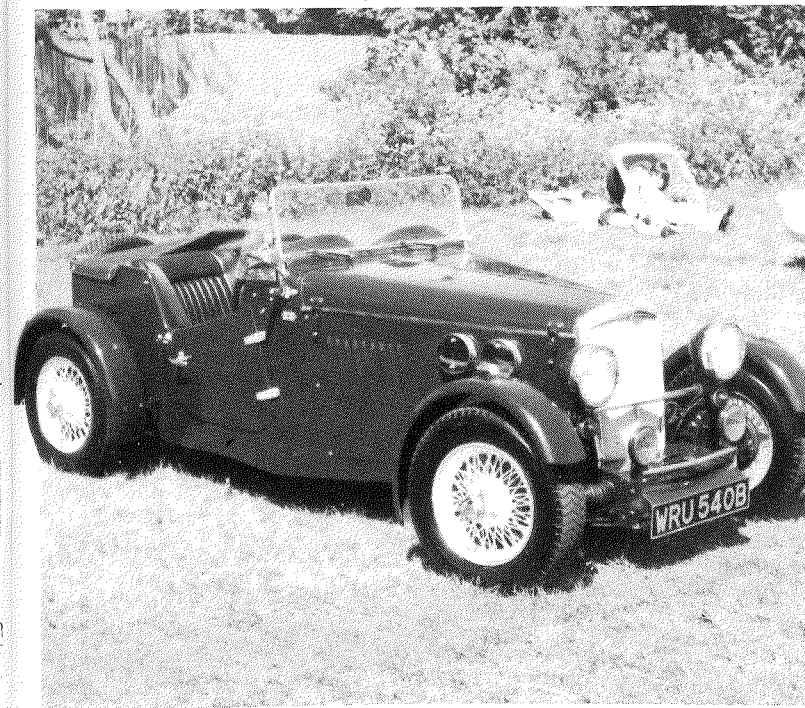
"The Tripper debuted at the 1971 Racing Car Show. It was marketed by a company called Technical Exponents Ltd. who were an off-shoot of Fairthorpe.



The company was formed by Torix Bennett who was the son of Air Vice Marshall Don "Pathfinder" Bennett (the founder of Fairthorpe Motor Company).

Price of original Spitfire model was only £740 - for a built car! Having built around half a dozen cars a new model was introduced, identified by a much larger bonnet bulge (as per the photos in the Courier - this car should

have a bigger engine). The new model was powered by the 130 b.h.p. 2.5PI motor which lasted until the 150 b.h.p. TR6 version was introduced in, I think, early 1972. This version was good for a 0-60 in 6.5 seconds and caused Car and Car Conversions to quote "Hells bells, it goes!". Shortly after the first TR6 versions demand for the Tripper started to wane, although this did not deter the company from



offering a 1500cc and Dolomite Sprint based model in early 1976. However, this pushed the price up to nearly £3000 and apparently no built cars were supplied.

Supply figures were around 75 including one exported to Spain. It is unlikely that anymore than half of these ever made the road - even though most of the early cars were supplied complete, not as kits.

There were rumours that a revamped model was due for release for Summer 1979 - I know nothing! Apparently the factory is still in production making fibreglass baths."

Thanks for this info John: if your figures are right the Tripper is a rare car and definitely worth keeping if you've got one. 🚗

MOSS

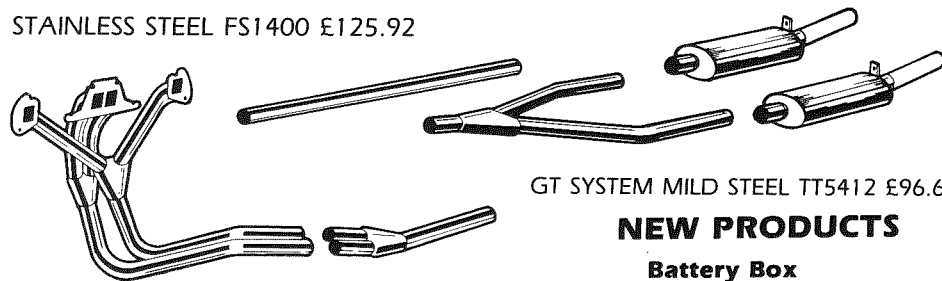
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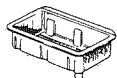
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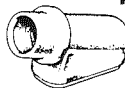
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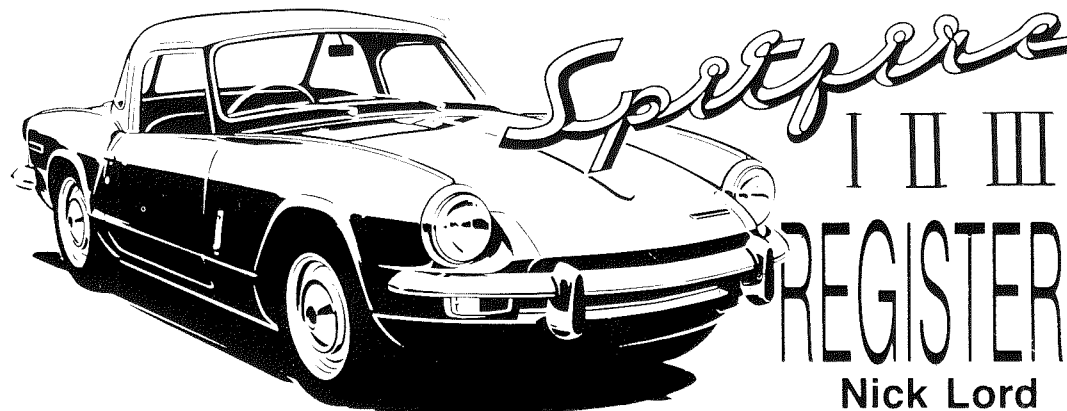
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Nick Lord

CONGRATULATIONS to John Thorpe and the Leicester Area for a marvellous
show. Our early Spitfires must be getting rare as I only could count 12 at
the height of the day. I wasn't very rushed on the technical desk, only having
three questions all day, but it was nice to speak to people who just wanted a chat,
and put faces to names I've spoken to on the phone.

I've had quite a few enquiries relating to the
Government's proposals to include exhaust
emission testing as part of the M.O.T. test. They
have stated that this will not apply to cars
produced before 1980, so you can stop worrying.
Following the last month's article on optional
extras for the 4 and Mk2, here is a list of those
available for the Mk3.

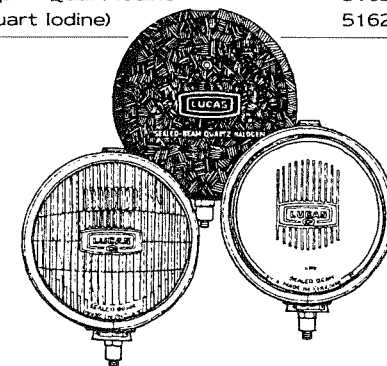
Seat belt (Kangol Automatic)	576140
Wood rimmed steering wheel	307245
Boot rack (fixed)	569033
Boot rack (removable)	573476
Touring kit	516248
Bonnet locks	562116

WING MIRRORS

Racing, silver anodised	573677
Desmo 168 long arm flat	573461
convex	574863
Desmo 166 short arm flat	573349
convex	574862
Extension for towing	574579
Replacement flat lens for 574580, 573461 & 573349 (card of 12 glasses).	

Magnatex 09 convex	574586
D type — Magnatex 56 (convex)	560632
Wingard Flyback Turina (flat)	570409
Magnatex R7 round (convex)	502459
Wingard curved arm	608467WH
Wingard swing arm	612306
Desmo 169 Round - Boomerang	557493
Wing mirror base plinth - Magnatex	505825
Gear lever knob	154238
Wheel finisher	307583
Wheel trim nave plate	122806

Medallion wheel trim nave plate	113256
Bolt for above	128348
Washer for above	WL0208
Nave plate removal tool	134336
Fuel pipe link filter	515448
Fog lamp — Quart Iodine	516279
Spot (Quart Iodine)	516278

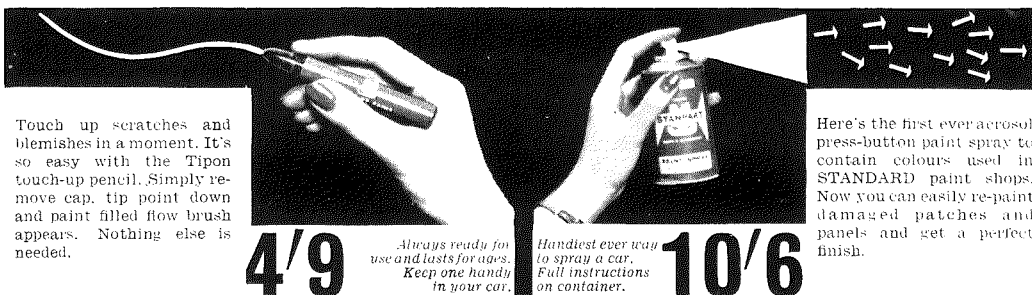


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Black	CD31481
White	569521
Wedgewood blue	569527
Conifer (Acrylic)	571276
Signal Red	554264
Royal Blue	571228
Cherry Red	569557
Jasmine	574885
Valencia Blue	574626
Damson	575194

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4/9

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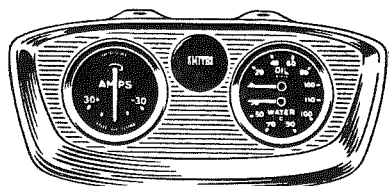
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10/6

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Sienna Brown	575383
Slate Grey	575375
Wire wheels	212344
Emergency windscreen	574722
Spark plugs, Champion UN-12Y	148957
Brown leather steering wheel glove	516770
Simulated brown leather s. w. glove	516771
Hard top kit	??
Towing attachment	214521
Locking petrol cap	571086
'Powerstop' vacuum servo kit	514600



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574411 - Black	Up to FD 20000 L.H.S.
574412 - White	and F.D. 13980 R.H.S.
575118 - Black	F.D. 20000 - F.D. 24182 L.H.S.
575119 - White	F.B. 13981 - F.D. 16500 R.H.S.
575289 - Black	F.D. 24183 L.H.S.

575290 - White)	F.D. 16500 R.H.S.
Mud flap kit	573096
Anti mist panel	566298
Defroster front or rear (electric)	59844
Wheel balance weight ½ oz.	137531
1 oz.	140073
1½ oz.	140074
2 oz.	140075
Fire extinguisher	554449
Cigarette lighter	138737
element	514106
bracket	514940
Cigarette lighter (push down type)	569116
Tail pipe finisher	140039
Engine oil cooler kit	14082
Heater kit	514648
Steering column locking device	147911
& ignition switch kit	
Single gauge instr. mounting panel	574761
Double	574762
Safety warning triangle	574890
Tow rope & luggage rack strap	516543
Door buffer (screw on)	575680
(stick on)	575681

So there you have it! 12 different types of wing mirrors and a choice of two different kinds of cigarette lighters! What a choice to make if you were ordering your Spitfire from new! That's all for now folks!

BOND *Equipe* -REGISTER-

Peter Jacklin

IN May this year I attended the Bond Owners Club meeting at Morecambe, on the way to this event we were able to visit the site of the old Bond factory at Ribbieton Lane in Preston.

Quite a lot of the old building has survived, and can clearly be recognised when compared with the photo shown in Paul Grogans' article in the recent Equipe Turning Circle. The site is as present occupied by Lookers Garage, who are the local Fiat dealers, the building used nowadays as their body repair shop originally housed the Bond assembly line. Reference to some early pictures taken inside the factory revealed a number of features still in existence. The overall impression was of an extremely cramped working area in which to run a full scale motor vehicle assembly line. If you look closely at the photo reproduced here you will observe that there isn't much room between the rows of body shells.



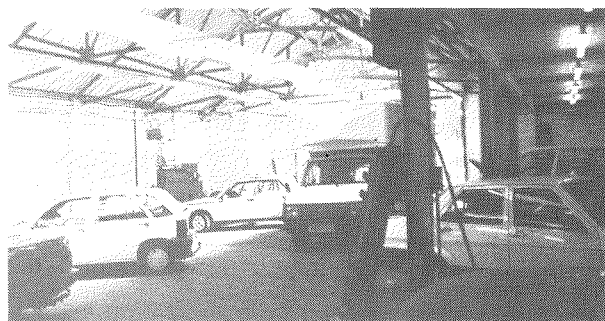
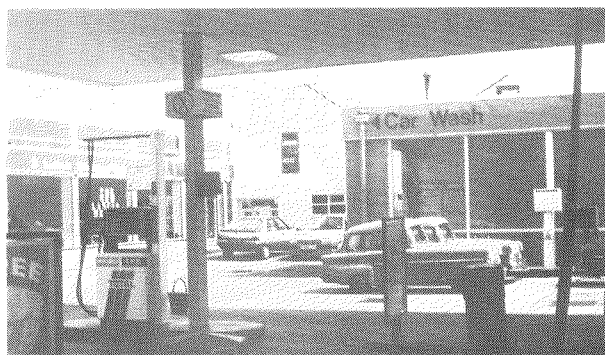
During this visit and subsequently we were able to talk with John Woods, the ex Production Manager at Bonds. Among the subjects discussed was that of the apparent more rapid rate of corrosion suffered by the Standard-Triumph supplied bulkheads fitted to the Equipe when compared to those on the contemporary Herald/Vitesse cars. I have taken the liberty of reproducing below some notes put

together by Paul Grogan resulting from these discussions.

John explained that Bonds used to receive their bare metal bulkheads direct from Liverpool. They were initially stored upstairs at Ribbleton Lane before being transported to India Mill for degreasing, priming and final painting. It was at that point that I realised that there was something missing in the chain of events. For many years, all the large motor car manufacturers have degreased their bare metal panels and then 'electroplated' them prior to priming and painting. (At this point, a broad explanation of electroplating is needed for those not having the benefit of a technical background. The process starts with electrodes being attached to the panel. This assembly is then completely immersed in a tank containing the electrocoat solution and a high voltage current is passed through the panel. When the panel is removed from the tank, a blackish covering will have been deposited on all the panel surfaces — both internally and externally.) Whilst electroplating is not a necessary part of the painting process, it can be seen that it does have the advantage of giving an extra layer or protection to some internal sections (eg. windscreen frames) that would not normally receive primer of paint from the spray gun. Therefore the old accusations that 'Bonds did not put enough paint on' simply are not true. It is even possible that the low production volumes at Bonds (by comparison with those at Standard Triumph) allowed them more time to put more paint on. If the company failed at all, it was because being so small they just could not afford the luxury of an electroplating plant as well.

I think that this missing process explains the corrosion problems that all Equipes seem to suffer from, but let us also not lose sight of the fact that the omission of an electrocoat by Bonds was quite acceptable for the life expectancy of their vehicles. No one expected the design to be still running around some 28 years after its introduction!

Finally a last reminder about the Equipe Get-Together at the Bell Hag Inn, Manchester Road, Sheffield, see you there on Sunday 16th September, for further information give me a call.



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SPITFIRE IV John Thomason ***1500 REGISTER***

THIS months photo, sent in by twins Mary and Diana, was taken at last years Spitfire meet at Arcen, Holland. Hope to see you all there at this years meet. Note that the registration number ADJ 115T on this 1987 BRG Spitfire has rather naughtily been modified to read 'ADJUST'.

APPALLED!

For those of you expecting a Spitfire display at this years International at Stafford, I am sorry that you were disappointed. Out of 7,000 Spitfire IV/1500's in the club, a measly 10 could not be found for the display. After 3 months of requests in the Courier, only 5 members came forward prepared to offer their Spitfires for the display.

It was the same story with the idea of a UK Spitfire Mega Meet — Apathy Rules OK.

Pete Williams has been trying to produce a Spitfire IV 1500 Turning Circle for YOUR benefit, but has also suffered a lack of response from you. With the number of Spitfire owners in the club, there should be the potential to fill the magazine 100 times over. You must all have experiences of owning a Spitfire that would be of interest to other owners, or is owning a Spitfire really that uninteresting and uneventful? Contact Pete if you can help.

INSTRUMENTATION

In keeping with the traditions of British Sports Cars, the Spitfire dashboard is simple, displaying only the most functional instruments and switches. However over the years many owners are likely to have added additional gauges and switches, in some cases going to the extreme that it begins to look like an aircraft cockpit.

The following are a few ideas that have been adopted by other Spitfire owners. However it must be remembered that with the growing Classic Car movement, originality is the name of the game, and that modifications affect the value of the car. If you wish to fit additional equipment, as a general rule try and fit equipment in keeping with the styling of the existing dash. The Triumph saloons provide a whole host of comparable gauges and switches.

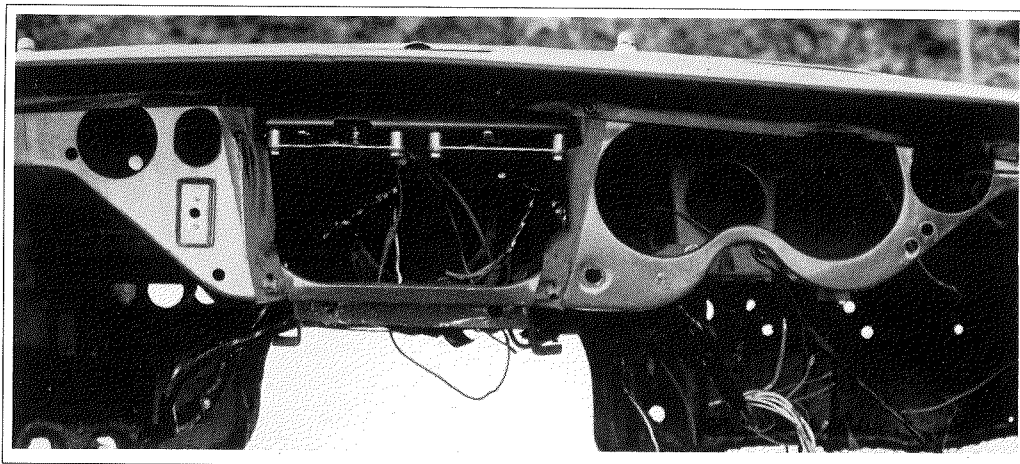


Fig.1 - The precut holes in the steel backing to the dashboard.

Instruments

Typical gauges that could be added include an analogue clock, oil pressure gauge, voltmeter or ammeter and a vacuum/economy meter. The clock and oil gauge are usually the first to be added. The Triumph saloons provide a good source of correctly styled gauges. Unfortunately the TR5/TR6 was the only Triumph to be fitted with an oil pressure gauge. An early Mini is probably the best source even though they are a different style. Don't be put off by gauges with different bezels e.g. chrome or black as these are very easily interchangeable.

If mounting the gauge in the dashboard then ideally the hole in the dash should be counterbored to enable the gauge to sit flush with the dash as with the existing instruments. Consider carefully where you are going to fit the gauge, and other additions you wish to make, so that the dash retains a balanced appearance. The following shows a number of ideas.

a) Probably the easiest way of providing the Spitfire with an oil gauge is to replace the temperature gauge with one of the dual water temp/oil pressure gauges as fitted to MGB's. New gauges are still available but are expensive.

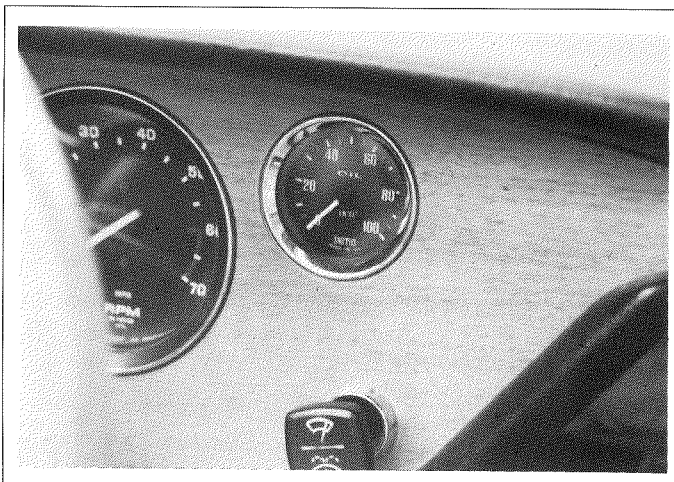


Fig.2 - Oil gauge position corresponding to R.H. precut hole.

b) Since the Spitfire bulkhead/scuttle is common to the GT6 Mk2 and 3, then the steel backing to which the veneered dash is secured has 2 precut holes where the air ball ventilators on the GT6 would be fitted. Fig. 1. These provide ideal locations for 2 additional gauges Fig 2. Having said that, personally I find that these positions are too close to the edge of the dash (fig 3) and need moving across by cutting out additional metal (fig 4).

c) Unfortunately the size of the light switch between the fuel and temp gauges is such that it can't be removed and replaced with a gauge that completely covers the corners of the hole. However the larger diameter of the Triumph Analogue clock will just cover the hole.

d) Another possibility is to fill the radio aperture with a piece of matching veneered wood. Three additional gauges could be mounted here without affecting the originality of the dash. The radio/cassette could be displaced to the glove box out of sight of would be thieves. e) If you have so many gauges and switches that they can't be accommodated on the existing dash then it is probably better to

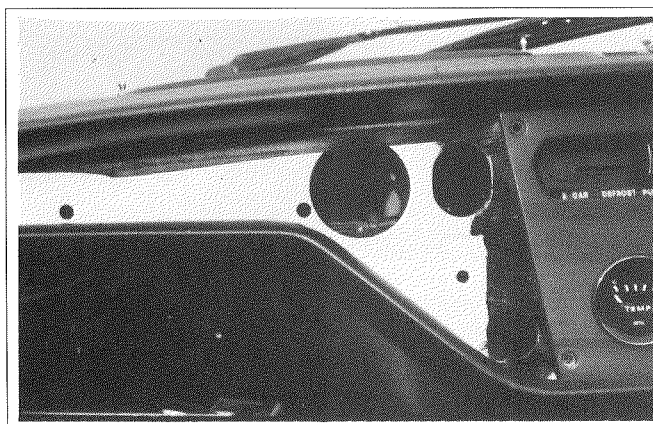


Fig.3 - Precut hole too close to edge of dash(?)

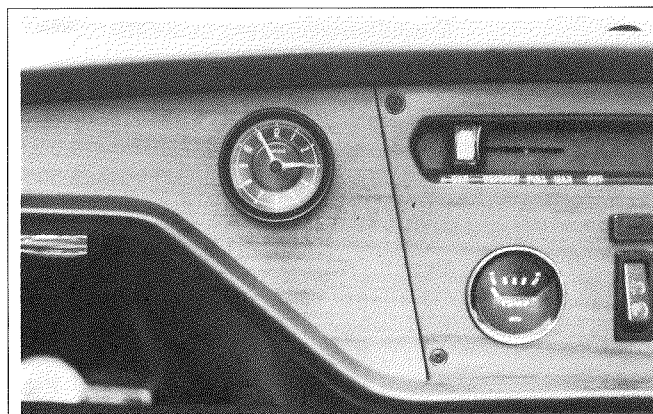


Fig.4 - Clock positioned more centrally in dash.

re-veneer the dash and start again. Fig. 5 shows one such case in which 5 gauges have been neatly fitted into the centre section of the dash..

Gauge illumination

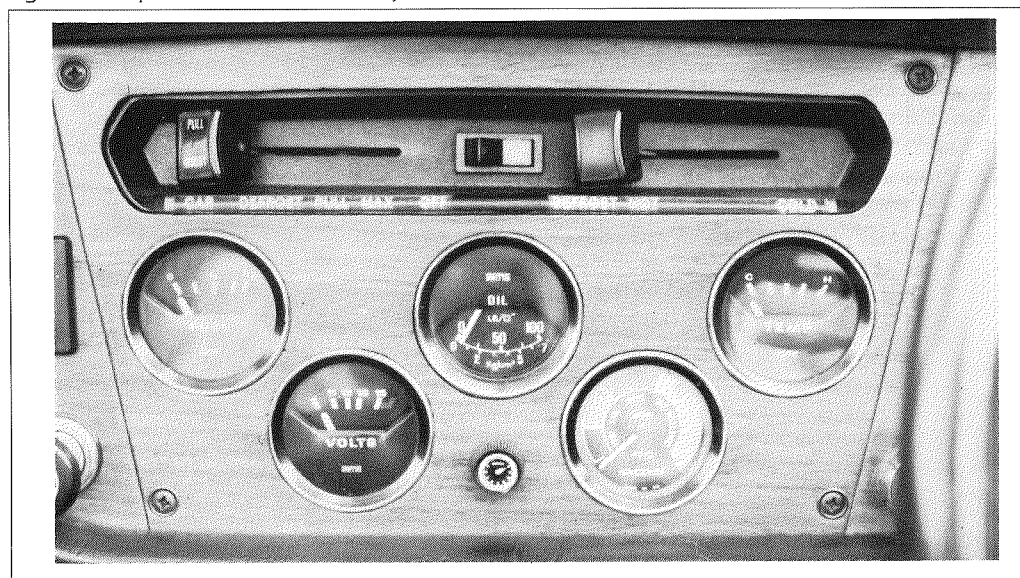
Gauge illumination is a simple case of adding to the existing red/white gauge illumination wiring. A point worth considering is the colour of the illumination. Spitfire 1500 gauge illumination is pale green, whereas that of earlier Triumphs was white. Either the gauge casing, which contains the pale green filter can be swapped over, or a solution I have adopted is to give a light bulb a THIN wash of gloss green paint to give a green light.

Another possible addition is a dash dimmer (fig 5) which adjusts the brightness of the dash illumination. These can be readily obtained from the larger Triumph saloons and are easily wired in.

Light switches

A not uncommon addition to the Spitfire is rear fog lights and/or driving lights. By law the

Fig.5 - 5 gauges neatly accommodated in dash centre sections. Note dash illumination dimmer.



SPITFIRE/GT6 BODYWORK

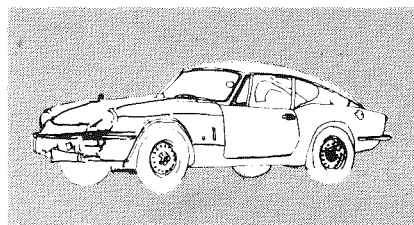
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S/Fire Mk4GT6Mk3	£8.95
Door Skin S/Fire	
Mk1,2,3/GT6Mk1,2	£15.50
Door Skin S/FireMk4/GT6Mk3	£15.50
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Rear ¼ Valance R/H Original	£22.50

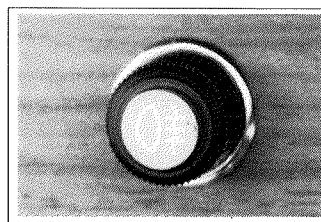
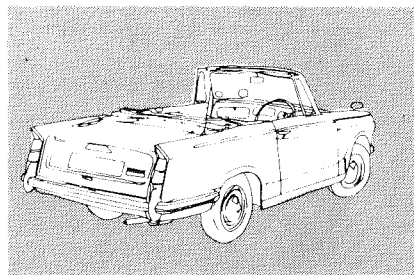


Fig.6 - Original rear fog light switch/warning light.

operation of the lights must be indicated to the driver either by an illuminating switch or a warning light separate to the switch. Fig 6 shows the switch chosen by Triumph when they fitted rear fog lights to the very late Spitfire 1500's.

Heater controls

Did you know that the Spitfire IV/1500 has a 2-speed heater fan. There are actually 2 positions of the pull out switch. Also the heater control positions are illuminated on late Spitfire IV and 1500's, albeit poorly, by means of a bulb behind the dash attached to the perspex strip (fig 7).

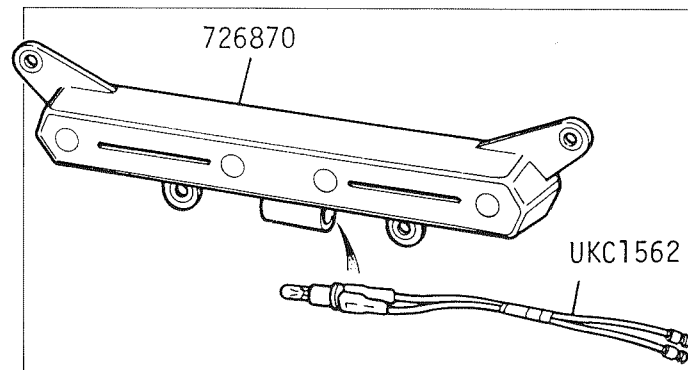


Fig.7 - Heater controls illumination.

However more often than not the bulb has blown.

Incidentally a neat position for an additional warning light/switch is in the centre of the heater control panel (fig 8).

Choke warning light

If you are of a forgetful nature then a choke warning light could be a very useful addition. The choke cables fitted to the larger Triumph saloons are indeed

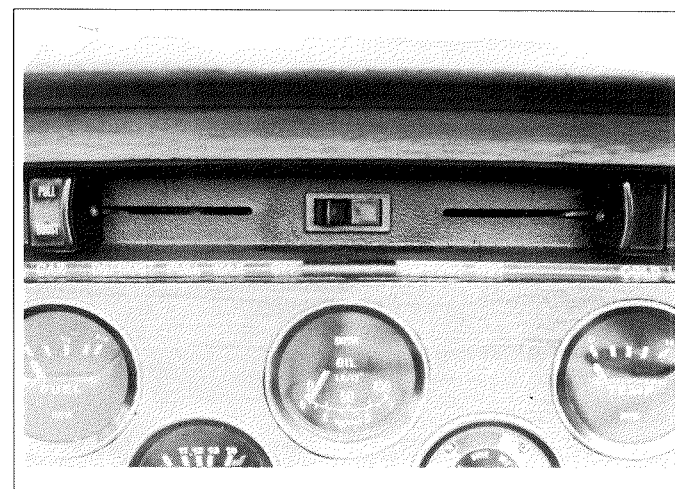


Fig.8 - Additional switch/warning light fitted to heater control panel.

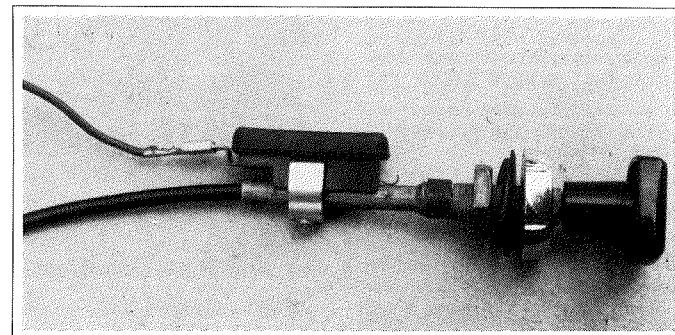
fitted with a small micro switch which illuminates a warning light when the choke is out (fig 9). The styling and mounting is the same as the existing Spitfire cable and so there is no external sign of the modification. The saloon cable may need cutting to the required length. Not wishing to drill holes in the dash for the warning light, a solution I adopted was to neatly add 2 warning lights to my tacho, similar to those fitted to the speedo (fig 10). The modification was quite simple, the parts being taken from an old speedo, although great care must be taken not to slip across the face of the tacho

with the drill! The tacho casing must also be drilled to accommodate the illuminating bulb holders. The other warning light could be used for rear fog lights/driving lights etc. Symbols can be added with white Letraset.

Hand brake warning light

Another modification for the forgetful is a handbrake warning

Fig.9 - Micro switch fitted to choke cable as found on Triumph saloons.



light. Again a small micro switch part no. 144432 is fitted to the Triumph saloons which can be easily fitted to the Spitfire handbrake. The most suitable source of warning light is that used on late Spitfire 1500's, part nos. 159906, when dual circuit brakes were fitted. If the warning light is already fitted then the handbrake micro switch can be wired in parallel with the brake pressure differential switch such that either will cause the warning light to illuminate.

Map light/Courtesy light

As an optional extra, Triumph provided a rather nicely finished multiposition map light for fitment to the passengers glove box. The original was wired up to be only operable with the side lights were switched on.

Cars from commission nos FH 130,000 were fitted with a courtesy light on the passengers side as well as the drivers side. If wishing to fit one, under the passengers parcel shelf is a good position. Fitting a micro switch to the passenger door is straightforward.

Electric/wash-wipe

Pre TR7 style switchgear Spitfires were fitted with a manual screen wash incorporated into the 2 speed windscreen wiper switch (fig 12). If wishing to fit an electric washer, then the best operating switch that I have found is that fitted to 1500 saloons and some Dolomites. The switch is identical to that of the Spitfire, except that the push action closes 2 electrical contacts for use with an electric screen wash, as opposed to pumping water as with the manual screen wash (fig 13).

Another useful feature would be the addition of a 'single wipe' facility for use in drizzling rain when continuous use of the wipers makes that awful scraping noise. A convenient solution would be a foot operated press switch (as fitted to other makes of older cars to dips the

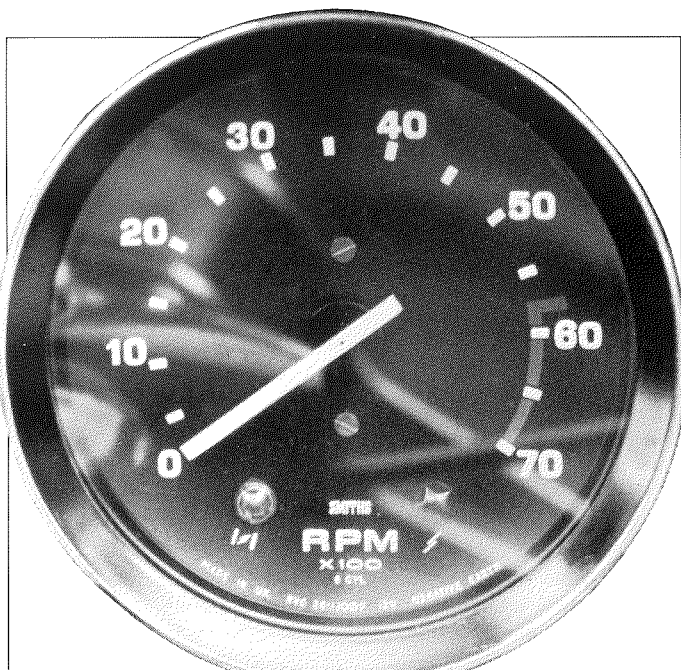


Fig.10 - Two warning lights added to rev counter.

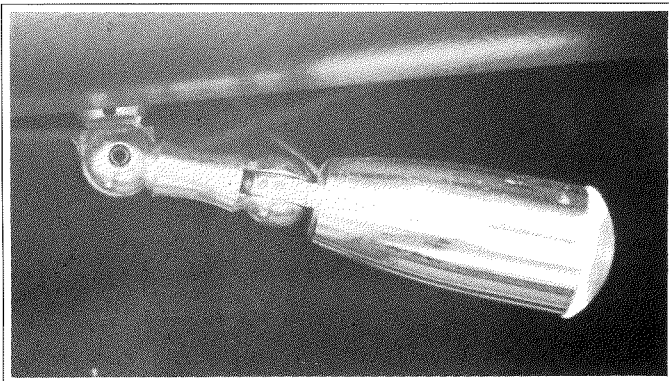


Fig.11 - Optional extra multi-position map light.

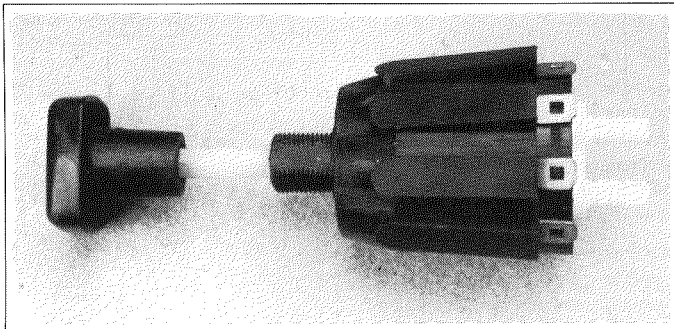


Fig.12 - Standard manual screen wash incorporated into wiper switch.

headlights) which when wired in parallel with the existing wiper switch, momentarily switches on and off the wipers. An alternative is to fit one of the proprietary intermittent wipe units available for about £20.

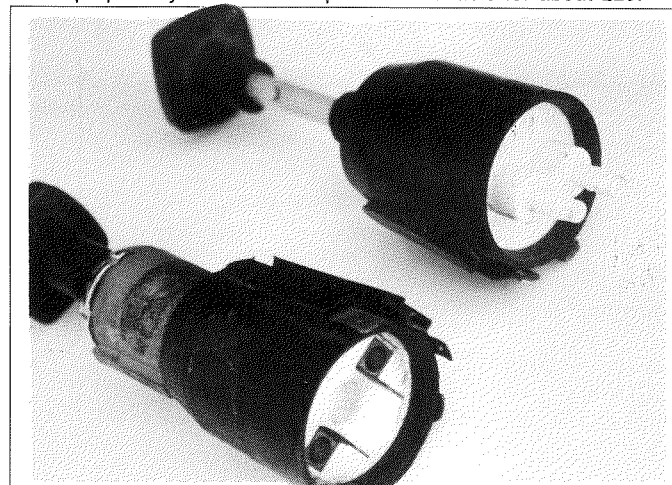


Fig.13 - Electrical contacts for electric screen wash as found on some 1500 and Dolomite saloons. (Courtesy C. S. and J. R.)

Cigarette light

Triumph didn't fit a cigarette lighter to the Spitfire until near the end of production when it was positioned as shown in Fig 14. The switch surround should be illuminated.

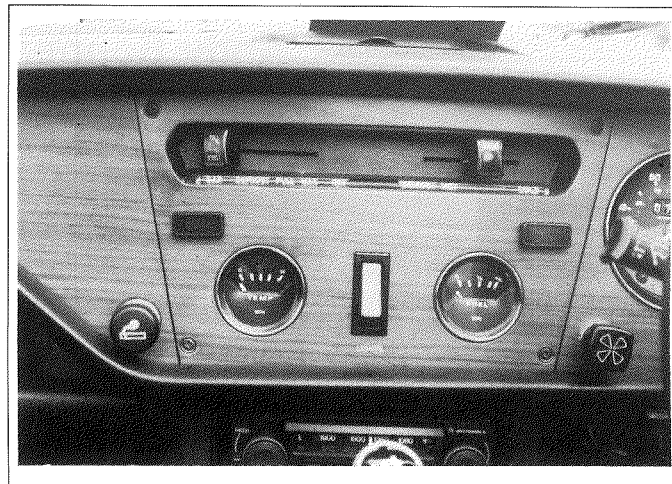


Fig.14 - Original position for cigarette light. Not brake warning light (left) fitted to later cars.

As I said at the beginning I am not necessarily recommending any of the above modifications, the choice is yours. Bear in mind that today the trend is towards originality, but if wishing to make additions try and use other Triumph parts and consider how easy it would be to change back to original at a later date..

RECRUITMENT DRIVE 90

With this years Recruitment Drive having been underway since May we have now had three monthly prizes given. These are drawn 'raffle style' from the membership numbers of all those who have recruited one or more new members. The winners and prizes so far are :-

86/15681 Andrew Mason - a standard type Stainless Steel exhaust from the TSSC Offer range

90/30513 Craig Bernhardt - £50.00 worth of TSSC vouchers

85/12767 F M Edwards - £50.00 worth of TSSC vouchers

TSSC vouchers are chosen for the majority of prizes to allow maximum flexibility for the winners, ie. these vouchers 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 this type of prize is very useful. Just to be consistent next months prize will also be £50.00 in TSSC Vouchers.

Congratulations to the winners above. KEEP RECRUITING and don't forget to put your membership number and Local Area number on the leaflets :-

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

More leaflets available by photocopying or ringing or 0858-434424. Good luck!

REMEMBER

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 'end of season' prizes listed below also be 'raffle style' and will be drawn in time to appear in the October 1990 Courier (eg. drawn Courier deadline for that issue ie. 15th September 1990) so now is the time to put in the effort to try and win one of these prizes
First prize - £200 in Club Vouchers
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REC990



THIS month's feature car belongs to Graham Hough, 120,000 miles recorded on its 1600cc engine and still running smoothly. Interestingly, on the door tread plates, there are brass coach builders plates with the legend "by Royal Appointment". "Offord of South Kensington".

Andy Bonner

1720 overbore (from 1600) — Insurance

Originally featured in the March 1990 (number 117) of the Courier. I have just received the following letter from Footman James:



Footman James & Company Limited

Dear Andy

Vitesse 1600 Pistons

I refer to our telephone conversations regarding the above. I have now received confirmation from Dominion in respect of this matter, the comments made by the Company, are that they can appreciate the difficulty in obtaining the correct replacement engine parts.

Therefore as the modifications are enforced by the lack of availability, they are quite prepared to accept this, subject to no other alterations.

I trust that this will be of assistance, however if you should have any further query please do not hesitate to contact me.

Yours sincerely

Mr T Keefe
For FOOTMAN JAMES & CO. LTD.

Vitesse Rallying History

In reply to my comments in the last issue of the Courier regarding the possibility of Triumph entering a team of Vitesse's in the Safari Rally. I received the following informative letter from Triumph expert Graham Robson:

Thanks for taking the trouble to write Graham.

Dear Andy,

'Vitesse Rallying History — "Shame on you Graham for not including this in your book...."'

There is an old saying: 'Never let the facts get in the way of a good story....' — which is what Peter Bolton obviously did in his interview.

Quite simply, what he claims is nonsense:

- 1) Peter Bolton drove the Standard-Triumph in the Ken Richardson period.
 - 2) The Richardson department was closed down in Summer 1961.
 - 3) The 'Robson' department opened in February 1962.
 - 4) Peter Bolton did not have a contract with me — in fact NO driver had a contract.
 - 5) The Department's plans were to run TR4s in Europe; there were no plans to do anything else.
 - 6) The Vitesse was introduced in May 1962.
 - 7) The Department NEVER had plans to compete in the Safari, either in Vanguards or Vitesse. Teams of cars were NOT entered.
 - 8) 407VC was used by myself as a 'chase' car on the 1962 Alpine Rally, then as a rally car by Vic Elford in the 1962 RAC.
 - 9) Vitesse were used in the 1963 Monte Carlo Rally.
 - 10) Peter Bolton still had no contract — and never drove for the team in 1962 and 1963.
 - 11) Vitesse were dropped in 1963 when we decided they would never be fast enough.
 - 12) For 1964, 2000s and Spitfires were prepared for motor sport.
 - 13) Peter Bolton still did not have a contract — nor a drive, as I did not think he was good enough.
 - 14) I left the job in January 1965.
 - 15) Peter Bolton drove Spitfire race cars in 1965, but never drove a rally car.
- I suggest that Bolton got his dates mixed up, and the intention to do the Safari might have been in 1960 or 1961, when Ken Richardson might have wanted to do the Safari in Vanguards and HERALDS (not Vitesse).

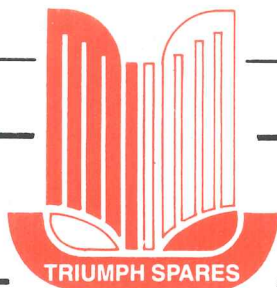
Please set the gist of this in the magazine, to set the record straight.

Yours Sincerely,

A.A.G. Robson

Bonnet locks

I received a letter from C.R. Thompson recently asking if any way of locking the bonnet is available for the Vitesse. Bonnet locks were listed by Triumph for this model and supplied under part number 562116 (2 locks). I have noticed that several advertisers in the Courier have them for sale and they can therefore be fitted to your Vitesse and still look period.



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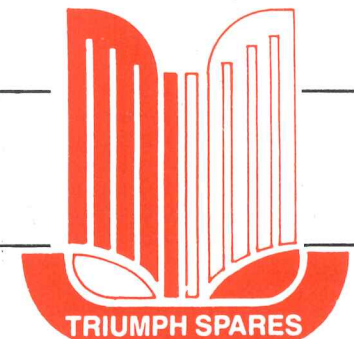
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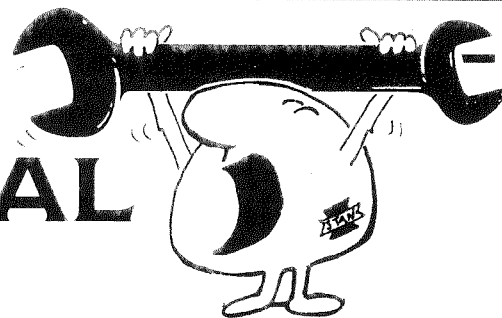
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TECHNICAL TIPS

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Worn Carburettor Problem on Spitfire & Other Club Cars

PROBLEM? What Problem!

This problem results in the car stalling when the accelerator pedal is released and the gearbox is in neutral. Unfortunately, this is a common situation when approaching a junction, for example. Now don't tell me, I know! It's called 'coasting' and we shouldn't do it. But we all do, even in the instant when we take our right foot off the throttle and onto the brake when shunting forward at a stop line or parking!

What Causes It

The problem lies with the carburettors and is caused by wear between the butterfly spindle and the body of the carb. The body is made of aluminium alloy which is softer than the brass spindle so it is the hole which is worn by the movement of the spindle. In the twin carb setup of the 1500 Spitfire, (which is presumably similar on other cars) each carb has a large return spring which returns the butterfly to the idle position by pulling down on the side nearest the engine. The throttle linkage turns the butterfly by pulling the spindle up on the same side and the combination of these up and down forces wear the hole in the carb body into an oval!

This may have one of two effects. I don't know if either of my explanations is correct, because I fixed the problem before I thought about what the exact mechanism of the effect might be.

At first I thought that the butterfly spindle was moving relative to the idle adjustment screw. Under throttle, the spindle is pulled to the end of the oval which gives a lower idle speed. When the pedal is released, and before the spindle moves to the other end of the oval, the engine runs at this new, lower idle speed. Then the vibration of the engine and the action of the return spring slowly moves the spindle to the end which gives the high idle over several seconds.

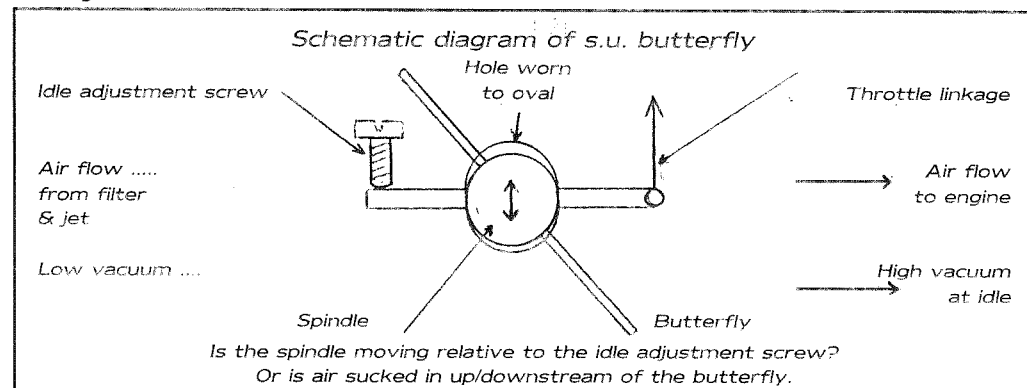
Then a second explanation began to dawn on me and a recent chat with Nick Lord (Spit I/II/III sec.) confirms that this is probably the correct one. Air is sucked into the carb after the jet and weakens the mixture but this is not normally significant and can be compensated for by tweaking the mixture adjustment. However, one side of the oval is 'upstream' of the butterfly and the other side is 'downstream'. The downstream side is at a much higher vacuum on overrun and idle because the butterfly is almost shut. Under throttle, the spindle is pulled to the end of the oval which allows most air to be drawn in under the vacuum downstream of the butterfly. When the pedal is released the spindle moves to the other end of the hole where least air is drawn into the carb but, as in the first theory, this takes a few seconds to happen and during this time, the idle mixture is much weaker due to more air being drawn in when the carb is passing very little fuel/air anyway. This reduces engine revs until the spindle returns to the other end of the oval after a few seconds.

If the conditions are right, and the rpm. falls too far, the engine stalls and you are left 'Oeuf sur la visage' fumbling for the key to re-start.

Diagnosis

The obvious one, is the symptom itself! Whilst in neutral, rev the engine and then release the throttle. The revs will fall to the lowest point after one or two seconds, and recover back to the normal tickover in five to ten seconds. However, this could be caused by a

tuning problem so double check. Lift the bonnet and locate the throttle spindle linkage (but first, check that your jar of swarfega isn't empty). There are two linkages between the carbs and the one in question is nearest the engine. With the engine running, waggle the spindle up and down at each end (don't rotate the spindle). If there is any wear, you will feel the slackness in the spindle and also hear the engine revs rise and fall.



How to cure it - the problem can be fixed in one of four ways:

- 1) Set the idle speed faster, so that the revs never fall sufficiently to allow the engine to stall. This method doesn't cure the problem, but it is cheap and easy (Cost: one screwdriver and, if you really want to go to town, a carb balancer) however the situation was so bad on my car that I had to set tickover at 1200 rpm! It is a good interim measure before trying 3 or 4 below (and one that you, or a previous owner has probably already done).
- 2) Attach a spring (or elastic band) to hold the spindle at one end of the oval hole and tweak the idle speed to suit (possibly mixture as well). This will allow you to set a reasonable idle speed but although the symptom is cured, increased wear will ensue and frequent idle speed and mixture adjustment may be required.
- 3) Buy a new carb. body or, more likely, a new carburettor! This could be expensive and cheaper second-hand ones may have this problem already.
- 4) Have the carb. body re-conditioned by a specialist. I stripped my carbs down and took them to Burlen Services who are SU. agents. They bored out the butterfly holes and fitted bushes which are the right size to take standard spindles. The bushes are harder than the spindles, so if any wear does occur in the future it will be the spindles which need replacing. The cost of this was £28 (£14 per carb. but this was done two years ago so the price may have changed) and includes new spindles and butterflies. Note that the new butterflies are the plain type which flow better (top end power) but cause a 'pop, popping' on overrun (unburnt fuel due to very weak mixture, igniting on hot spots in the exhaust). This is not detrimental, but purists with later 1500's might retain their original butterflies with overrun popout valves.

My thanks to Norman of 'Spitbits' for suggesting that I write this article, Nick Lord for confirming my suspicions regarding the explanations and Burlen Fuel Systems, Spitfire House, Castle Road, Salisbury, Wilts SP1 3SA. (0722) 412500.

Waxyoyl Sprayer Spares

Okay! Hands up, those of you who have mis-laid the spraying tip of your pistol sprayer. The last job you did used the 'Nail in the Tube' extension, right? Waxyoyl don't appear to sell the tip separately. Well you could buy the complete pistol and pump kit (£8), or you could write off to Finnigans for a replacement (20 pence, a crawling letter and wait a bit). However a company called Hozlock make a range of equipment for spraying weed killer and pesticides called Killaspray (winner of 'The most un-original Trade Name' award!). The spraying parts are identical and spare spraying tips are available for the princely sum of 99p! One of my local DIY warehouse stores (Homebase) carries a good range, including spares. Most Garden Centres also carry the range. An interesting variation in the Killaspray system is a 'Lance Sprayer'. Imagine the Waxyoyl pistol, but with the spraying tip on a 14 inch extension metal tube. It's good for getting at the nooks and crannies inside doors. You will need three items to make a complete unit, a 'Lance Sprayer', 'Lance Handle' and a 'Dual Operation Tap'.



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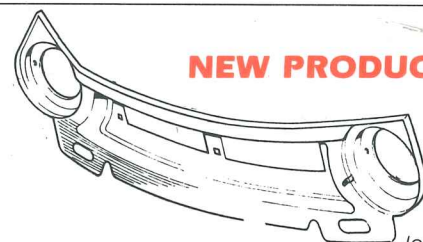
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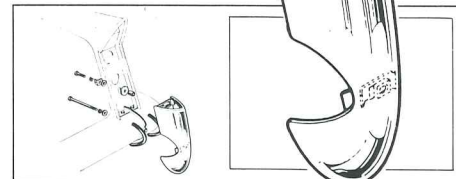
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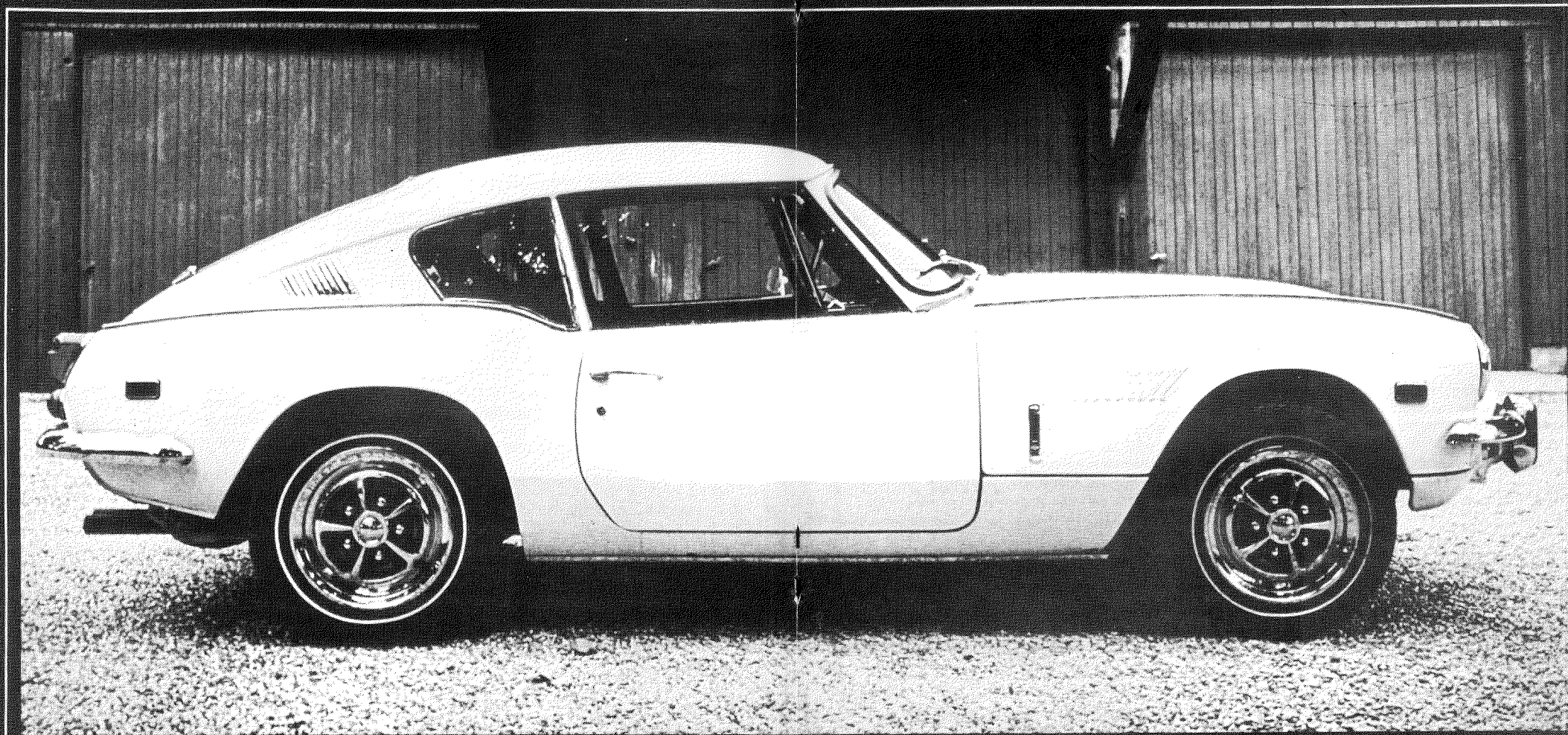
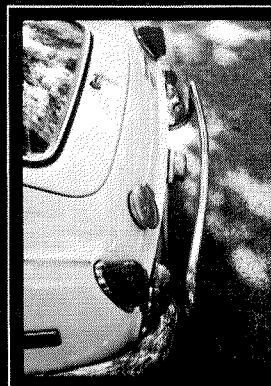
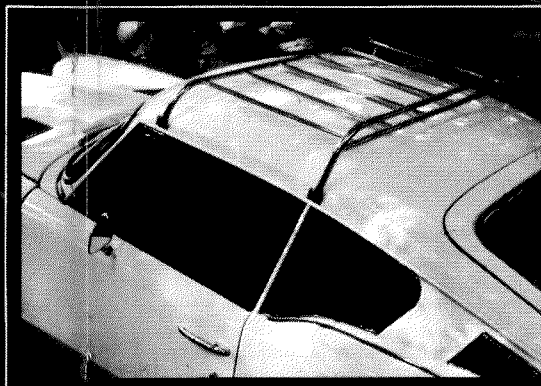
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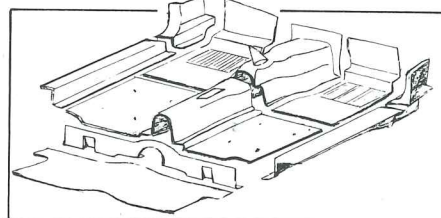
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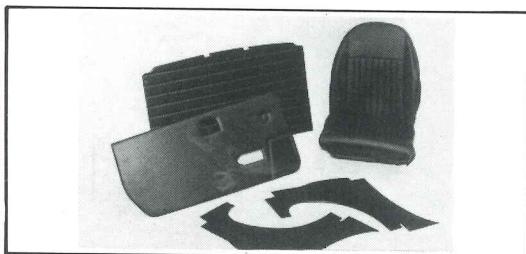
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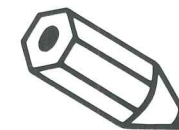
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Pen to Paper



RE: TWO LOGS NEARER HEAVEN

I am indebted to Jon Maybe for encouraging me to have a second look at my design to set the passenger seat higher up to suit a young person. I consulted two engineers, mechanical and structural. Both said that a full analysis of the forces produced by a crash would be very complex and full of variables and recommended treating the subject by comparison.

The Spitfire's passenger accommodation was presumably designed and is accepted as safe enough for the largest adult that could fit. My design was for a child of about half the mass and not as tall as an adult. If larger, he or she wouldn't fit.

In a front end crash, the inertia of the seated passenger (and driver) is taken by the seat belt. With my risers in place, the seat belt actually takes up a better position over the body of a child. The stresses on the seat bolts are little different from the unmodified layout with regard to shear and tension, ie: shear on all bolts and most of comparatively low upward tension on the rear bolts pivoting round the front bottom corner of the assembly. I was careful to specify the same bolts which are accepted as adequate.

In a rear end crash, the inertia is taken by the seat, the forces on the bolts being similarly arranged but 'back to front', ie: most upward tension, larger than for the frontal crash, on the front bolts pivoted round the rear bottom corner of the assembly. If the bolts were adequate for an adult, they must be adequate for a child of half the mass.

The impact of an even smaller child hitting the back of the seat in a frontal crash can involve forces no greater than the above stated rear end crash.

Both the engineers I consulted laughed at the idea that beams of wood of the dimensions I specified would break in the 11 1/2" between the forward floor and rear seat attachment bolts, before the bolts or the floor would fail. The only area left in doubt is the ability of the wood to withstand splitting particularly at the rear seat attachment point.

I would therefore recommend that the wood is extended rearwards to leave about 2" between the back of the rear nut slot and the end of the wood or, for the utmost safety, use 2 1/2" or 3" long bolts all round clamping almost all the wood between head and nut by adjusting the depth of the counter-bores and nutsloths.

All that guff about unrestrained children in back seats, of boot lid hinges failing and boot lids becoming guillotines is nothing more than professional lobbyists' scare mongering. In a front end crash, it's no different from any unrestrained adult or child in the back of any 4-seater. Until the retrofit of rear belts is mandatory, you make your own decision. In a rear crash, the failure of boot lid hinges etc. would apply to every 2 or 4 - seater drophead, Spitfire, Vitesse or of any other make. It's got nothing to do with my seat risers. In the meantime, keep a careful watch through your rear view mirror, lest a spiritedly driven GT6 becomes your rear end accident!

J.N.C.Richardson - Stockport

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Kit Car Insurance

Mr. Yeoman's letter relating to kit car insurance has served to heighten my own disillusion with the scheme.

About 2 years ago I was urging all and sundry to join the club, not least because of the insurance scheme. After months of the blanket advertising more detail was published, with an exclusion for Northern Ireland. I was considerably annoyed. Now before you all leap to point out that several insurance companies have ceased trading here, may I point out two things.

1. Any damage caused by civil disturbance is compensated for by the NI Office and affects no insurance company.
2. The scheme is advertised for all members.

Despite other insurance firms pulling out - and there are many reputable names still dealing here - how many club cars (including kit cars) are eligible for insurance cover in Ulster. Not many I wager - and therefore a small risk. Where is the service to members?

Coincidentally, I am the same age as Mr. Yeoman, with the same model Spartan nearly completed. It will be interesting to see what insurance problems I meet.

Since joining TSSC the magazine has blossomed into a really worthwhile technical handbook and I look forward to receiving it each month, almost invariably on the 1st. To those of you who flinch at the mention of a kit car, I must say that I bought my Herald as scrap from an owner who believed it to be beyond mechanical repair. Being new to the model, so did I. As dismantling progressed, and eventually aided by the TSSC magazine, I realised that it was far from beyond saving, but too late. However, I have spend almost £1000 on new parts which helps continue the demand for us all, and inspired by the Herald, I bought a 13/60 Convertible as well.

Should any of you consider a holiday in Ulster, don't be put off. We have superb scenery and fishing. The 'troubles' - well what about Trafalgar Sq. recently? Toxteth, Bristol, Hungerford, Broadwater Farm, Brixton - some of them predictable areas - as ours are. Come on over - incidentally I am third generation London born despite the name.

And in conclusion, has anyone a spare *plainslider* for a Spitfire seat assembly? In return I have a sound Herald fuel tank, Herald heater and a large speedometer unit. I would post the speedo-head. No charge for any of these. Phone Belfast 428428.

Club cars in Ulster Folk & Transport Museum. There is an Amphicar on display at the Witham St. Gallery in Belfast - on long loan.

Also there is a Herald in store at the UFTM at Holywood, significant to Ulster because it was assembled by Clarence Engineering in Belfast. It is in an unfortunate colour of khaki brown.

M.B.Slattery - N.Ireland

WEEKEND IN CYPRUS

I thought that your readers may be interested in the details of a recent weekend which I spent in Cyprus. En-route to the beach and yet another glass of Kokkinelli; imagine my surprise when coming down the street was a superb Convertible Herald. Normally, of course, it would have caught my eye anyway - but the fact that it was bright pink made it unmistakable.

This was, however, not the first, or last, Triumph we spotted that weekend. The first was a red Herald Convertible lurking at RAF Akrotiri. The last were two languishing in a Cypriot scrapyard. Both were easily restorable! In between we spotted another dozen Heralds and Vitesses, mostly Convertibles (not surprisingly), mostly in good condition and mostly blaring loud music with blonde Swedes in the back! The best was a superb black and white Vitesse Saloon in a showroom. However, I couldn't see the price.

As you can imagine there were loads of cars/orries from the 50's/60's including Volvos, MGBs, Jaguars, VWs - but precious few Fords!!

As a footnote I reckon that there must be about 150 Heralds, Vitesses and Spitfires in Cyprus. Rich pickings for the Club - or did it know already.

Bill Eaton - RAF Laarbruch

RUNNING-ON

Owning a Vitesse MkII and GT6 MkIII both of which give me problems with running-on I was surprised some months ago to stumble upon a solution.

The problems can be solved if the tickover can be reduced from 850 rpm to under 500 rpm prior to turning off the ignition. This can be achieved by (1) turning the headlights on, (2) blipping the throttle

(giving a temporary over rich mixture) and/or (3) turning on the heated rear screen. Simply the greater the electrical load the slower the rpm.

I had toyed with the idea of a switchable ballast resistor in the ignition or some sort of gigantic switchable resistor across the battery (but common-sense prevailed).

All the above ideas incidentally will backfire on the absent-minded owner!

Ray Vinters - Redditch

Buying Secondhand

Now that the Club is offering alloy wheels it might be the time to issue a warning regarding buying secondhand. If you buy wheels that are corroded, do clean them up and inspect them properly before use. It goes without saying that if they are cracked (even hairline...) or have been kerbed then they should be binned.

Less obvious, but just as important, make sure that you use the right wheel nuts and that they are done up properly!!! Most alloy wheels require nuts with a large shoulder to spread the load - standard wheel nuts will NOT do. You have been warned.

Unfortunately, I did not heed the above and lost a wheel from my 1200 Saloon at about 45 mph. The result was not entirely pleasant, although I was only shaken, not hurt, the damage done to the car was fairly expensive....could have been worse.

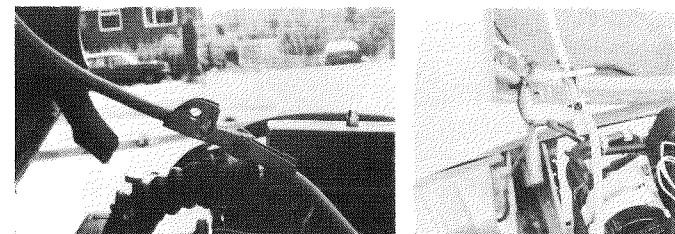
If anybody out there has a 100 + 18 spoke cast wheel, 5.5 x 13 (photo on page 16 Bond Turning Circle) going cheap, I would like to hear from them as the one I lost ended up in two bits! They can reach me on 0793 484556 at the office. I need a bonnet as well, steel or 'glass'.

John Watson - Swindon

GT6 Bonnet Stays

In answer to Chrissie Sheldon's plea about how to stop gusts of wind blowing her GT6 bonnet shut (The Courier May 1990 page 53), perhaps she and other GT6 owners would be interested in my solution.

It involves welding two plates onto the support strut channel and drilling a hole through them so that a bolt (or a 'pip' pin as I used) can be inserted. 'Pip' pins should be obtainable from good motorsport competition suppliers but a hole and some sort of retaining pin would be just as well. Properly done, I can't imagine any wind getting round this solution. I enclose photographs to illustrate the above.



Michael Garbutt - Wolverhampton

Club Association

I read with interest Neil Oakman's Anglia Report in Area News Review May 1990. However, Neil omitted to mention that of the nearly forty people who attended the April meeting, fifteen were associated with the TR Drivers Club, who regularly support the meetings. Also, TRDC is responsible for arranging the video show on welding (May), treasure hunt (July), and talk by Bill Blydenstein (November), which Neil will no doubt mention in due course. The local association between TSSC and TRDC is proving to be of benefit to both clubs, and I hope to see it continue for some time.

Graham Slater - Cambridge Area Sec. TRDC.

Check Your Pressure

After reading John Thomason's article Spitfire IV/1500 Register Courier 116 on a matter of lubrication, I would like to add to the list of possible oil leaks which applies to all club car engines.

It is *excessive oil pressure* to be found mostly on rebuilt or original low mileage engines leading to leaking seals and gaskets if not checked. A simple check of the oil pressure with a suitable gauge screwed into the block in place of the oil pressure switch will reveal what the pressure is.

Hot & Cold engine readings should be taken and if found to be above 75lbs cold and 60lbs hot at 2-3000 revs, adjust by adding a suitable washer or Part No. 501258 under pressure relief valve cap until pressure is correct. Ideally at idle on a hot engine your pressure should not be less than 25lbs. By checking your pressure you will also discover just how good or bad your engine is.

High oil pressure was found on 3-Mk3 Spitfire engines that I have rebuilt and most recently a (low mileage genuine) 1500 Spitfire I was working on had the problem also. I have heard of a 2 litre Vitesse with this fault also. I hope this information is useful to members.

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CAN WE



TRUST THE TRUST?

David Fairhead - London

My first Triumph was a Herald 13/60 convertible. It had been sprayed a non-original metallic blue, but it looked good and compared to my Austin A-30, it really moved. (Then again, compared to my A-30, a snail really moved). I saw two good summers in the Herald, and three where the roof leaked. Gradually the metallic blue became an oxide hue and in 1989, after five years of not entirely trouble-free motoring, I traded it in for a Vitesse. Phew, six cylinders! Wow, twin headlights! Blimey Guv, wooden bits on the doors! Oh, holes in the floor...

The Vitesse is my car, the car that I use every day, to travel to work, to go to the shops, to collect parking tickets. Perhaps there have been times, particularly when the roof is leaking on me, or when it's overheating again, that I've thought about something newer, but I remind myself that newer also means cost, newer means bland, newer means boring. I like my car, it isn't just a machine that gets me from A to B, it is something that lets me enjoy the bit in between. And ever since I joined the AA, I've felt entirely confident driving it. Although my friends might disagree, I don't think I'm obsessed by the Triumph Vitesse. It is just that

a spare day can't go past without at least one little look under the bonnet. It's so relaxing, perhaps almost therapeutic, tinkering with engines. One of the 'joys' of ownership is, of course, the ease with which the vehicle can be worked on, and the straightforward nature of it's mechanics. Then I can fix. But bodywork. No mate. Not here. That'll cost you. You see, my car is not in concours condition, and it never will be.

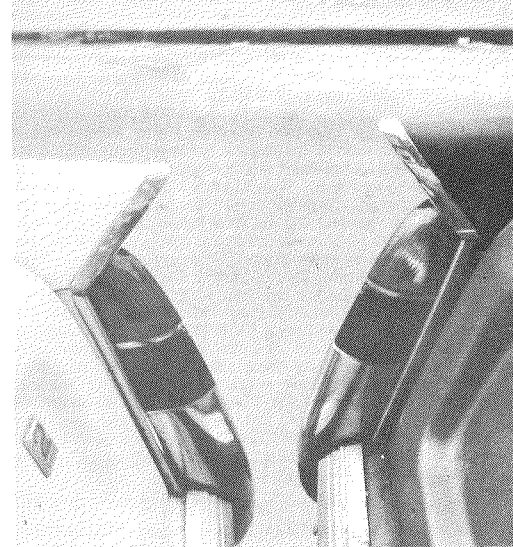
Yes, my car has the dreaded tin worm slowly and discreetly creeping through it, bubbling the paintwork around panel-joints and dropping the fit of the doors. I suppose that at least the rain can

drain out of the floor. Every now and again, when I discover a piece of hidden paintwork unmarked by rust, or oil, or scuff, I can daydream about when the car left the factory, and who owned it then. And I look in the reprint of my official workshop manual and drool over the exploded views of the body panels. And I imagine what my car could be like if I could simply replace what's left of my boot floor with the one-piece pressing illustrated in the book. Or the rear floor pan. Or the front valance. We could be here all day...

And so I'll ring up Bill at Six Spares, and we'll talk Vitesse for fifteen minutes or so, because he knows every little bit and because he's too polite to tell me to off. And I'll ring up Mike at Chiswick Car Craft and chat to him. But Mike is always busy repairing holes in the undersides of Triumphs, and probably would tell me to off, so I don't disturb him for long.

What I ask Bill and Mike about is BMIHT, The British Motor Industry Heritage Trust, because hardly a month goes past without some mention of them in the motoring press, or even indeed The Courier. A whole new MGB body shell. New B posts and wings for the TR6, Spitfire Bonnets. These are exciting developments, and are to be applauded. Hurrah! Three cheers for BMIHT!

But who are BMIHT? I've noticed that they 'approve' things, like Morris Minor centres, and MG



specialists. They have a strange little logo, which looks like the Starship Enterprise after a traffic shunt (and I've always been a little suspicious about dodgy logos). Who are these guys? And why do they only re-manufacture parts for such a small range of cars? Why don't they make bits for Vitesse's? Or Heralds? Or GT6's!

I have my suspicions. Little hints appear in The Courier every now and again. Bill spreads a little bit of gossip. Wags in the trade call them MG Heritage. Perhaps it's being run by the same group of people who oversaw the demise of the car industry proper? Or are they a bunch of old buffers who consider that the MG and the TR are the only cars worth preserving? Or perhaps they're a cartel of concours-obsessed elitists who believe that exclusivity is preferable to repair. Whoever they are, they really Nothing personal you understand, just an intense irritation verging on the psychotic. It's quite simple. A small group of people are withholding the very things that could save thousands of Heralds and Vitesse's like mine.

To be fair (but only for a moment), it's highly unlikely that all the tooling for the cars still exists, not unless British Leyland packed it all very carefully away. (I think we can assume that it no longer all exists...). But some of it, perhaps most of it, is probably sitting in a warehouse in the Midlands, rusting slowly and doing **nothing**. Why is it doing nothing? What is going on inside the

Motor Heritage offices that is denying us the bits we need? They are sitting on a goldmine. I wish that they were sitting on a volcano, because it might make them do something.

As you must know by now, The Triumph Sports Six Club is the second biggest of its type in the country. It serves a social function (if you like sitting in dingy pubs, drinking beer with fellow obsessives), and it serves a practical function: to advise on technical matters, and to encourage spart-part availability. Some months ago a positive step was taken. A letter was written to British Motor Heritage. Club members around the country held their breath for a month. After many fatalities, nothing happened. As memory serves me, and it doesn't all the time, the letter received no response. So now the time for polite letters to Motor Heritage is passed. Don't these people know who they're dealing with? They are dealing with the Triumph Sports Six Club.

Now is the time for action. Agitate, Disorientate, but don't Destroy. Pressure needs to be applied. I'm pretty sure that petitions get as far as the dustbin, but it's always an option. How about some more defamatory articles in The Courier. Are any members of the Club journalists - how about an expose in the motoring section of your paper? (It might get syndicated...) I see television documen-



kissing mv car - or looking for clues!!

taries, I see billboard campaigns, I see questions in the house. However it's done, I wouldn't mind a response from Heritate though....

Because unless the people who run Heritage can be persuaded otherwise, very soon Mike at Chiswick Car Craft will no longer have any original metal left to weld to, and people like Bill, running companies like Six Spares will go under because they try once too often to re-manufacture an item that could already exist.

Something is rotten in the Motor Heritage Trust, and it isn't the floorpans.



Above: Michelotti's styling for the Herald had a strong identity and served the model throughout its 12 year production life with no radical alterations.

BUYING A HERALD OR VITESSE

Following on from last months feature on buying a GT6 this month with Practical Classics we look at the Herald/Vitesse range of Club Cars.

Michael Brisby discusses the very popular small Triumphs and what to look for when buying one.

THE Triumph Herald and its larger engined sister, the Vitesse, have now been out of production for ten years and they are still remembered with affection by many thousands of people who knew the model in its younger days. But the Herald in all its forms is more than a memory. Over the two or three years an increasing number of enthusiasts have turned their attention to preserving the cars - witness the growing club support for them.

There are several reasons for the "discovery" of the Herald and Vitesse - during its twelve years production life the Herald enjoyed a reputation for being easy to drive, notably easy to maintain and

cheap to run and those qualities make the cars attractive to those who wish to restore and run an old car without spending a fortune. The fact that the Herald enjoyed such a long production life and was produced in such a variety of forms has meant that the enthusiast has plenty of cars to choose from without having to contend with rarity value, and a healthy number of spares and repair specialists to call on. The trend towards looking after

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Heralds and Vitesse predictably started with the more recent, faster and open versions, but has now grown to include estate car, early examples of all types, vans and also the coupe, which at least one Herald expert considers likely to become particularly sought after. Cars in good condition are still readily available, but there is increasing evidence to show that quite a few cars suitable for restoration are being bought, particularly by those attempting their first old car restoration. The Herald family are not without their design limitations which largely reflect cost cutting at the initial design stage, although that did not extend to the general standard of finish or equipment. In fact the Herald family represents an interesting and, in many ways, attractive reflection of motoring in the sixties.

THE HISTORY

Triumph cars first appeared in 1923 and in their early years were quite unremarkable apart from their early adoption of hydraulic braking (1927/8), but despite this Triumph survived the depression and by the mid-thirties were producing some rather elegant cars comparable with the medium sized products of S.S. (later to become Jaguar) and MG. However, the Coventry based company were not in a strong financial position and were taken over by the much older established Standard Motor Company in 1944. The post-war Standard Vanguard and Triumph range attracted a lot of attention with distinctive looking cars like the tear-drop Vanguard, the razor edge style Triumph saloons and the slightly controversial Triumph Roadster, but these cars were not huge sales successes and Triumph had no saloon after 1954 until the arrival of the Herald in 1959.



The Herald Coupe is now comparatively rare. The roof section was not intended to be removable and the Herald Convertible proved to be a better sales prospect.



The Herald 12/50 was current from 1963-67 and boasted about 11 b.h.p. more than the standard 1200. It was sold in saloon form only.



The van version of the Herald, known as the Courier did not share the same sales success as the saloon and is now hard to find.

For most of the Fifties Standard Triumph had been sustained by the successes of the Ferguson tractor (which initially used a petrol paraffin version of the Vanguard wet-liner four cylinder engine) and the remarkably effective Triumph TR sports cars (which also used a developed version of the Vanguard engine). By the mid-fifties it was very apparent that the British market urgently needed new designs for its small car ranges (the Standard 8 and 10 being spent forces) and

that Standard Triumph would not survive without a contender. The production figures and the long life of the basic design show clearly that Standard Triumph came up with the right car and its success probably played a very large part in making possible the later production of the Triumph 2000, the link up with Rover and later absorption of Alvis, and the prominent role ST subsequently played in British Leyland.



The Herald in estate car form is a useful and economical family workhorse.



The 13/60 Herald, seen here in its attractive convertible form, inherited the Vitesse "slant eye" look bonnet but with only two headlamps.

DESIGN

In the motor industry it was probably common knowledge that BMC were working on the Mini and Ford were only slightly behind with the Ford Anglia. If Triumph were not to miss the

boat the Herald had to be introduced quickly. In the circumstances it is therefore not at all surprising that Standard-Triumph chose to turn the clock back and revert to basing the new car on a separate chassis. In addition to being quicker to design and cheaper to tool up for

the use of a separate chassis provided the opportunity to contemplate van, plus estate car versions, a convertible and a coupe and the basic saloon without any major design alterations.

Obviously those who made the decisions at Standard-Triumph felt very strongly that all-independent suspension was a strong selling point and included it in the Herald's specification. The front suspension and rack and pinion steering assembly was of excellent design although the desire to provide a very tight turning circle making the car especially easy to park did impose what some might consider unacceptable loads on the suspension and tyres.

The rear suspension was rather a different story. In the mid-fifties there was already plenty of information about the limitations of swing-axle suspension and using the transverse leaf spring as both a suspension medium and a locating member was known to be a cheap rather than satisfactory practice. It was also well known that to work properly any form of independent suspension should be mounted on a stiff structure, but while the Herald chassis had adequate beam strength (resistance to folding in the middle), it was short of torsional rigidity (resistance to twisting).

The combination of a chassis that flexed and swing axles that could tuck under producing sudden, violent oversteer could be unpleasant if the car was driven unusually hard. However, most owners probably never experienced any difficulty in thousands of miles of motoring, but it is significant that when the factory revised the rear suspension of the later Vitesse (and some of the GT6) the cars behaved very much better - just as well since those cars were considerably faster than the first

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948c.c. Heralds and had less favourable weight distribution. Considering that tooling and manufacturing costs were kept to a minimum it is surprising that Triumph chose to give the Herald a one-piece forward hinged bonnet and wing assembly. Such an arrangement calls for accurate pressings and skill and time on the assembly line to ensure a good fit. As the front bumper was built-in to the bonnet assembly the front of the car was "accident-prone", but the excellent access to the engine and front suspension probably made up for the potential disadvantages (across to the gearbox and clutch was also extremely good thanks to an easily removed cover).

While the Standard Ten engine, a 948 c.c. overhead valve four, was by no means a recent design it had proved itself a tough little worker and gave the Herald respectable performance and good economy. It was later enlarged to 1147c.c. for the Herald 1200 and then 1296 c.c. for the 13/60 (it was given a revised cylinder head in this form).

To extend the Herald range up-market the Vitesse was created by taking the Vanguard six-cylinder engine in 1600 c.c. form and offering the car in saloon and convertible form (some Vitesse estate cars were sold). The intention was to provide a smooth, flexible and still economical fast tourer which had no direct rivals and sales were encouraging.

More flexibility and performance were added to the mix by increasing the capacity of the Vitesse to 2-litres and rather late in the day Triumph seems to have realised that they had produced a fast car which urgently needed better regulated rear suspension behaviour. It is a pity that the Herald family did not have this double wishbone rear suspension from the beginning, but when making such comments it pays to



At first the Vitesse had a 1600 c.c. engine, but the 2-litre provided even more smooth torque and usefully increased the top speed (95 m.p.h.). remember that the Herald and Vitesse sold well at a time when the British manufacturers were enjoying record production figures.



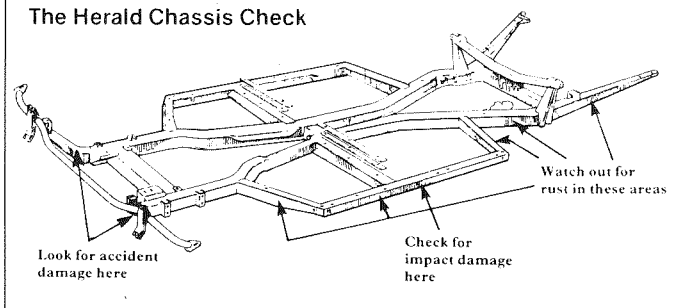
A late 2-litre Vitesse Convertible. These cars benefitted considerably from having very much improved rear suspension, and in this form the Vitesse is the most sought after of the Herald family.

WHAT TO LOOK FOR - THE CHASSIS

My own experience with Heralds convinced me that they can suffer from quite severe rust damage to the chassis and it cannot be properly repaired unless the body is lifted off the chassis, for the simple reason that there is not enough room between the chassis and the shell to weld in new sections properly. Trying to put things right with the body on the chassis is, in my opinion, a waste of time. The first time restorer should look for a car with a totally sound chassis and some minor bodywork tidying to tackle - more experienced people or those prepared to pay a large amount for professional repairs can contemplate a car needing chassis repairs but should be prepared to lift the body off the chassis to allow them to be carried out.

I would not recommend patching or wrapping rusted areas of the chassis - the safe and lasting way to affect repairs is to cut out rusted areas and weld in new sections.

The Herald Chassis Check



The chassis examination can start at the front with the bonnet raised. Look for signs of accident damage - if the chassis is visibly twisted look no further since proper repair is not for the beginner and there are still plenty of good Heralds and Vitesse to choose from.

Behind the front wheels below the front of the footwells the chassis extends out towards the sill area from the main chassis rails running down the centre of the car. These outriggers are directly in the path of all the road dirt that the front wheels can throw up and should be checked.

The sills themselves are not structural - it is the perimeter rail that runs behind them that is important. This rail collects mud and is very prone to rust attack. If there are signs that the rail has been bent due to side impact treat the chassis with great caution, it is quite likely to be scrap.

At the rear, just ahead of the rear wheels the chassis section running from the sill area towards the two main rails also houses a radius arm which is crucial to the safe location of the rear wheels. Check it. Later Herald chassis had main rails that dipped in the region of the cross-member carrying the differential and unfortunately an accumulation of dirt here can cause rot to set in - probe this area with a screwdriver.

Behind the differential the chassis splay out towards the rear corners of the car and this is another rust-prone area, but it can also show up rear impact damage.

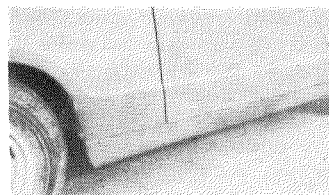
Repair sections for the chassis are widely available and relatively easy to fit but remember that to fit them properly the body has to be lifted off the chassis. When looking over a car with a view to buying it do not trust your eyesight and the seller's assurances - use a screwdriver to poke at the frame and find out the truth.

THE BODY

With a model range that dates back to 1959 and where the youngest examples are now ten years old a rust-free, unrestored car is not all that common despite the fact that the Herald and Vitesse rust no more seriously than other cars of their age.

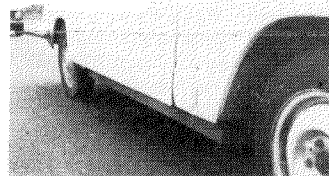
As mentioned earlier, the sills are not part of the car's structure. They are attached by screws and although it looks untidy there is no harm in running the car without sills - it does allow a close examination of the outer chassis rail to be made. The joint between the rear of the sill and the rear wing is often filled to cover rust damage.

More rust damage occurs on the rear wings around the rear wheel arches and the cause is the double skinned area where the wheel arch meets the wing. Look at the wing lip closely for signs of filler and run your fingers just inside the edge in case filler has



When buying a Herald or Vitesse you are strongly advised to get the car off the ground and examine the chassis very closely. The outer perimeter chassis rail is attached to the main rails by outriggers and is hidden behind the non-load-bearing sill. Note that the bottom edges of the rear wing and door are rusty and will require attention on this car.

The rear wings are made in two sections - one above the moulding line and one below. Sometimes the rust sets in at the spot welded joint, and it should be remembered that if you can get a rear wing they are not all that easy to fit.

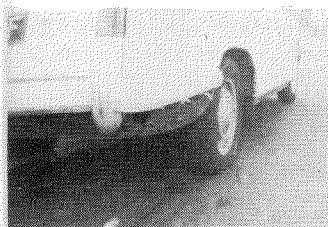


A convertible being run without sills reveals the rust-prone outer rail. The front out-rigger gets attacked by road dirt thrown up by the front wheels. The rear out-rigger is the mounting point for the rear suspension radius arm. The very bad alignment of the bonnet and door moulding line and the tapering gap between the panels strongly suggests frontal accident damage.

The rear quarters, below the rear wing and including part of the rear bumper section are known as rust black spots, but new sections are available and rusted metal here does not affect the structure.

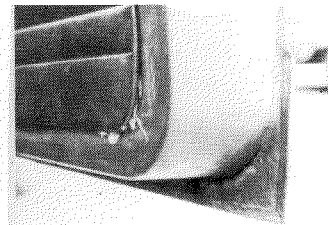
If the car being examined is an estate car or van take a close look at the tailgate - if the rust has got a hold finding a replacement in good condition or repairing the original could be difficult. The boot floor should be

looked over paying special attention to rear corners where the body attaches to the chassis.



The moulding which forms the bumper and the panel below it are often attacked by rust, but rot in the chassis legs aft of the back axle is a more serious problem. Most serious chassis repairs mean lifting the body off to get proper access.

The floor pan itself should be looked at especially on a convertible where water can easily get in and be retained by the carpets. Incidentally, the original carpets are moulded and cannot be reproduced - replacements will have to be made in sections - if you find a car with good original carpets you are fortunate.



Examine the bottom of the doors very carefully, new doors are not available and if the frame is rotten trying to re-skin the door is not a job to be underestimated.

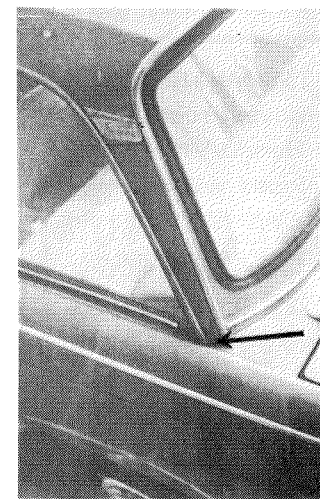
I have found Heralds with a polythene bag below the carpets to keep the legs of the driver dry so pay particular attention to the forward end of the footwells in your search for rot.

As with any other car which is no longer in production doors are a problem. You will be lucky to find new doors, there are plenty of Herald and Vitesse owners looking for good ones already and repairing or re-skinning rusty doors is not easy. It therefore pays to pay close attention to the bottom of the doors,

particularly the inside of the lip where the skin wraps around the frame. Swelling seams or filler here are ominous signs of trouble. The bonnet assembly should be high on the list of deciding factors when buying a Herald or Vitesse. If the bonnet fitted to the car is damaged by rust or accident do not assume that a replacement will be readily obtainable or that repair is easy.

Some Heralds may well have had an incorrect bonnet fitted, and it is possible to find an early example which has been modernised with a 13/60 or Vitesse bonnet. If you want your car to be "correct" remember that bonnets are in very short supply.

Start by examining the lower edges of the bonnet to see if rust has got a hold and then check the bonnet fit. The side catches should operate without undue force and the gaps between the sill, door and scuttle top should all be parallel and not excessively wide. The bonnet and its catches are adjustable on their mountings but if there has been accident damage getting the bonnet to fit correctly can be extremely difficult.



Rust has set in at the base of the roof and at the top edge of the wing. The roof section can be unbolted from a saloon but there are internal differences between the saloon and convertible body structure in the door pillar area and conversions are not recommended.

INTERIOR

Obviously there are major differences between the interior trim of saloons, coupes, vans, estate cars, convertibles, Heralds and Vitesse and between various model years of the range. Some parts of the trim are still available, but many items are not so the condition of the interior is important and should be taken into account when deciding the car's value.

Several people have told us that fitting a new hood to the convertible is neither easy or cheap and while it is theoretically possible to buy a saloon, unbolt the roof and convert the car to open form the panels required, the hood frame and the trim to create a convertible are very likely to be extremely hard to come by - you have been warned. The only



The Herald and Vitesse owners enjoy superb access to the engine and front suspension but the one-piece bonnet is prone to accident damage and rust attack. A bonnet like this is probably beyond repair by most home restorers and while good secondhand bonnets are very hard to come by, new ones are pretty well non-existent.

compensation for those determined to buy a saloon and take the roof off is that if the chassis is sound no structural problems will be experienced.

TSSC WARNING

Removing roofs from Herald/Vitesse Saloons will almost certainly null and void your insurance

ONLY SOLUTION NEW CONVERTIBLE REAR SECTION!!!

MECHANICAL

You can expect no great problems about obtaining most wearing parts for the Herald and Vitesse, further benefits include a reputation for lasting well provided maintenance is not neglected (this applies particularly to the front suspension and steering). Both the Herald and Vitesse are relatively easy to work on and there are no notorious weaknesses.

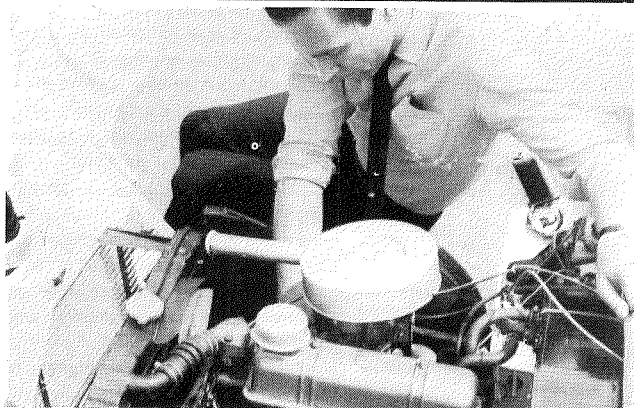
Engine and transmission switches are quite possible between the various versions of Herald and Vitesse but fitting the much better rear suspension from a late Vitesse to an earlier car is not straightforward. More performance is readily available for all the Heralds by fitting a larger engine or borrowing performance parts from Spitfires. A six cylinder engine can be fitted in place of the four but the brakes and suspension should be matched to the engine.

ON THE ROAD

Anything less than an extremely well-preserved Herald or Vitesse is not particularly quiet by

THE RANGE

Model Description	When Made	Number Built
Herald Saloon 948cc	April 1959-March 1961	*(inc S) 76,860
Herald Coupe (twin carb) 948cc	April 1959-June 1961	15,153
Herald Convertible 948cc	March 1960-June 1961	8,262
Herald 'S' Saloon 948cc	February 1961-Jan 1964	*See above
Herald 1200 Saloon 1147cc	April 1961-December 1970	201,142
Herald 1200 Coupe 1147cc	April 1961-October 1964	5,329
Herald 1200 Convertible 1147cc	April 1961-September 1967	43,295
Herald 1200 Estate 1147cc	May 1961-September 1967	39,819
Herald 1200 Courier Van 1147cc	February 1962-October 1964	5,000
Herald 12/50 Saloon 1147cc	March 1963-September 1967	53,267
Herald 13/60 Saloon 1296cc	October 1967-January 1971	40,433
Herald 13/60 Convertible 1296cc	October 1967-April 1971	11,772
Herald 13/60 Estate 1296cc	October 1967-April 1971	15,467
Approximately a further 15,000 13/60s were exported in "knockdown" form.		
Vitesse Six Saloon 1596cc	May 1962-September 1966	22,814
Vitesse Six Convertible 1596cc	May 1962-September 1966	8,447
Vitesse 2L Saloon 1998cc	October 1966-October 1968	7,328
Vitesse 2L Convertible 1998cc	October 1966-October 1968	3,502
Vitesse 2L Mk 2 Saloon 1998cc	October 1968-March 1971	5,649
Vitesse 2L Mk 2 Con/ble 1998cc	October 1968-March 1971	3,472



Accessibility! That was the big plus with this Triumph bonnet design and one of the factors in the Herald/Vitesse sales of over half a million.

modern standards, especially when the smaller engines are asked to work hard or in a convertible with the hood raised when you can expect some rattles.

The steering and braking should be light and positive and the gear-change easy if not as light and sweet as that on some more modern cars.

The road manners of the car should be quite good at normal speeds and it has to be admitted that some enthusiastic Herald and Vitesse owners do not share any reservations about the high speed cornering behaviour. If the car appears to crab be very careful to find out why, paying great attention to the rear suspension radius arm location just in-board and ahead of the rear wheels.

First produced by Practical Classic October 1981



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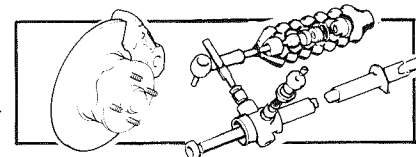
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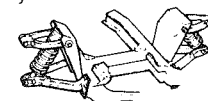
Prices:

Herald/Spitfire to 67/Vitesse 6 £49.50 each exchange.Plus VAT.
Herald/Spitfire 67 on £36.00 each exchange.Plus VAT.
Vitesse 2ltr/GT6 £46.00 each exchange.Plus VAT.



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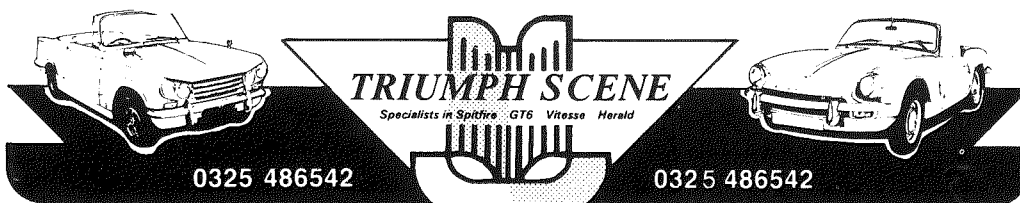


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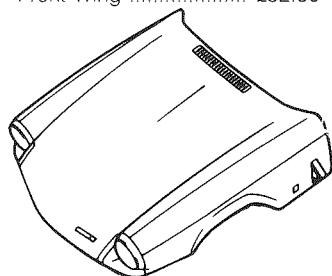
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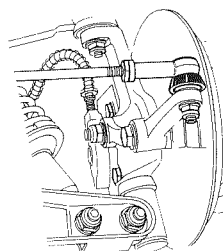


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Donington Park Finish

NORWICH UNION CLASSIC

Simon Adamson

THE Norwich Union R.A.C. Classic Run is now in its 5th year, and eligible cars must be at least 20 years old. Therefore, my 1970 GT6 Mk2 only became eligible for the event from this year. Knowing how over subscribed the entries would be I was both surprised and delighted when mine was accepted.

The run took place on Sunday, 27th of May, and I was to start from Bocket Hall, one of the 7 starting points around the country. The week leading up to the event was full of unpleasant surprises - the car was due for an M.O.T. and one morning I found myself changing both rear brake cylinders, bleeding the brakes, adjusting the shoes and then going to work! The front wheelbearings also required attention. During a simple readjustment of the endfloat it became apparent from shreds of greasy felt that the hub seal on one side was departing from its duty. (Thanks to Paul and Onnie for quickly finding a spare!).

Fortunately, all was in order by the Saturday morning when myself and fellow Triumph fanatic Rupert (now an accomplished navigator and cameraman) set off across London. After spending the day at the Enfield Pageant of Motoring, we drove on to a hotel in Welwyn Garden City where other Bocket Hall starters were staying. Most of them were already in the car park polishing their E-Types, Maseratis, Aston Martins....etc. Alas there was no hiding for my now dust ridden GT6!

Sunday continued the long stretch of fine weather which we were so fortunate to have for the whole weekend. The cars were to be started at one minute intervals in

order of production, which meant that we would start third from last out of nearly 200 cars.

Out of over 1300 cars entered in the event, there were 3 GT6's - all Mk2's. Coincidentally, one of the other two GT6's was also to start from Bocket Hall, one minute behind mine - this particularly nice example belonging to Bryan Matthews, who just happens to live 'round the corner' from me! Other Triumphs starting from Bocket Hall included a pair of Heralds and Vitesse's, as well as TR's and a 2.5 PI.

Our actual start time was 10.16 - earlier than scheduled due to several non-starters. Fortunately, the Bond Equipe which lost its exhaust system on one of the sleeping



Bocket Hall Start

policemen in Brocket Park did manage to start on time, and I gather that the occupants of the car grew quite adept at exhaust refitting by the end of the day!

On the first stage of the run which took us to Millbrook proving ground, we were pleasantly surprised by the lack of traffic, and our primary objective was to try and catch the Reliant Scimitar GTE, which we knew to be one minute ahead of us. The organisers of the event could not have chosen a more pleasant route on which to drive, which at this point consisted of little used and beautifully scenic country roads. Every few miles we would pass through small villages where the locals had gathered to wave at the passing cars, which added to the friendly atmosphere surrounding the whole event.

We did eventually catch a glimpse of the Scimitar, but soon lost it as we began to mingle with light traffic. As we neared the Millbrook checkpoint, our route combined with that of the cars which had started from Woburn Abbey, and we caught sight of the third GT6 on the run.

Millbrook proving ground has many tortuous test areas over which prototype and demonstration vehicles are tested to their limits (and often beyond) by development engineers and enthusiastic motoring journalists.

After having our route card stamped, we were let loose on the hill course which proved to be very entertaining, especially when the Morris Minor in front of us stopped abruptly, just before the 'summit' of the 1 in 5 gradient!

A short drive followed to the next check point at Old Warden. Here we had the opportunity to see a large number of the cars on our route, since many of the earlier starters were taking a break. We allowed ourselves an all too brief hour to take in the spectacle, and also look round the superb old aircraft collection. We had planned to have a reasonably leisurely lunch before departing, however, Rupert had not been distracted from the task of timing our progress to mathematical perfection, and reminded me that if we were to see much of the big finish at Donington Park, we would have to get a move on! Having emerged from the Shuttleworth cafe to find that we were one of the few not to have already left, we made due haste, with sandwiches, drinks cans, cameras, route books and various Enfield autojumble bargains now so carelessly arranged as to take up the little remaining space in the already cramped and hot GT6.

We sped on through Bedford and onto more cross country routes until we became stuck behind a 240 Jaguar for several miles. We eventually managed to pass it and made some headway before a rather deceptive section of road caused some part of the car to ground heavily. This later proved to be nothing more serious than my brand new stainless exhaust receiving a nasty 'ding'! However, I am sorry to report that we found a 1200 Herald further up the road whose steering had been put out of action, presumably by the same section of road. On discovering that we were unable to help, I explained to the unfortunate owner that we had to depart soon or be stuck once again behind the rather ponderous Jag. No sooner had I spoken those words than that very same car passed us by! Further on up the road while becoming pre-occupied with trying to overtake, I followed the Jaguar off the intended route, in spite of Rupert's better advice to turn right!


During the ensuing three point turn, another Jaguar, this time a 420, appeared behind us and took the turning I had missed, and so we lost the advantage of a clear road. This particular stage to the check point at Bruntingthorpe proving ground, was easily the longest at just over 57 miles. The proving ground itself is on an old airfield and features a high speed test track incorporating a 2 mile straight, 70 yards wide! In the right car this could have been quite exhilarating, but in the event, with no other cars in sight, the experience was somewhat like driving down a deserted motorway with no central reservation - the road surface stretching into a shimmering vanishing point on the horizon.

As we neared the finish at Donington, some 135 miles from the start, I must admit that we were expecting something of an anti-climax. The weather appeared to be on the turn, and many cars were passing us in the opposite direction on their homeward journeys. However, on entering Donington Park, the true scale of this event became immediately apparent as we dodged through the tightly packed array of priceless machinery and overwhelmed enthusiasts on our way to the final checkpoint. We clocked in at 16.15, almost exactly 6 hours after our start time, and over an hour within our allotted finishing time.

For me, the real excitement of the day began with the words "as many laps as you like" spoken by a marshal as he directed us onto the circuit - this was slightly different from the single parade lap which I think many of us had expected! Joining the track was reminiscent of joining the M25, with most drivers sharing the common objective of having a good dice with whatever came their way - anything from Anglias to Elans, Minis, Mercs, Jags, Rollers and of course Triumphs. Eyes were

required in all directions as more cars joined with each lap - some spinning off just as rapidly. Four laps passed and the fuel gauge had dropped visibly. The car had run perfectly all day, and was showing no signs of flagging now, but common sense had to prevail, and so on approaching the pit lane I said "out of respect for the car I think I ought to do just one more lap!". So it was after 5 laps that we pulled off into the pits to receive our finishers' medals.

What remained of the afternoon was spent watching an historic racing car demonstration after the track had been cleared, and searching for the Norwich Union hospitality suite, in order to collect our refreshments before it closed. Unfortunately there was no time to look round the large auto-jumble before joining the queue at Donington Park's very own petrol station. It seemed that many other cars were low on fuel after their excursions on the track, and the garage, with just a single pump looking old enough to be delivering 5 star, was doing a roaring trade at £2.20 a gallon!

After an overnight stay at Loughborough, we had a trouble free journey back home to Bromley, a round trip of nearly 500 miles. 



LONDON TO BRIGHTON CLASSIC CAR RUN - JUNE 24th 1990 - Andrew Sprouse and Robin Slee

As this is the first article which I have written I should introduce the car I drive. It is a GT6 Mk1, which has a 2500cc engine and many other mechanical modifications.

Having paid my £30 for the privilege? of entering this event, the first shock when the formal instructions came in the post, we had to be at Syon Park at 8.05am on a Sunday morning! Actually this wasn't that hard and we turned up 10 minutes early. We had a look at some of the other cars, (only one other TSSC car, a Herald) and these included several MGBs, Reliant Sabres and Scimitars, MkII and E-type Jaguars, TRs amongst many different cars including a Rolls Royce Silver Cloud.

We left Syon Park at 8.35am, cars being separated by 15 second intervals and drove through Richmond, Kingston and Esher to Brooklands. As there was very little traffic around and the sun was shining this made our early Sunday morning drive very pleasant and quick.

Having arrived at Brooklands after a short detour, a Reliant navigator couldn't quite do his/her job, we checked in and drove along a banked section of very badly broken-up track, off the circuit, past a few very forlorn aircraft till we came to another checkpoint. This turned out to go on to the main runway, which was about ½ mile long. Although this was slightly bumpy I couldn't resist opening the throttle in all gears and hammering down the straight. I don't know what speed we reached as I was too busy trying to keep to the best part of the road. After that it couldn't get any better could it?

We then left Brooklands and drove through Chobham, Leatherhead, over Box Hill, through a lot of quick country lanes to Bentley Wildfowl and Motor Museum. We

arrived here 3rd having left Syon Park 9th. This was due mainly to other drivers etc. needing to stop for various reasons. We had something to eat here as by now we were extremely hungry. We walked around the Motor Museum, which had a varied selection of cars and associated memorabilia. We then left here and drove along some minor roads to Newhaven and then along the coast to Brighton and found the correct road to go down to reach Madeira Drive. Some other navigators were still having trouble understanding the directions given in the route book!

We drove along Madeira Drive to the finish, where after waiting a few minutes, the commentator introduced the car obviously not knowing a lot about GT6's, especially modified ones! We then drove along to display our car to the general public, who seemed a bit bemused as to what was going on.

We finished in 10th place but this wasn't a race, just a fun drive which we both thoroughly enjoyed and would hope to go on again next year, but we would hope to see more TSSC cars. After watching the other cars finish (about 100 of the 180 entrants finished) we went to the Metropole Hotel to have a look around and receive a commemorative tie. Unfortunately we missed the cup of coffee for the finishers. Oh well, never mine, we'll know next year.

I must congratulate the organisers of the event for a very well run event and an extremely easy to follow route book.

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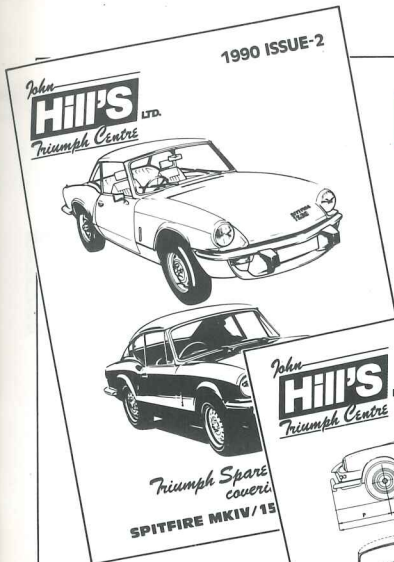
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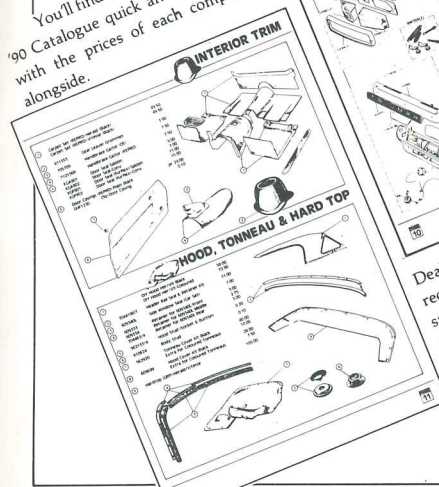
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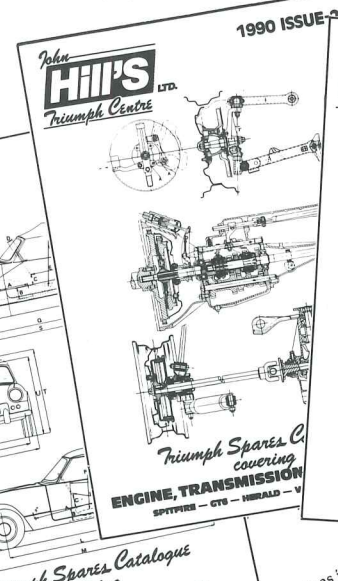
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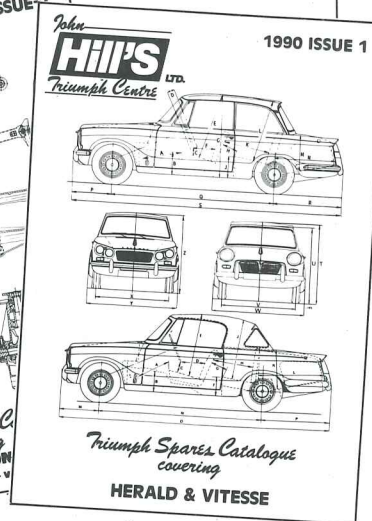
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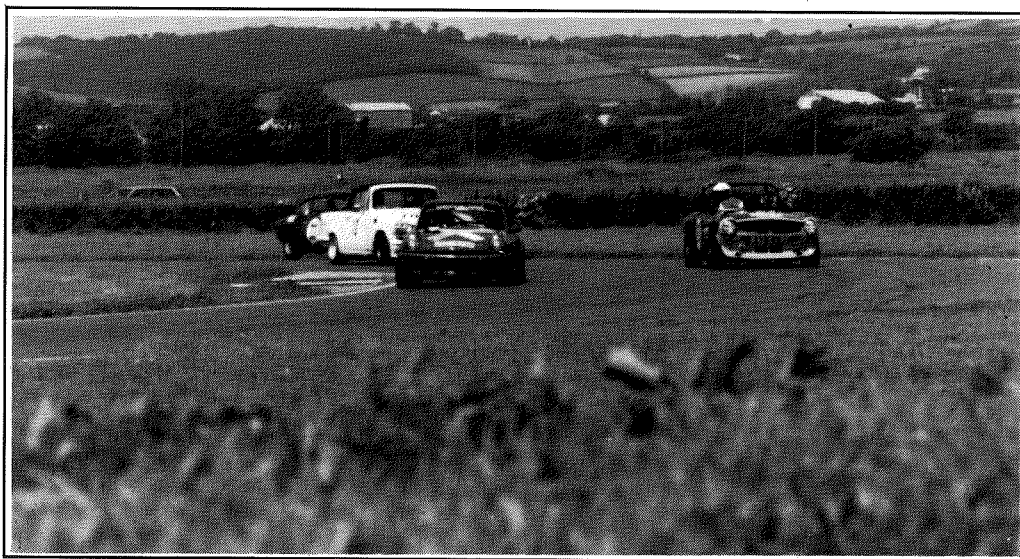
1990 Racing News...

Dolores - High Wycombe

EVENTS 5 & 6 Pembrey & Lydden

PEMBREY - 24th June 1990

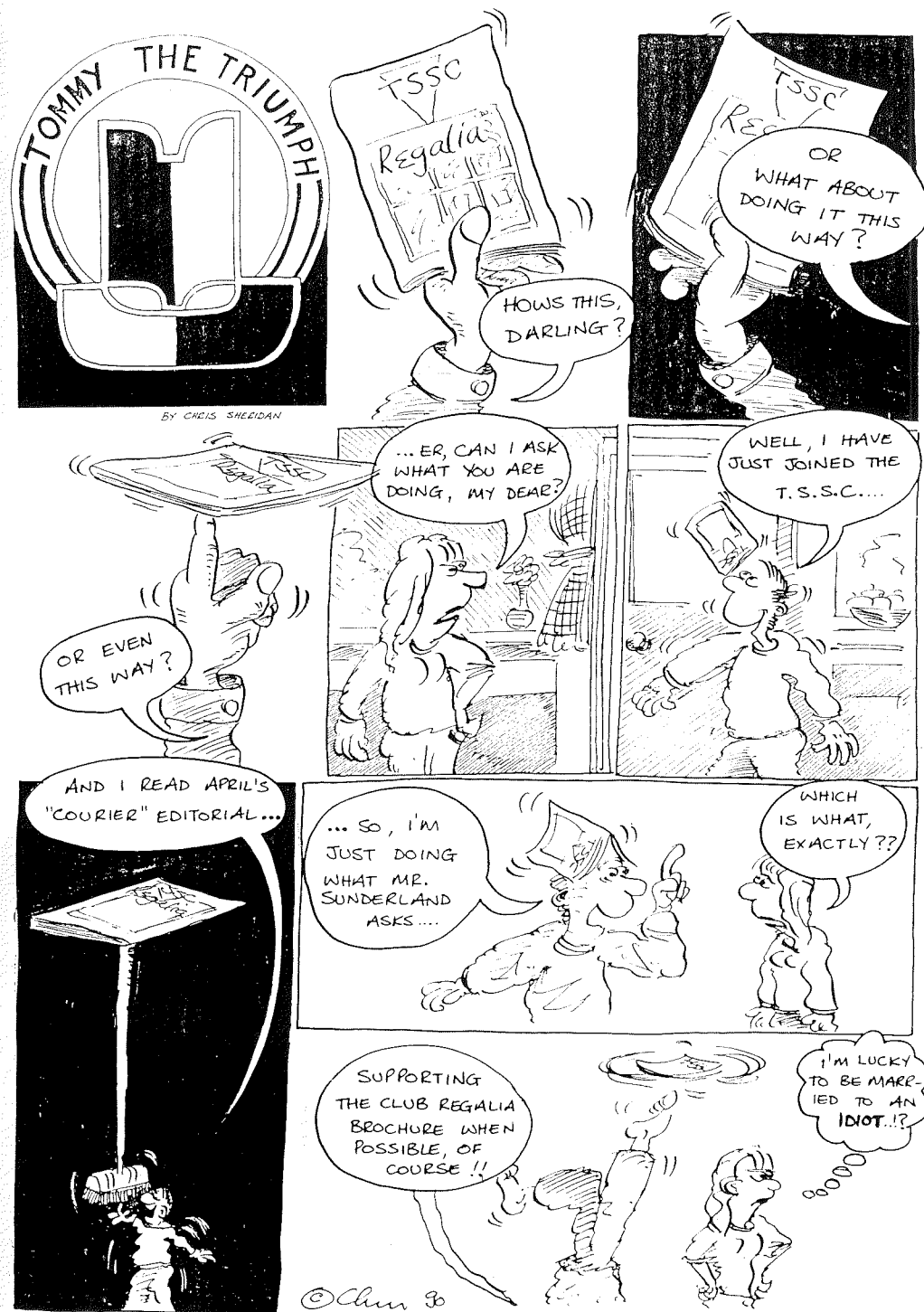
Kim was unable to attend the Pembrey meeting, so I am attempting to fill you in on the day's events. The weather was changeable, but mainly fine and dry. Practise saw Eddy claim pole position for the race, alongside him Ken Lark in a TR6.



Unfortunately due to mechanical problems, Eddy finished 7 laps behind. Tony led the race for a few laps, only to be passed by Ken, who held first position for the remainder of the race, with Tony finishing 2nd, Kevin Ginger 3rd followed by Laurence Ball and Stephan Antolik. All class lap records were broken.

LYDDEN - 1st July 1990

Sunday was a wet and windy day, eventually drying out. Practise saw Tony claim pole position for the race, alongside him John Ellis in a TR5 and Eddy. Eddy led for the first few laps, followed extremely closely by John, then Tony. Tony spun and finished the race spectating from the side of the track. Eddy and John kept swapping positions throughout the race, eventually on the last lap John spun, enabling Eddy to get a good strong lead finishing 1st with John 2nd, Ken Lark 3rd, Stephan Antolik, who drove extremely well during the race, claiming 4th in a standard Spitfire followed by Nicholas Barry in 5th position.



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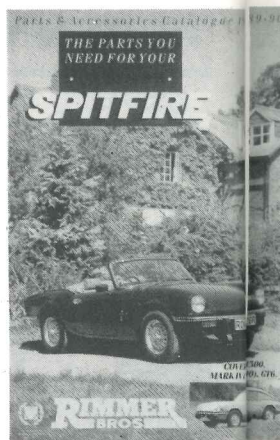
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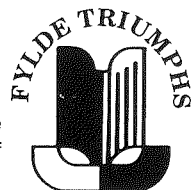
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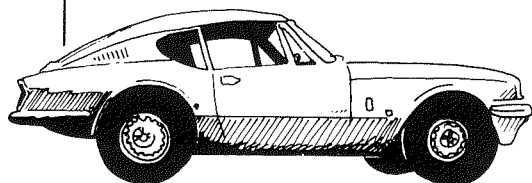
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TRIUMPH SPITFIRE LE MANS



NOW - from an article from auto retro magazine, August 1989, issue 108 that excellent French Language Classic Car Magazine, from which some of our own magazines could perhaps learn a thing or two. Probably one of the most important stories to break on the Triumph scene for a good few years, and brought to my attention by one of our French members, Christine Lafontaine from Paris. The discovery of a real Le Mans Spitfire in France.

Research & Translation - Leon Guyot & Family

A Spitfire for Le Mans

The history of the Le Mans Triumphs, (works cars etc), and of the GT6's which followed, commenced in 1963, when Harry Webster, (the 'father' of the Herald and Spitfire), left with Giovanni Michelotti, a spare convertible Spitfire, for him to convert into a coupe. A few months later, a proto-type 'fastback' appeared, based on the Spitfire, but which was not to be put into production until 1966, under the name GT6. In the meantime, however, Standard-Triumph International, had other projects, notably, the one to beat the CD Panhard, and other Alpines, on the 24 hour race at Le Mans.

The eight mouldings produced by Michelotti appeared to be ideal for this purpose, these prototype mouldings of Polyester-Fibre were affixed to special aluminium cages. The first four were destined for Le Mans in 1964, whilst the other four were fated to rally.



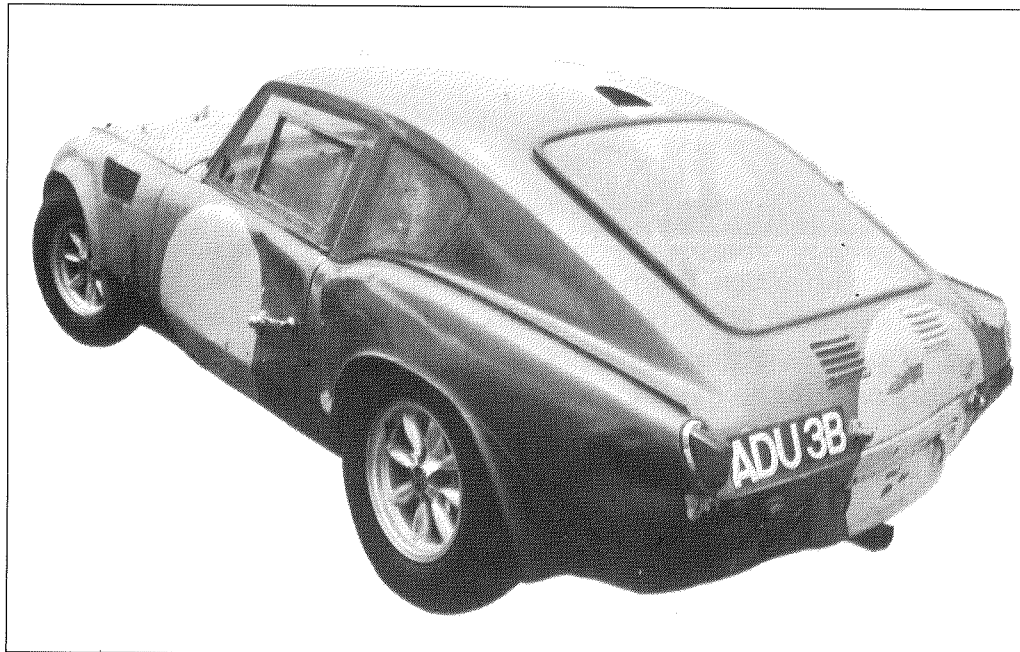
Out of the four in Le Mans trials, three were selected, but only one finished the race. In 1965, two 'Le Mans' Triumphs finished, placed 13th and 14th in the general category, and first in the under 1300 GT category with an average speed of 147KM/H/92MPH.

Triumphs' official participation at Le Mans stopped with this magnificent result and the Spitfires disappeared into the wilderness, but in fact, two of them subsequently appeared on show in a Nice showroom for a while, before being "Vaulturized", and the other was sold to a private buyer, who entered it in various hillclimbs,

and other rallies, notably, the VAR rally, on which the car left the road, so it was now out of racing having done only 7000 KM/4350 Miles.

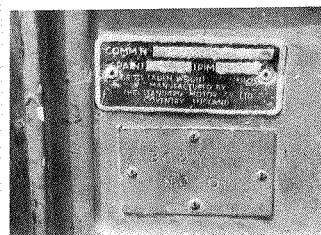
The Le Mans Spitfire, rediscovered

Broken, patched up, half repaired, the Le Mans Spitfire lived a sad fate; victim of a different racer & repairer, it was finally abandoned on waste ground, at least that is what J.B.SANSON and J.F. TOURAY, associates of P. DUTOYA of The Motor Dream, thought when they decided to locate the car, whose legend had continued to increase during these last 15 years of bad treatment. The rumour was doing the rounds, that the Spitfire was in the hands of a sinister joker, who, far from wanting to sell, tried to



set fire to it. The locating and recovery of the Le Mans Spitfire was going to be hard work, in fact the most difficult part was to follow the trail of various implicated individuals, and 'the fairy tales'.

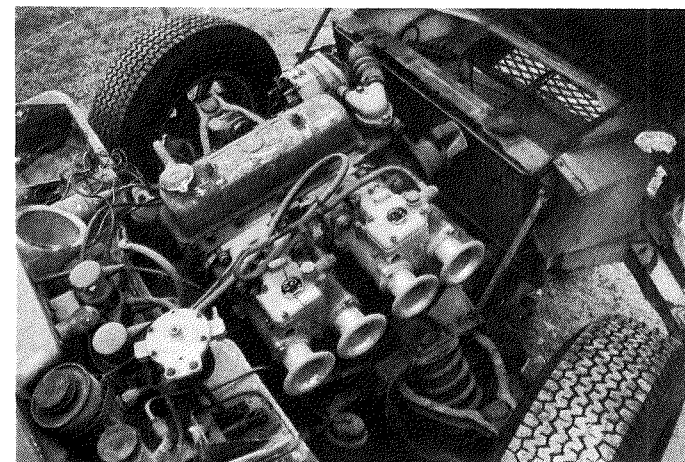
The rest was just a matter of banknotes, it is surprising how money talks, for £7000, tongues started wagging, our colleagues were over the moon. This time, the 'works' Spitfire was theirs, the third car, ADU3B, the one driven by the French team of Piot/Dubois and Piot/Marmat, at last, it would remain in France.



Restoration of a 'works' Spitfire

Restoring an historical car to it's original specification, is not an easy task, it entails a great deal of respect for what you find, and also a great knowledge of it's past history, and subsequent evolution, which in most cases is complex. Thus, ADU3B is the

works registration to it's sisters, ADU1B - ADU8B. It has had several prangs, notably, two accidents, two engines, and some modifications. Thus, in 1964, during it's first participation in the 24 hours du



Mans, it finished in the Armco, in front of the stand, Marmat, the driver being overcome by exhaust fumes, vacuumed into the underventilated cockpit. For the 1965 season, the car was rebuilt, and lightened by 50 Kilos/23lb, certain panels being replaced by tubes of a lighter gauge. The wings were replaced by fibreglass, and the cylinder head by an aluminium one. The exhaust was modified as well as the ventilation of the cockpit, and the engine. The ex TR4 gearbox was replaced with a full synchromesh gearbox, the

future GT6 gearbox was actually 'born in Le Mans', and the suspension was lowered. The 1965 season was raced in the 'GT' category, following the modifications to the cylinder head, including Webers, gearbox, overdrive and differential. In this new form, and with 1147cc, ADU3B was less powerful, but nonetheless much faster, at over 215KM/H/134MPH.

During it's later life on the road, and in rallying, the original engine, was replaced with the Mk.3 (1296cc) engine, with various accessories, ie: supplementary gauges etc. The second accident was due to freshly laid road gravel, resulting in the crushing of the right-hand rear wing.

Now arrived in it's new home,

ADU3B was very closely examined, and assessed, underneath, internally and externally, the paintwork being rubbed down at various points in order to ascertain, and verify the various colours and materials. At this stage, a schedule of work was decided upon.

The cage, although damaged, is repairable, one must not forget that it is all aluminium and plastic, with a few reinforcing metal supports. At the front, a good panel beater, expert in handling aluminium and fibreglass will be required, and the fibreglass roof

being reinforced to the rear. The engine, although bodged, is nevertheless complete, including the camshaft, Webers etc, it needs a rebuild, and a new aluminium cylinder head. From here on in, things become complicated, as these components just do not exist any longer. The engine and gearbox will be sent to an English engineer, well experienced in competition cars, such as Lotus, Aston, Cosworth etc, or it might be sent to an ex-Brabham mechanic. South of the Capital.

As for the chassis, bearing in mind the doubtful condition, it must be dismantled and repaired, it will then be epoxy resin coated in white, as per the original. All the suspension, and driving mechanics will be examined and replaced as necessary, in addition a complete and accurate adjustment of the front geometry, and alignment, will be undertaken, as well as the brakes, wheels and tyres. The wheels are a real problem, as the original Magnesium-alloy Cromodour 13" rims have disappeared.



For the chassis, the associate-proprietors think that Ecurie Privee Formula 3 & Formula Ford are not so busy in the winter

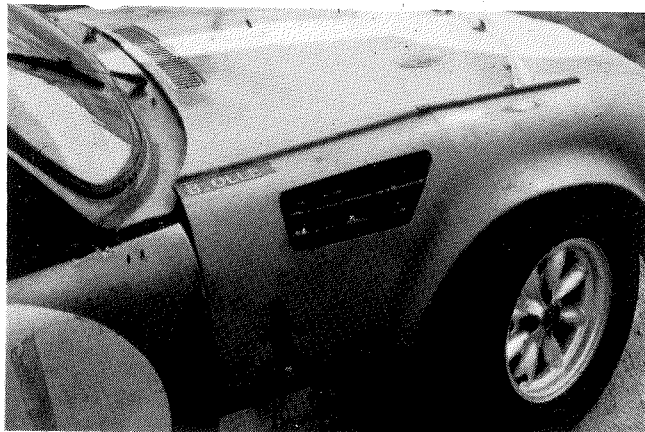
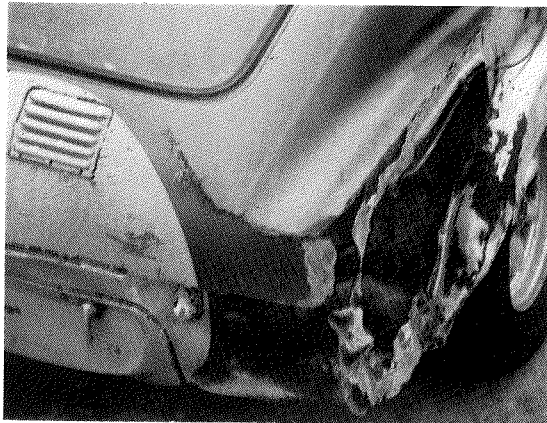
time, and may undertake this delicate work.

This is a brief schedule of the restoration work, in addition to a lot of preparation work which will be needed, with the aim to enter the car with the original 1965 specifications, in the CHAMPIONAT DE FRANCE VEC de 1991. To reach this target, a budget of £25,000 has been agreed upon.

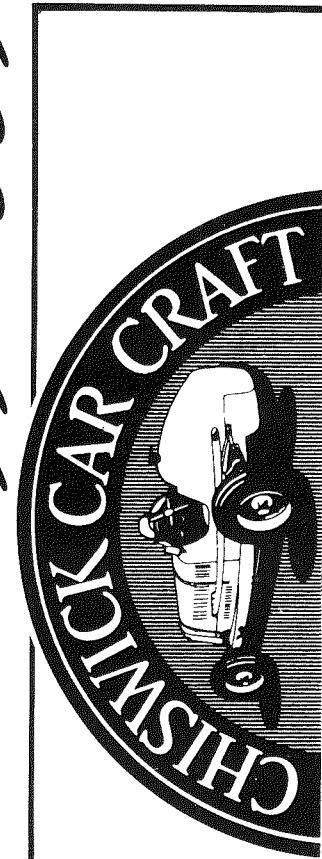
It has also been decided that no concession will be sought for the competition, except that the fuel tank of 85 litres/18.6 gallons will be replaced with one of 25 litres/5.5 gallons, and an automatic fire extinguisher will be installed. One must protect one's capital! The pictures speak for themselves.

My special thanks to auto retro magazine, Daniel Prest (Text & photos) Christine Lafontaine for sending me the magazines, and my father for patiently translating the article.

If anyone wants a copy of auto retro magazine No. 108 they can be contacted at 175 Rue D'Aguessea, Boulogne, 92100 France. (NB. The Boulogne near Paris, not the one near Calais!). Tel: 46.04.12.12.



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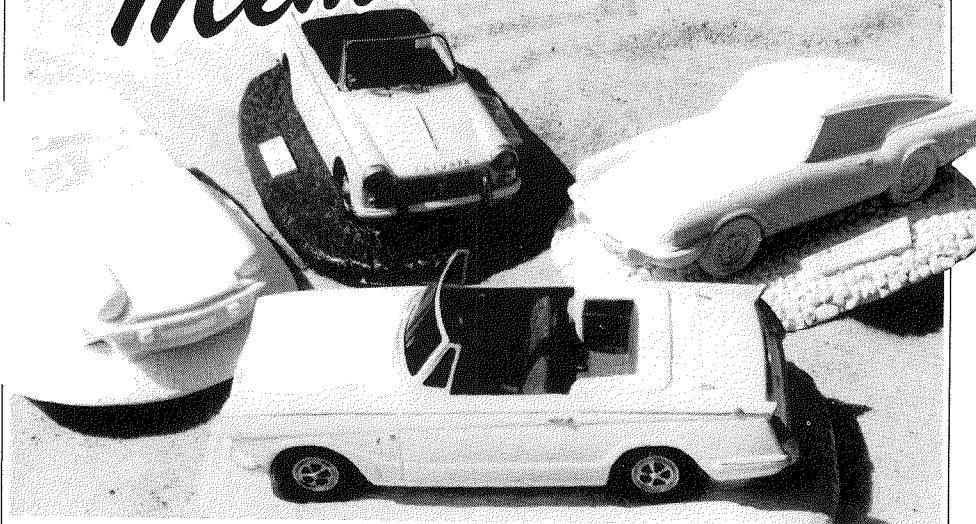


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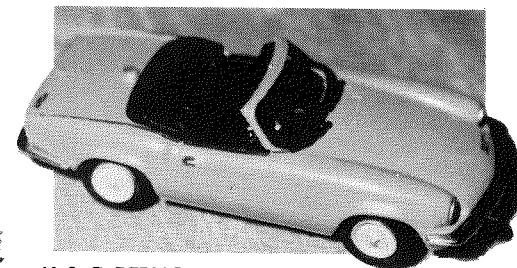
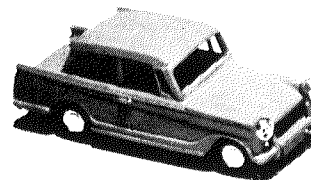
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Scale 1/20th approx

These are excellent hand crafted models,
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 are made from a super hard architectural
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 They grace any shelf, desk or mantelpiece and
 make excellent gifts or trophies. The present
 range includes :-

- HERALD 1200 Saloon & Convertible - SPITFIRE IV - SPITFIRE 5100 GT6 III
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Very detailed, 1 : 43rd scale models in kit form,
 the following models are currently available.

Spitfire IV, 1500 and 1500 (USA)

Versions include Hood down, Hood up, Hardtop

GT6 III

Also available all TR range, (ring for prices!)

SPRINGSIDE - SP571 on

small 1 : 76th (00) scale models in kit form
 Early Herald shape only
 Convertible, Saloon, Courier Van, Estate.
 Also available Triumph 2000/2500

- Saloon/Estate late shape.

SEE TSSC OFFERS PRICE LIST ENCLOSED WITH THIS COURIER

Or phone 0858 467710 for further details & telephone sales

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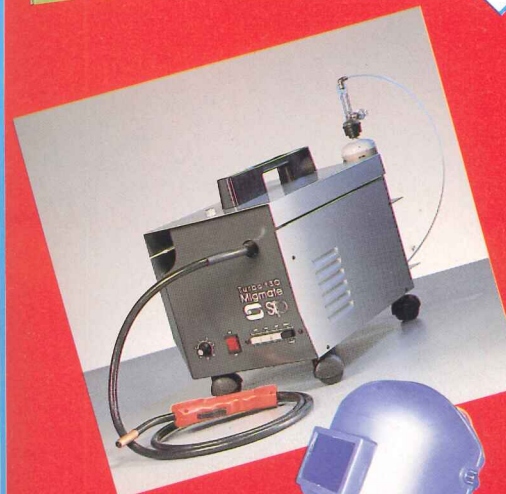
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