

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	£9.00
3 Eared Spinner	£14.00	Wheel Stud	£0.94
Continental Spinner	£11.50	Special Nut (for Adaptor)	£0.50
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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

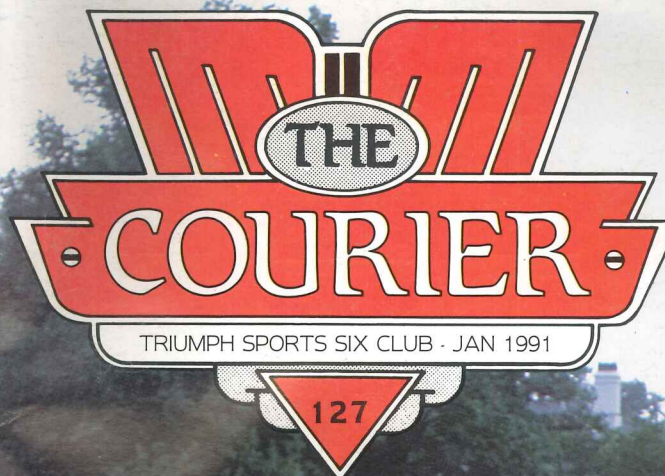
Chrome Wire Wheel Kit -
4 Chrome Wire Wheels, 4 Splines, 4 Spinners, 16 Fixing Nuts £445.00

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

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303 Goldhawk Road, London W12 8EZ Tel 01-748 7823/01-741 3997 Fax:01-563 0101

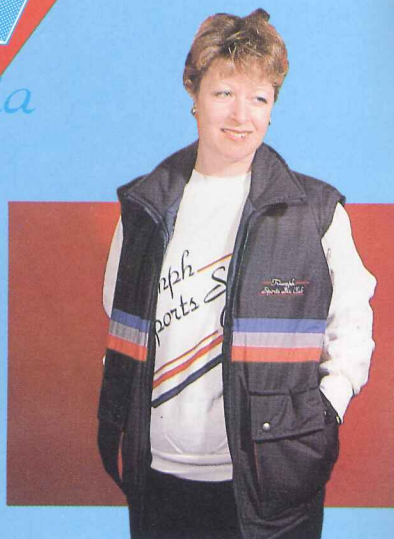


127





CAR COATS



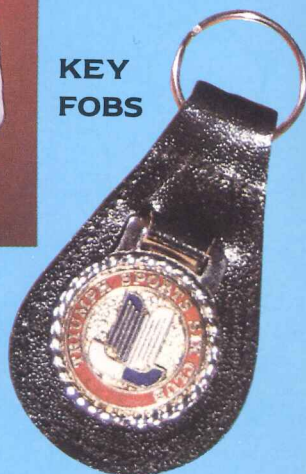
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TIES



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the full range on offer in the
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THE COURIER

The Official Monthly Magazine of
The Triumph Sports Six Club

VOL.11 No. 127 JAN 1991

Price £1.25 Free to Club Members

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Cover Photograph
2 LITRE SPITFIRE AT SEM

For a full list of TSSC Officials see page 82

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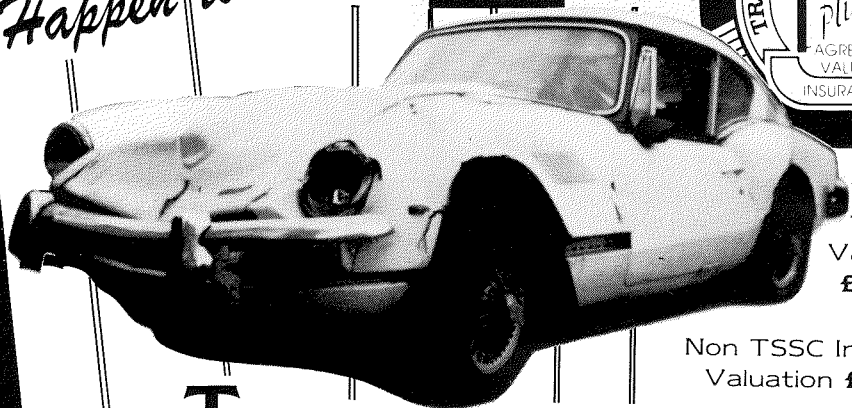
**2 LITRE
SPITFIRE
AT SEM**

C o n t e n t s

TSSC Insurance	4
Comment	5
Presidents Introduction	6
News Review	8
Autorama	9
Amphicar Register	11
TSSC Offers	14
GT6 I-II-III Register	18
Bond Register	20
Cop Shop	22
Spitfire I-II-III Register	23
Well!	25
1990 Racing News	27
Spitfire IV/1500 Register	32
Le Mans Pit	42
Club Videos	44
Technical Tip	47
13/60 Register	50
Cure Drive Line Vibration	53
West Yorks Photo Competition	57
Pen to Paper	59
International Liaison Secretary	61
Triumph Posters	64
Black Cat? Report	70
Unlucky 13	74
Tommy The Triumph	81
Officers	82
Plus Area News Review/Classified Newspaper	

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

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Valuation
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That's what the owner of this classic thought.

But whilst sitting stationary in a jam on the A1 he was sandwiched by two other vehicles. With TSSC Full Agreed Valuation he would receive the **TRUE** value of his car. Are you **100%** positive that in a similar event that your insurance company would pay the same. We at the TSSC have learned by experience that a **local assessors valuation** of your classic is vastly different to a value put on the car by the clubs **OWN** valuation service.

WHAT WE OFFER

★ **COMPREHENSIVE COVER** ★ **AGREED VALUE GUARANTEED**
BY THE CLUB & INSURANCE BROKER ★ **ON & OFF ROAD**
COVER ★ **UNLIMITED & LIMITED MILEAGE POLICIES.**

With policies starting from **£55.00** probably the most important thing we offer is

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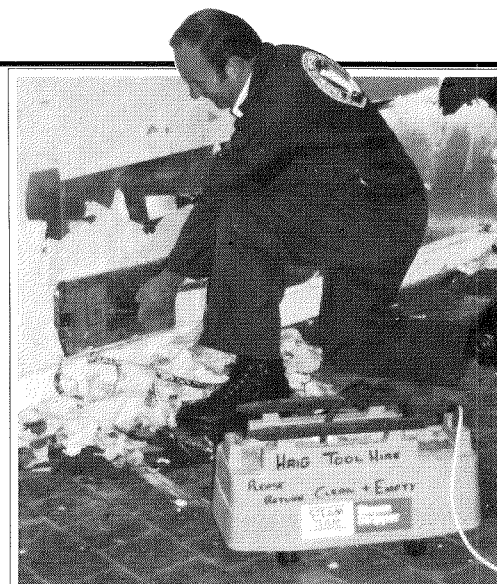
Comment

After last month's momentous news, the work has now really begun. We have taken possession of the Club's new premises, and the buildings have been totally gutted. We have found more work than we bargained for though. On the plus side of the equation, we have more space than at first envisaged, some 10 offices, also the barn structure is very sound. New damp courses, plastering etc. will take us through to mid January, phones, painting, carpets etc. completing the job for 1st February, 1991.

Under construction in the barn is a Special Offers shop display area much to do!!!!

Wishing all a Happy and successful 1991.

Bill Sunderland



'JF' working, at new offices in Lubenham. Note superb overalls (from TSSC Regalia + steam paper remover (Haig Tool Hire!))

INDOOR KART RACING

ARE YOU A BUDDING MANSELL, PROST OR SENNA?
WHY NOT COME RACING WITH THE ESSEX AREA TO PROVE IT?
The Essex Area are organising an Indoor Karting Championship to be held at:
INDIKART RACING, COLCHESTER, a purpose built Indoor karting track. The event
is to be held in
February 91*



The event comprises:-
Training/Safety Briefing.
Practice Session.
At least 4 races per driver.
Grand Final for best drivers.
Awards Ceremony with prizes.
Each driver is supplied with:-
140cc Zip Racing Kart.
A fireproof race suit.
A full face helmet.
Scuff proof gloves.
A clean race balaclava.
PRICE:- £34.50 including VAT

TO RESERVE YOUR PLACE SEND A CHEQUE FOR £34.50 payable to TSSC (ESSEX) with your
name, address and phone no. on the back and a stamped addressed envelope to:-
ANDY COOK, TSSC ESSEX, 22 PINWOOD WAY, HUTTON, ESSEX CM13 1HS
TELEPHONE: 0277 214184 for more details

* We need at least 30 paid up drivers before date is confirmed *



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THE SUPPLIER IN THE SOUTH
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New and used spares vast stocks - every
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Smallfield (nr Gatwick)

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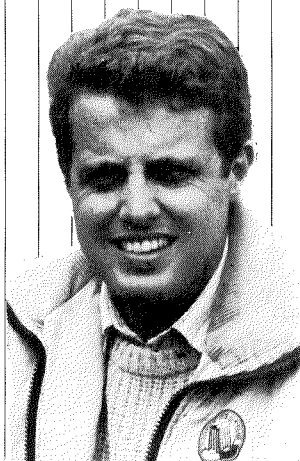
0543 682214/673401

UNITS 2/6 OVERTON FARM,
COPYNOOK LANE, HAMMERWICH,
WALSALL, WEST MIDS. W57 0LL

CENTRAL SPITFIRES

CENTQUART

PRESIDENTS INTRO



John Griffiths

WELL 1991 is here. I wonder what it will hold for us all.

For the Triumph Sports Six Club it will be the start of a new chapter as we move into our own freehold premises shown in last month's Courier. This will certainly bring its own challenges but will enable us to plan with far greater certainty for the decade in front of us. For Bill and the office team it will mean quite an upheaval but everyone is totally committed to the future and to the opportunities this presents the Club. May we thank all of you again who have made a donation towards this, the most important step in the history of the Triumph Sports Six Club.

WHO'S BECOMING RESPECTABLE OLD GENTLEMEN?

Do you realise the Herald will be 32, the Spitfire and Vitesse 29 and GT6 25 years old. From the latest survey of members ages, we know that around 75% of you weren't born when the Herald hit the production line in 1959! I was around 6 at the time and must admit can only remember the launch of the Herald dimly, whereas in truth the Mini made much greater impact on me as a prototype car enthusiast!

I find it difficult to believe 'our cars' are so old. To me they still look 'modern', particularly when you see a gleaming example purring its way down the road. I would say they have stood the test of time as well as the very best of their contemporaries. Whether it's because I have always been associated with them or because I see them through rose coloured spectacles, I'm not sure, but to me they still look simply great.

AGE PROFILE OF CLUB MEMBERS (rounded figures)

17-24 = 45% / 24-30 = 30% / 30-40 = 15% / 40+ = 10%

This month's photo from the insurance file is a superb Spitfire 4, registered on 1.11.1963, owned by Sarah Harvey of Southampton.



PERSONAL NEWS UPDATE

On 25th October 1990, I started a new job, still with NatWest, but now down in Bristol. As a consequence, Pam and I are busily looking for somewhere to live in either Gloucestershire, Avon or Wiltshire. Hopefully by the time you read this we will have found somewhere. We'll keep you posted on progress.

As a result I'm keeping my INTRO short this month. Best wishes to each and everyone of you for 1991.

SWINDON

Classics

1960's
**TRIUMPH
AND
ROVER**

The largest stock of new, reconditioned and remanufactured parts for Classic Triumph and Rover in the Mid West

**INTRODUCING A NEW RANGE OF TRIM FOR
HERALDS and VITESSES by**

INTRIM

COVERING SALOONS and CONVERTIBLES

1200, 12/50, 13/60, VITESSE 6, 2 Ltr. Mk1, II

Door pads (pair)

Heralds £48.00
Vitesse with map pocket £60.00

Front seat covers (both seats)

Vitesse 2 Ltr £126.50
Herald 13/60 £120.00
Herald 1200, 12/50
Vitesse 6 £100.00

Rear seat covers (cushion and backrest)

Saloon 1200, 12/50
Vitesse 6 £85.00
Saloon 13/60,
Vitesse 2 Ltr. £105.00
Convertible 1200,
Vitesse 6 £65.00
Convertible 13/60,
Vitesse 2 Ltr. £80.00
Complete new rear seats also available.

Millboards

Under dash £15.00
Passenger footwell (without
pocket - Herald) £ 7.30
Passenger footwell (with pocket
- Vitesse) £10.50
Boot right hand (Vitesse) £11.50
Boot to hoodwell £ 9.50

Sunvisors (pair)

Herald 1200 Convertible £12.00
Vitesse 2 Ltr. Mk1 convertible
(padded) £22.00

Trim Colours

Black, Tan, Matador Red,
Shadow Blue, Cactus,
Midnight Blue.
Export and Trade
Enquiries welcome.

**Shop will be closed between 24th December 90
and 2nd January 91 (inclusive)**

★ Classic Wedding Car Fleet ★

★ We also have open and covered Car Transporters for Local or Long Distance Work ★

Shop Open 9am to 6.30pm Mon — Thurs

9am to 6pm Friday

9am to 5pm Saturday. CLOSED SUNDAY



**528 Ferndale Road,
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Tel: (0793) 611098



NEWS REVIEW

Annual General Meeting 1989/90

Notice is hereby given that the '1990' AGM will be held on Sunday 10th March, 1991, venue not yet fixed but possibly in the Luton area. As per last year, the AGM will be held from 2.30pm following a morning's Area Organisers' Seminar. Area Organisers are reminded that there is a legal requirement that they should register with Mike Crewes, the Area Organiser Liaison Officer — but you've already done this following Mike's latest 'Forum' (haven't you?).

As usual, I would be happy to receive any AGM resolutions members may wish to put by mid February. Further details regarding the proposed agenda and venue will appear in February's Courier.

All the best for the New Year,

Peter Williams,
General Secretary

**NEXT MONTH
HERALD - VITESSE
RESTORATION
A SERIES
OF ARTICLES
by PETE WILLIAMS
on
DIY, BODY, TRIM
& MECHANICAL,
REBUILDING**

★ SPITBITS ★

Requires person to run their stores. Their duties will include serving parts to the public, answering phone enquiries and dismantling scrapped Spitfires, GT6s. Would suit Triumph nut with knowledge of Spitfires etc. Trustworthy persons only to apply.

TEL: 0734 732648

★ T. D. FITCHETT ★

**1500 HEATER VALVES
DUE TO A SERIOUS
ERROR ON OUR PART (IN
FACT TWO!) THE VALVES
ADVERTISED ARE IN FACT
WRONGLY PRICED. THE
REAL PRICE IS £25.00
AND NOT ONE OF THE
TWO PRICES SHOWN
(TYPESETTING ERROR).
ALSO FITCHETTS ARE
SELLING GENUINE SPRINT
WHEELS, NOT THE STAG
WHEEL AS ILLUSTRATED
(ARTIST ERROR). PLEASE
NOTE ACCORDINGLY.
MANY APOLOGIES TO
T. D. FITCHETTS WHO I
MUST POINT OUT WERE
NOT TO BLAME AND
WERE NOT TRYING TO
MISLEAD ANYONE.**

Bernard Robinson. Editor

Autorama

IN AND AROUND THE TRADE SCENE

*Latest news of Remanufactured panels, parts
or other related products of interest.*



Following last months launch of this new 'regular' feature in the Courier, which aims to give the latest news on new and remanufactured products of interest to TSSC members, we have been contacted by a number of Traders regarding forthcoming products. Many are very exciting for us so this feature should provide some very interesting reading in future months.

Any Trader wishing to take advantage of the page should contact :-

**Jonty Wild, TSSC, Main Street, Lubenham, Market
Harborough, Leics. LE16 9TF, 0858 - 434424**

Last month we announced that the Herald and Vitesse interior trim was about to be launched. We had hoped to be able to publish full details with photographs this month. Unfortunately due to longer lead in times for production than originally thought, this has not been possible. Rest assured though, that as soon as we can get details and photographs we will publish a full report.

Despite the disappointment at not being able to detail the trim, this is by no means a barren month. In fact we have details of four interesting new items available. The first two are available from Bill Livingstone :-

**Six Spares, (081 - 892 - 0141) 134 Heath Road,
Twickenham, Middx. TW1 4BN.**

These are the rear roof to deck seal for the Herald and Vitesse saloons (Fig 1) and the rear overriders for the Herald/Vitesse (Fig 2 & 3).

Both member and trade enquiries are welcomed.

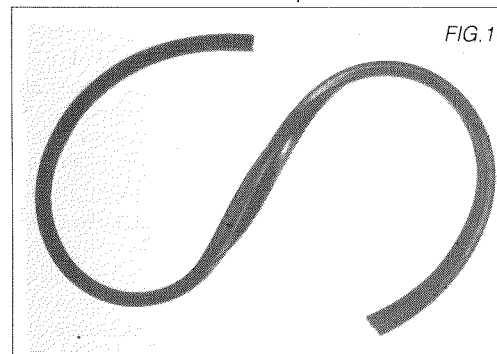


FIG.1

REAR ROOF TO DECK SEAL

They have been needed by members for sometime now, so news of their availability is very welcome. The cost is a reasonable £11.75 + VAT and the chrome filler strip if required is also available at £1.50. Bill tells us that this seal can also be used for Herald Coupe's. Although as the seal is a

duplicate of the original for the saloon and is therefore, not 100% original for the Coupe, it will however, 'do the job'. The Coupe's seal is longer and therefore the price for this application is £21.00 + VAT.

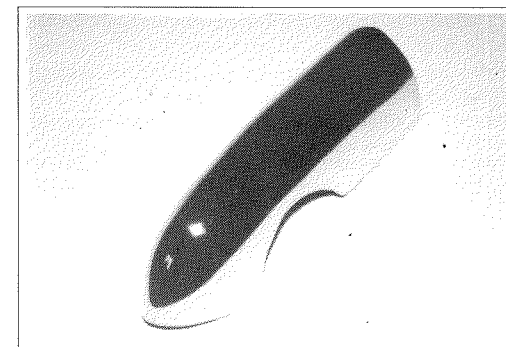


FIG 2

REAR OVERRIDERS

These have been remade by pressing (like the original!) and not by welding two halves together as with some others that are available, so the still warrant a mention here. They are complete with internal brackets and captive nuts. The price per pair is £56.00 + VAT or £58.00 + VAT including fitting kit. So there are no excuses now for all those Vitesse and Heralds with rusty rears!...

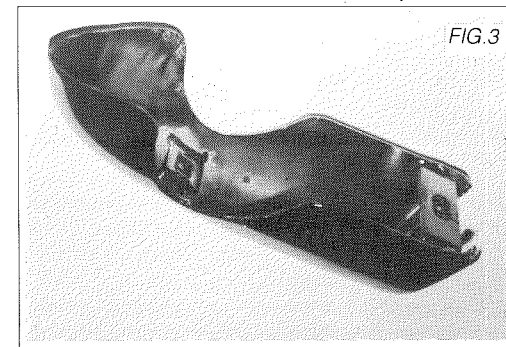


FIG.3

STAINLESS STEEL WHEELNUTS

Figure 4 features a new product from our own TSSC Offers Department and is remanufactured wheelnuts for the GT6 Mk II & III and Spitfire IV/1500. They are remanufactured for the TSSC as original, but made in Stainless Steel so there will be no problem with rust.

Although not pictured they do come complete with

washers, the cost is £36.50 (inc VAT) plus £3.50 P & P for a set of 16 nuts.

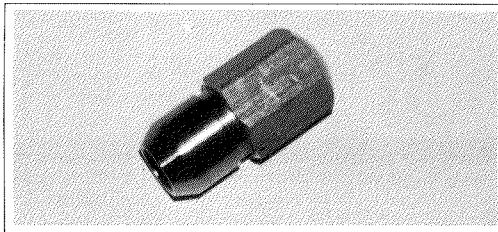


FIG.4

They are the ideal way of finishing off the smartening up your road wheels and avoiding the cracking of the chrome and associated rusting. Orders may be placed by ringing 0858 - 434424 or writing to :-

TSSC Offers, TSSC, Main Street, Lubenham, Market Harborough, Leics. LE16 9TF

HERALD/VITESSE STEEL SPARE WHEEL WELLS

This is an interesting item, particularly as it comes not from a recognised trader, but by TSSC member Duncan Richardson and he can now supply members or trade from stock. The wheel wells previously available were either made of glass fibre or from welded pieces of steel (often not too well!).



FIG.5

These new items pictured in Figure 5 & 6 are made from a single piece of 20 gauge steel sheet. Duncan points out that they are not absolutely identical to the original as high tooling costs have made including the ribs in the base uneconomical. They are however the same shape and size as the original and can be welded in to place and therefore, will retain the integral strength of the boot floor. They come in two versions, blank (as pictured) at £35.00, or with the drain hole punched in and the wheel retaining screw in place at £37.00. Duncan Richardson can be contacted on 0433 - 30192 (evenings & weekends) or by writing to :-

D Richardson, Braeside, Grindleford, Nr Sheffield, S30 1HQ

Duncan offers a "money back if not satisfied" guarantee.



PRESS RELEASE PRESS RELEASE PRESS RELEASE

Swindon Classics are extending their shop opening times by 13 hours a week. Please note that the following opening times now apply :-

Mon - Thurs 9.00am to 6.30pm

Fri 9.00am to 6.00pm & Sat 9.00am to 5.00pm

Also in last month News Review it was announced that Swindon Classics now had new Herald 1200 speedometers available, 120mph should of course have read 1200. Apologies for the error.

★ CAR THEFT BOMBSHELL ★

A major British classic car parts supplier, SOC SPARES LTD, has discovered that skeleton key sets are being made readily available and easily accessible to the car thief.

Suppliers of the skeleton car key sets which, it is claimed, will open the majority of British and foreign cars, are circulating literature advertising this equipment not only to the recognised motor trade but also to public houses and private homes. With this type of exposure, coupled with a price tag of only £40, it must make a tempting offer to the car thief.

SOC SPARES of Sutton Valence, Maidstone — a supplier of classic car parts for the Triumph range of vehicles — are particularly concerned about this in view of the increasing number of thefts of classic cars, particularly the Triumph.

Due to the questions which have been asked by SOC SPARES, together with the publicity which has now been given to this matter and the questions also raised by Invicta Radio of Kent and Sky Television News, it is understood that at least one Kent MP has agreed to look into the matter.

AMPHICAR REGISTER — DAVID CHAPMAN

OVERHEATING

OK so it may not be topical to talk about overheating just as we are going into winter, but at least us Amphicar owners will have a few months to try and solve any problems we experienced this summer before it gets hot again!

I had a few problems keeping everything cool this summer and so have been using a variety of temperature measuring devices to try and discover exactly what is happening, which has lead me to the following conclusions:

1: There should be no problems at all unless the air temperature is above 21°C.

★ IRRELEVANT ★

2: The speed of the car is irrelevant because all the cooling air is drawn in through the engine cover by the engine driven fan.

3: The heat generated by the engine seems to increase exponentially with engine speed such that at normal water cruising speed (2200rpm) things stay relatively cool, but on the road at 50mph (3500rpm) there is serious heat build-up.

4: Because the radiator is a good size and the enormous engine driven fan ensures a good airflow, whatever the outside air temperature the engine coolant should never boil and the needle on the temperature gauge should not go out of normal. If it does then check water flow in the block, ignition timing, carb mixture etc.

5: All Amphicars are fitted with an oil cooler and so the engine oil stays reasonably cool (it steadies at around 125°C on a hot day) although the gearbox oil, because it is not cooled continues to increase in temperature all the time although it should not get hot enough to break down.

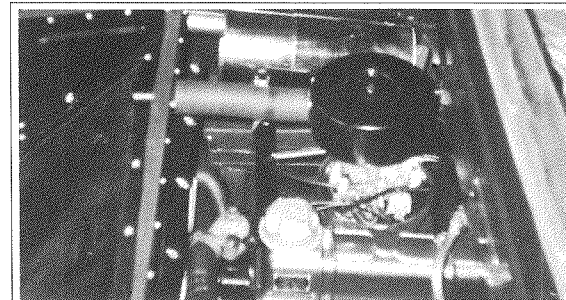
6: Opening the gearbox cover under the rear seat may appear to help by releasing the hot air trapped around the gearbox but it actually causes more problems because the disruption in airflow means that the very hot air around the exhaust is drawn across the engine and carb rather than being pushed out through the louvres in the engine cover. The real problem therefore is heat in the engine bay. This mainly causes problems with the fuel system (see below) but will also have the following effects:-

1: The ignition coil runs very hot (often too hot to touch) and is therefore much more likely to fail, so always carry a spare.

2: The HT leads will deteriorate more quickly than normal. Check them regularly (the best type to have on the Amphicar are of course the fully waterproof type!).

3: Battery electrolyte is much more prone to evaporate (this can even happen on so called 'sealed for life' units), again, check regularly.

Fuel problems. This is the real 'Showstopper'! The problem is fuel vaporising or 'percolating petrol' which is caused by petrol being heated to a temperature above 30°C before it gets into the



engine. What then happens is the fuel vaporises or bubbles which stops the flow of fuel with the result that the car simply stops. A temporary solution is to spray the affected area with a can of aerosol freezer (available from electrical shops) which will quickly reduce the temperature of the affected component. Blocks of ice or even a damp cloth are also an alternative. And so on to finding a solution:

★ ELECTRIC PUMP ★

The first problem area is the fuel pump. Heat conduction from the hotter than normal block can cause fuel vaporisation in the pump. There are heat insulating gaskets available but I'm not sure how much they help. One solution is to fit an electric fuel pump although if you do this think about safety issues, ie what would happen to fuel if a hose split and also remember that some boat licensing authorities (eg Thames) ban them.

The fuel line from the pump to the carb also gets very hot but at least it does have a limited amount of air blown over it by the fan, some people recommend insulating or rerouting it but personally I have found this doesn't make much difference. Into the carburettor and the float chamber in particular.

This is where most problems occur. I am assuming that everybody is using standard downdraft Solex. This area gets very hot because of radiated heat from the exhaust system. Firstly ensure that some sort of heat insulating plate is fitted beneath the carb to protect it from heat rising off the manifold, I have successfully modified a stainless steel breakfast bowl to do this (see photo).

If this doesn't help then fit some sort of shield between the car and the exhaust silencer or even better a stainless steel system which are now available for the Amphicar from Bells in Swindon. This will dramatically reduce the amount of heat in this side of the engine bay because Bells designed it so that as much heat as possible is pushed out of the exhaust pipe rather than be radiated by the silencer box.

Next time I will write in more detail about the Bells stainless steel exhaust system for the Amphicar, how it was fitted and the benefits it has given me since one was installed on my car a few months ago.

Until then, happy sailing and STAY COOL! ☺

CAMBRIDGE TRIUMPH SPARES

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

DISCOUNT

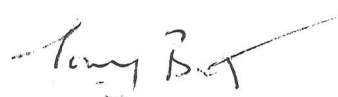
In the past some confusion has arisen about discounts from CAMBRIDGE TRIUMPH. To clarify the situation please read the following carefully.

10% discount will be given off all our normal prices as listed in our FULL PRICE LIST to TSSC MEMBERS ONLY. This List is available FREE to any member who calls us and requests a copy. There is no minimum order value and no extra 'fees' involved, just 10% off all your parts.

Additional SPECIAL OFFERS will appear in the COURIER from time to time and as they will already be reduced in price obviously no further discount will apply.

I hope this clarifies the situation for all members and we would like to thank the TSSC and all members who have supported us for the last 4 years of supplying you all with the parts to keep club cars alive.

HAPPY CHRISTMAS AND A PROSPEROUS NEW YEAR TO YOU ALL



TONY BATES (Dir)

CHRISTMAS OPENING: WE WILL BE OPEN ON THE FOLLOWING DAYS
OVER CHRISTMAS

SAT 22nd Dec. (10am to 2pm) FRI 28th DEC (9am to 5pm)
MON 24th Dec. (9am to 2pm) SAT 29th DEC (10am to 2pm)
THURS 27th DEC (9am to 5pm) MON 31st DEC (9am to 5pm)
WED 2nd JAN (9am to 5pm)

NORMAL OPENING WILL THEN RESUME

SO TO BUSINESS, THE FOLLOWING SPECIAL OFFERS APPLY TO MEMBERS DURING THE REST OF DECEMBER AND JANUARY

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



TELEPHONE ORDERS/FAST MAIL ORDER
SERVICE/OVERNIGHT DELIVERY



★ WORLD WIDE — MAIL ORDER — WORLD WIDE ★

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

SPECIAL OFFERS TO MEMBERS FOR THIS MONTH ONLY

	List Price	OFFER Price
Steel 1/4 valances GT6 3/Spit IV/1500 (at last back in stock).....	£39.50	£35.00
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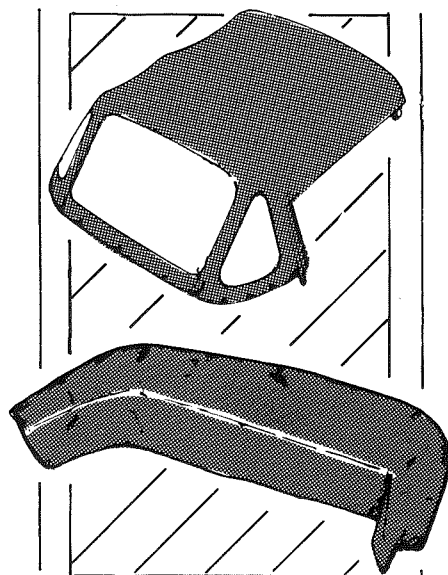
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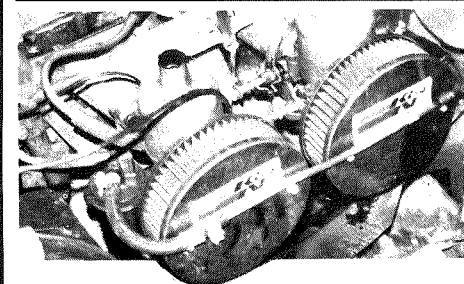
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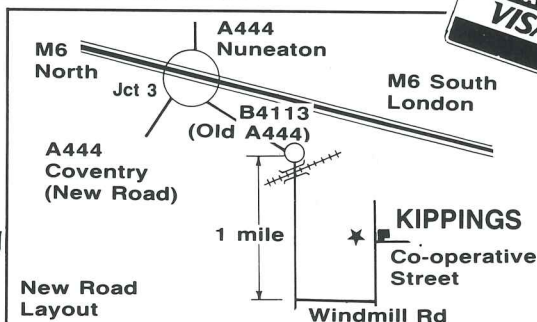
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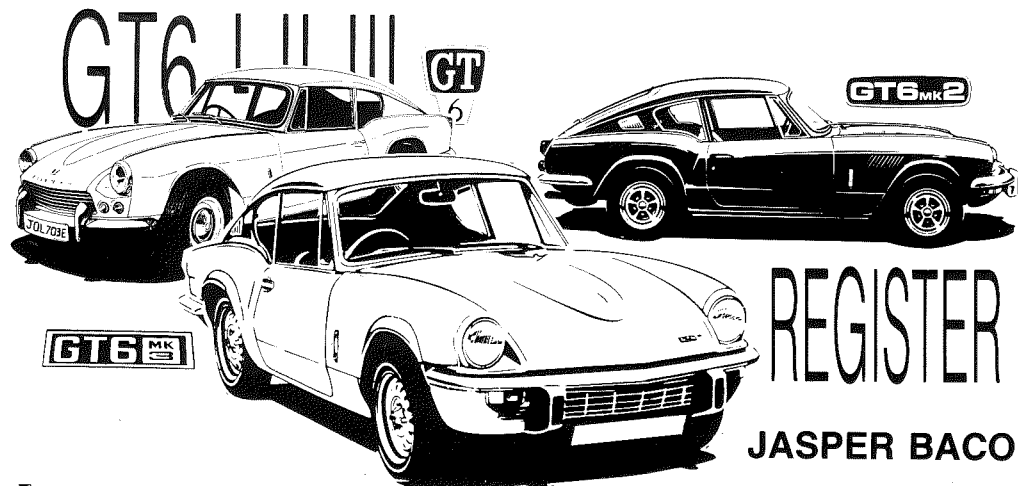
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LET me introduce Tigger, the red Mk1 in the picture, who belongs to Lynn Simpson of Heywards Heath, whose past cars have been a Herald, a Vitesse and a Triumph 2000.



Fantastic motoring along a scenic route through the edge of the Peak District, and Tigger dropped the exhaust! (what did I say about flatulence, Tigger!?). Otherwise a safe journey home... Since Yorkshire, Lynn tells me that Tigger has been well treated to a new cylinder head, gearbox, front suspension, exhaust and brake system, but an aerosol can spray job? Eh Lynn?

Lynn would like to know some history, CPU 9G is the number, the address: Townings Place, Wivelsfield Green, Heywards Heath, Sussex. RH17 7RG. But the most wonderful thing about Tigger is I'm the only one!

The MoT and Exhaust Emissions

As you may have heard, legislation is expected to be introduced by the end of next year, involving a check on carbon monoxide (CO) and possibly hydro carbon emissions.

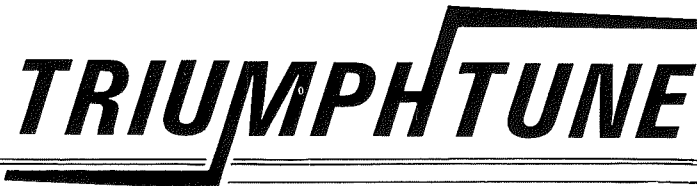
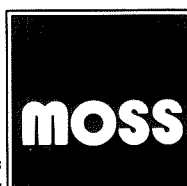
For petrol engined vehicles first used between January 1st 1960 and July 31st 1983, exhaust gases should contain no more than 6% by volume of CO measured at idle with the engine warm. This includes all GT6s

It is believed these standards will not require emission levels below the original design spec. of the engine. Tuning experts say that if a car exceeds 6% CO, there's a fault, eg, excessively worn carbs, blocked exhaust or that the cam timing is out.

Construction and use regulations will insist that 'every vehicle shall be maintained so as not to emit any avoidable smoke or avoidable visible vapour and that exhaust gases should not be such as to cause danger or nuisance'. This includes pre 1960 vehicles.

No details yet for hydrocarbon emissions, a car that is running too rich, or is burning oil will be putting out too much in the way of hydrocarbons.

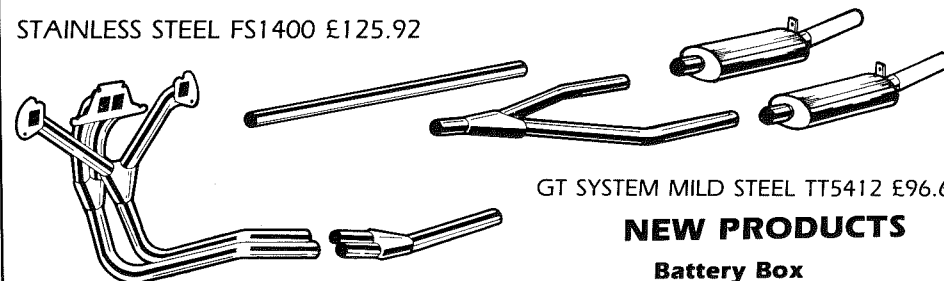
Obviously it is desirable to have your car running as clean as possible, not only for the environment, but also for the car's performance and your fuel and oil bill. The cost of the MoT with the new test or tests will obviously increase accordingly.



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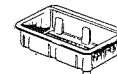


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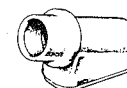
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BOND REGISTER

Peter Jacklin

ON the 11th/12th May 1964, an Equipe GT took part in a twenty four hours endurance run at Oulton Park Racing Circuit. the car involved was TCK 300, this was the same car that took part in the Monte Carlo Rally earlier in the year.

Thanks to Gordon Atkin, the purchaser of my GT4S, I now have a copy of the Bond Magazine report from Autumn 1964 and some of the details and pictures of this event are reproduced below.

★ STANDARD TUNE ★

The car was in standard tune but it still had its modified bonnet, with a hot air duct from the engine compartment to the windscreen. Dunlop knock-on wire wheels and a Pye radiotelephone were fitted specially for the event.

Sharing duties behind the wheel were three well known lady racing drivers of the time, left to right in the photograph below, Pat Coundley, Liz Jones and Anita Taylor.



Smiles and champagne after a successful record breaking run. Pat Coundley (left) Liz Jones (centre) and Anita Taylor pour out the bubbly at the trackside.

The plan for the event was that the drivers should take three hour stints at the wheel during daylight, reducing this to two hours after dark. Press and television crews arrived during the morning practice session and all went well until half an hour before the scheduled start time of midday, when a fault developed in the gearbox. It was decided to change the box, the start was delayed and the first driver Pat Coundley was eventually flagged away by Bond Cars M.D. Tom Gratrix at 3.20pm.

The Oulton Park circuit provided a stern test for both the Equipe and the driving team, however the plan was to maintain a speed on the track of just over 60mph. The car be-

haved faultlessly and the only problem encountered during the run was that the engine started to overheat after sixteen hours, this was traced to the debris from dead birds clogging the radiator grill.



Tuesday morning in the early hours — fifteen hours gone and another nine to go. Liz Jones motors steadily towards the record.

When the twenty four hour mark came up the car had covered five hundred and twenty laps, a total of just over 1435 miles, at an average speed of fractionally under sixty miles an hour. The run was a most successful publicity event for the Equipe and received coverage on television, in the national and motoring press.

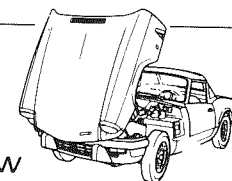


Thumbs up from Anita Taylor and the chequered flag from Bond Cars Managing Director Mr Tom Gratrix as Liz Jones sprints over the finishing line after a fault-free run.

More of the Two Litre development history next month plus news of reproduction dashboards and door window glasses.

Finally, if you write to me and require a reply, don't forget the S.A.E. or if phoning please do not ask to be called back if I am not in as my bill from British Telecom is reaching epidemic proportions.

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COPSHOP — Mike Crewes

WHILE I have been at shows, I have had several questions regarding advice on security. Now that the Club is so large, many businesses rely on providing parts to Club members.

Although parts are not scarce, they can be difficult to find; this means that our cars become very attractive to the very few unscrupulous people who steal cars to break them and sell the parts.

It used to be very popular years ago, to slash convertible roofs to get into the car. Now thieves are better prepared and it is very often as quick and easy to pick the lock as slash the roof, although, of course, this still goes on. There are measures you can take to protect your car but remember, if the thief is determined enough to take your car, he will succeed no matter what you do. All you can do, is make it as difficult as possible and cut down the number of people able to steal your car.

There are various devices for steering gear and brake levers, some are good, some are not. The infamous Krooklock is now out of date and as easy to remove as it is to get into the car. It is difficult to be specific on these devices as there are many on the market. Generally, if the lock is spring-loaded, the task of picking it becomes more difficult, although this is not true in every case. A cheap, easily fitted addition to your car is an alarm. Again, there are many on the market. Try to choose one that will re-set after a short period otherwise you will not only cause a nuisance if it is set off, but you will come back to your car and find the battery is flat. The most common type of alarm is a tumble type, which is set off by vibration. If the car is rocked, the alarm activates. It is difficult to set the tumblers correctly, if not properly adjusted, they can be set off by high winds. There are also all sorts of beam alarms which send beams across the inside of the car, if something interrupts the beam, the alarm is activated. These may also be set off by strong reflections through the windows. The alarm I have had some success with is known as a Voltage Drop alarm. Strictly speaking, is it incorrectly named but it does work. It is activated by the courtesy light circuit, which can also be wired with extra switches to the bonnet and boot. If the courtesy light comes on (when a door is opened) the alarm sounds the horn and flashes the headlights. Most of these alarms reset after a minute. Many of the alarms now on the market also isolate the ignition circuit when they are switched on.

This again is a plus. If you fit an alarm, it is always best to fit bonnet locks as well. The most expensive is not always the best. Some are easy to pick some are not. Many years ago, I bought a cheap pair that are very difficult to pick, so have a good look. If you have expensive wheels, lock them. Don't leave valuable in view, lock them out of sight.

If you cannot afford the equipment I have already mentioned, consider taking out the rotor-arm when you leave the car. Fit a switch on the ignition circuit. Preferably a rocker or sliding switch as these are hidden more easily, fit it as far away from the driver's seat as possible and out of sight. Thieves usually sit in the driver's seat to look for the switch, since that's the easiest place for the driver. Beat him and put it in the boot or somewhere unusual. You can also fit Chubb type mortice locks to the doors, not many people can open these. Locking fuel caps are also difficult to get off. This means our thief will not be able to run the car very far if it hasn't got much petrol. Remember, **ALWAYS** lock your car at night and park it in full view of everyone, preferably under a lamp post where it is fully lit. Never leave property inside in view.

★ SECURITY EXPERT? ★

If there is a member who is an expert on Car Security Devices, how about an article to help the rest of us . . . If you have a topic or query on road traffic legislation why not contact Mike Crewes. Please send stamped addressed envelope for reply.

★ Here's a bit of news, but for a change, before it happens. In January next year (1992). The Government are talking about increasing the minimum depth on vehicles tyres to 1.6mm (from 1mm).

My advice is to change your tyres when they get as low as 2mm tread depth, below 2mm the ability of the tyre to disperse water is extremely reduced. Its only money —

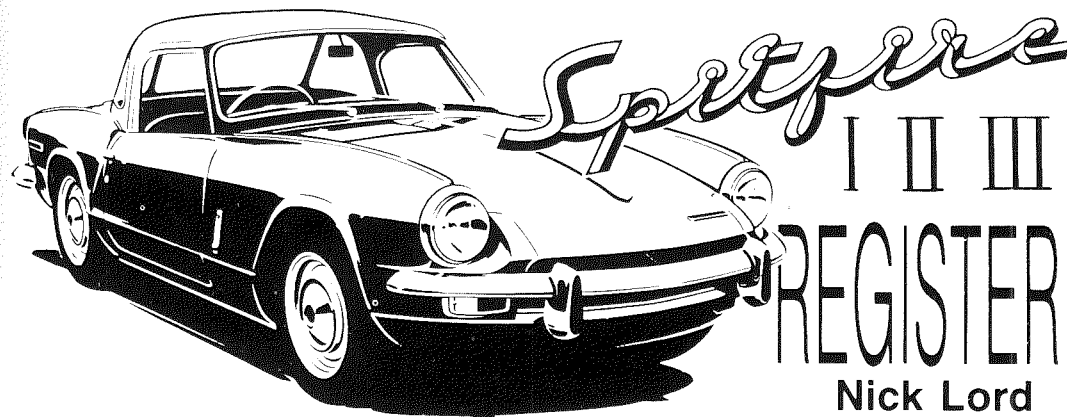
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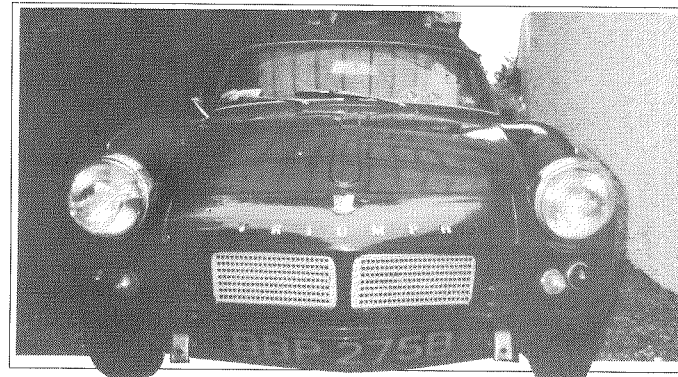


SO, we come to the first report of 1991. Featured first of all here, is Greg Illsley's (from Spinster on Sea), Spitfire 4.

Greg has owned this '4' since June 1989. So far he has replaced both door skins, the boot floor, the o/s rear wing and the car has had a respray. On the mechanical side the rear braking system has been replaced, as has the clutch, and the car has been almost totally stripped and re-assembled. I am promised further photos when the car is finally completed!

Further to my hints on preparing or checking your car for winter, here are a few additional tips if

you are making long journeys, particularly at night. Carry a warning triangle, a torch with spare batteries (the flashing kind of torch are a good idea, a spade of the fold-up variety, a first-aid kit (home made is far cheaper), a blanket or sleeping bag and an old coat or waterproof. What for! You may well ask, considering the limited space in a Spitfire. Well, at some time or another I have used all the above items in a breakdown on a cold snowy night, it only needs an electrical failure to be completely without light and heat. I seem to be always repeating the same thing when lecturing mountaineering groups, but it's perfectly true — for the sake of a little forethought and preparation, and one or two basic items, it can mean the difference between life and death when stuck somewhere out of the way. Of course, added to your 'equipment' for those long night journeys, should be a basic tool kit and a few basic items, i.e. a spark plug, fan belt, spare hoses, points, condenser, rotor arm and cap, and perhaps even some water and petrol. I make no apologies for the next item, as I have had many requests for this information. Although

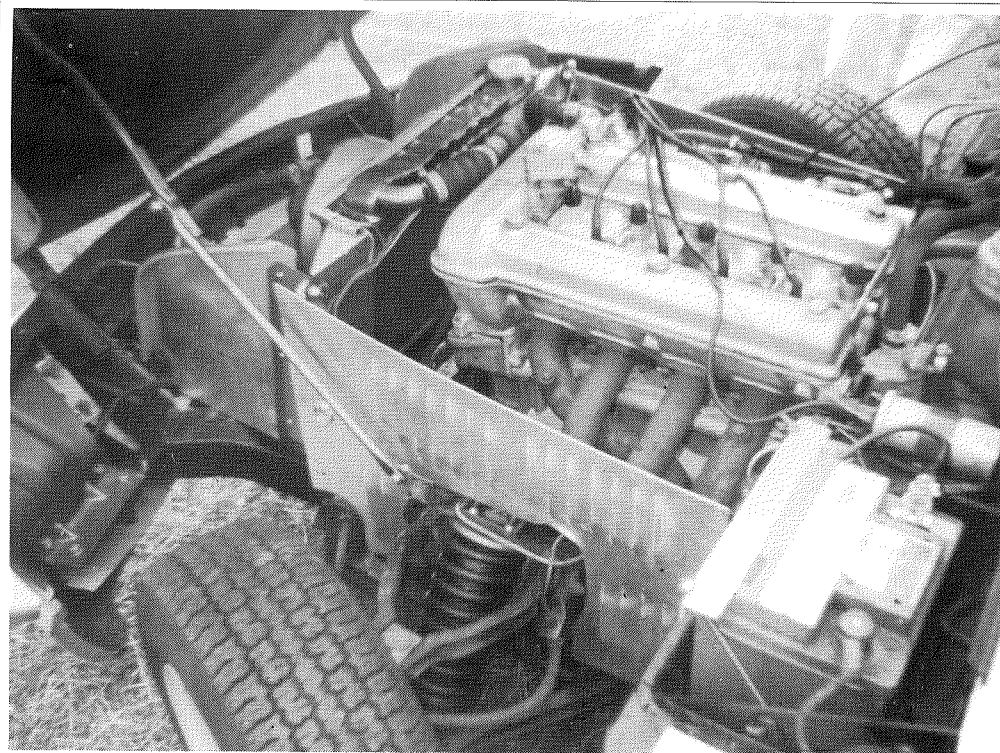


the following Alfa powered Spitfire is in a 1500 body, the principles are the same.

★ 131bhp and its all ★ aluminium

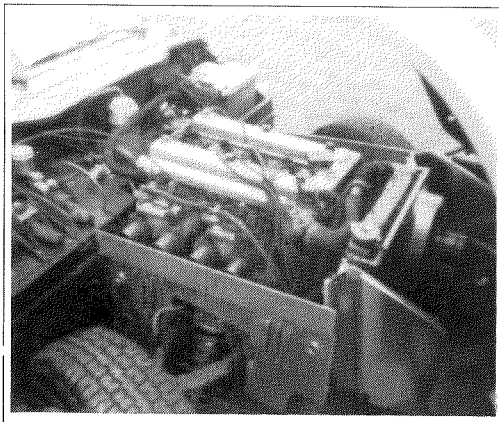
For anyone thinking of fitting an Alfa twin cam engine to their Spitfire (or any other club car for that matter), the following may come in useful. My car is a 1500 Spitfire — TWA 399S — as seen SEM, fitted with a 2.0 litre Alfa Romeo twin cam engine and 5 speed gearbox, several years ago and is now undergoing a full suspension and transmission rebuild.

The engine and gearbox came from an early Spyder, hence the conventional gearbox and not the one on the back axle although there may be other models fitted with this type of gearbox. Both engine and box are mounted on fairly simple mounts that are welded to the chassis not the turrets. A standard 1500 Spitfire prop-ol/drive is used in conjunction with a spacer of about 2" that joins gearbox and prop. so no welding or rebalancing of the prop shaft. The sump is home made

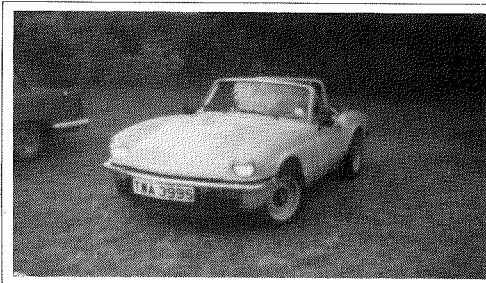


mild steel as the original cast alloy one is to wide for the Spitfire chassis.

The oil filter is fitted in-line via the oil cooler hoses. The steering rack has been moved forward about 6" to avoid the sump, this connects to extended steering arms. Exhaust manifold is a one-off from Mike the Pipe etc. A normal Lucas alternator is used in the standard position although it is tight. The original Spitfire cross member has been removed and replaced with heavy gauge 'C' section, closed to the front of the car, the radiator is standard



with an electric fan (no room for manual fan), no over heating as yet. The only bodywork modification is a small triangle cut out near the gearbox so as not to foul the speedo angle drive.



Other mods in store for my Spitfire are GT6 brakes, copper brake pipes and Goodridge hoses, 45 Dellortos, high lift cams, fully lightened and balanced engine, 2.8 Capri ventilated discs, Spax's all round, roll over bar, 3.27:1 diff., LSD if that blows up, 14" Revolutions, 195/50/14 tyres, Ansa exhaust, 140mph GT6 speedo etc. If anyone requires further information I would be perfectly willing to help. Ask for Paul on 0708867423.

P.S. 0-60 in under 7 seconds, top speed 120mph plus, mpg 20 plus.

Finally, a safe and happy New Year to you all.

★ ★ ★ WELL! ★ ★ ★

John Thomason certainly told all us MkIV and 1500 Spitfire owners what he thought in the introduction to his article in Septembers Courier, didn't he? Prompted by this chastisement and the article on Supplementary Instrumentation that followed, I thought I would put my fingers to keyboard with a few thoughts.

All three of the Spitfires, a MkII, a MkIII and now a 1500 that I have owned have had an ammeter and an oil pressure gauge fitted to them, the MkII and the 1500 by me, the MkIII was bought with the two gauges already fitted. On each car the gauges have been fitted in the radio aperture, this being in my view the easiest place to fit them, and perhaps the only place on the MkII and MkIII because of their central instrument panel layout. Fortunately I am not very keen on radios in soft tops, as it attracts the attention of the light fingered.

I found that using the radio aperture on the 1500 was more difficult than on the MkII because the 1500 doesn't have fixing holes for the cover plate adjacent to the aperture but uses the same fixing holes as the top of the centre console. This job seemed to be much easier in the

60's, when I fitted the gauges to a MkII, because all the parts needed were readily available from the local accessory shop, because Smiths had a virtual monopoly for supply of original equipment and accessories and because the car was relatively new, the supplementary gauges matched the original ones, finally they seemed inexpensive then.

I was able to buy a Lucas ammeter (Lucas having taken over the Smiths range) for the 1500 from my local accessory shop. I made up a supplementary instrument panel to cover the radio aperture out of a sheet of black plastic, as supplied for modelling, and wired up the ammeter according to the instructions supplied by Lucas. I am disappointed with the results because the ammeter only ever shows a positive charge. The ammeters on the MkII and III used to show both charging and discharging but then they had dynamos, not an alternator as does the 1500. I am sure that I have wired the ammeter up correctly, is this phenomenon a characteristic of alternators? Perhaps this is why modern cars are fitted with battery gauges in lieu of ammeters. Can another club member shed some light on this matter.

A matching Lucas oil pressure gauge was more difficult to find and when I did it was both lacking the vital tee piece, to enable it to be connected into the oil pressure switch tapping, and expensive. A friend from the local TSSC area suggested that I try and get a gauge from a breakers yard. This I did and was lucky enough to find a scrap Mini with a suitable gauge. It's chrome bezel has a slightly larger radius than the original instruments but it is of the pendant type and is a reasonable match with them and there is a big difference between £2 and £38! I was able to identify the tee piece I needed from the Lucas instructions that came with the ammeter. The part number is

SIB748 T-piece 1/8" NPTF (M/F) with 1/8" NPTF (F) branch and my local Motor Factor was able to order one for me. I had to phone Lucas to find out which connecting pipeline was needed for me, the part number being SIB706. When I came to connect the pipeline to the gauge I discovered that the union on the pipeline was designed for a gauge with a conical

connector whereas the connection on my ex Mini gauge, is flat with a small diameter register. I tried it only to find that I had a slight weep from the connection to the gauge. I was able to cure this weep by putting a very small 'O' ring, obtained from the local DIY superstore's plumbing section, over the register on the gauge and tightening the conical union down onto it, but I have not yet cured the weep where the pipeline connects to the tee piece. To

tell the truth I am not very happy with the Lucas pipeline, it seems flimsy though I doubt it is, but I wish I could get one of the old fashioned copper pipes instead of these modern nylon ones.

Oil gauge lines and fittings to suit flat seatings for gauges are listed in the MOCAL catalogue, I am considering trying one.

As a final point on supplementary gauges, I suggest that the Club consider adding the commonly required ones and the bits and pieces needed to fit them to it's range of accessories.

Coming back to John Thomason's plea for more support from Spitfire owners. The events organised by the club seem to be almost exclusively Concours competitions and large social gatherings. These popular events may not appeal to everybody.

I am disappointed that there is not more interest in the club in minor sporting events such as: Driving Tests, Autotests, Testing Trials and Production Car Trials.

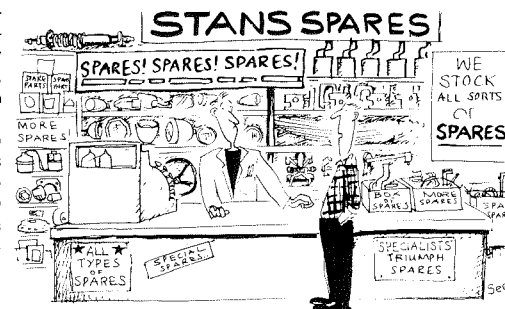
Am I the only club member who would like to compete but lacks the dedication, finance, time and skill required for racing, rallying or speed hill climbing? Have either of my two earlier Spitfires survived? The first was a 1966 dark blue MkII registration number LLL 182D and the second a 1970 red MkIII with over-drive, registration number WAF 343J.

The MkIII was a most enjoyable car, I hope it survived and is continuing to give pleasure.

Finally, during my first period of Spitfire driving we always used to wave and flash our lights at each other as we passed.

Why is this dying out? Can it be revived? Good luck to all Spitfire Drivers and all other club members too.

TIM KEELING



Got all the parts - just need some spare time!

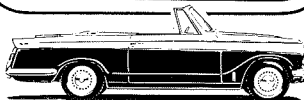
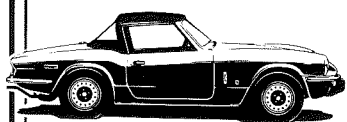
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1990 Racing News...

KIM PEARSON

EVENT 10 - OULTON PARK 6.10.90

WE had arranged to meet "Kamikaze" Kevin and his girlfriend Del, up at Oulton Park, on the Friday afternoon for testing sessions, and just after we arrived Teddy turned up, (was he going to get revenge on Kevin from Lydden?).

The first session was 2.40pm and the second 4.30pm, both of which lasted 30 mins, so Del and I got ready for timing and photographing, throughout the afternoon.

Both sessions went very well and all three lads had a wail of a time, except that Kevin didn't do the second one because his engine started to make funny noises, so he phoned Tony, (who should have been there too) and asked him to bring an engine with him the following day, but even better, Tony and Ricky were coming up that night and they could fit it between them, in time for practise the following morning.

'FINGERS CROSSED'

'Yes', they arrived with an engine and 'Yes', they got it fitted, but it was 3.30am before any of them got to bed, and would it be alright on the day, well just keep your fingers crossed.

Guy and I arrived back at the circuit at 7am after a none too restful sleep at a B + B down the road from the circuit, to find nearly all the drivers there, either they had just arrived or they had slept the night in their cars, (what a dreadful thought, it was freezing in the night).

Scrutineering was at 7.30am, because 'Our Lot', were going to be the first practise and race of the day.

But in saying that, there were to be practises all morning, and as soon as they had finished there was a drivers meeting as straight after that was the first race, which was the 'Triumphs', then an hours lunch break and then the rest of the days races!!!

Still I don't think too many of us minded that set up too much, seeing as we had a 4½ hour drive home afterwards.

Practise got under way at 8.30am, and it was full of confidence and unsurities. Those that had tested, (and Kevin's new engine) wanted to put in quicker laps than on the previous day, while

those that had never either been to or seen Oulton before were a bit dubious for the first few laps, but soon got the feel of things.

18 cars went out to practise and 18 cars came back, and when the time sheets came out, there were a few surprised looks amongst the lads.

The fastest time was 1:16.40 from Ken Lark, and the slowest time was 1:36.73 from Mark Baldock. Again this looked as though it would be a fairly close race.

As I wondered around before the race, I noticed Michael Hughes putting his TR5 onto his trailer, then I learned that he had done something nasty to his engine and would not be racing after all, and neither would Mark Baldock, he had 'Blown his big ends', so much for my perfect calculations of 18 out and 18 in.

Still we still had 16 to look forward to watching, so when the time came, Andy, a friend of ours, took myself, Del and Ricky over to the back of the circuit in the car to watch the race, the plan of action was that Ricky would do his 'David Bailey Bit',



with a video camera, Del would look out for everyone but mainly Kevin, Andy would look out for everyone too, but mostly Guy, and I would 'Do my journalist bit', and make notes throughout the race on any mishaps etc. and generally scream at the top of my voice every time I saw Guy's car, (Del will vouch for me when I say that I am a bag of nerves, that screams all the time, and at everyone, for whatever reason, and who is also busy writing the events of each lap and trying to watch the race at the same time,!??! - confused? you soon will be...). Well typical, just as Andy parks the car and we all get out, what should happen, I realise that I've forgotten my pad and pen and it starts to rain. The red light goes out and the green comes on, Ken Lark gets off the line first, closely followed by Tony Dean and then comes Guy St. John, who managed to get past Eddie off the start. (Eddie told me after the race that as the green light came on, he was still asleep!!!!!!)

'HAMMER AND TONGS'

Still, it didn't take him long to catch up, or anyone else for that matter, they were all out there, battling like "Hammer and Tong" (yet another good saying!) "get round that person, in front of that person, take him on the inside, shut the door on him there, don't break too soon, what did he do that for??? I could hear their minds ticking from where I was standing. This was a day for all new lap records to be set, as no-one had raced here before, so they were all out to beat the next person.

By now Ken Lark was streaking ahead of everyone and the gap was getting bigger all the time, lap by lap.

On about lap 4 Nick Barry managed to overtake Guy. St. John as they were going into the hairpin at the back of the circuit.

One lap later in the same place Eddie was chasing Tony for a position out of the hairpin and somehow the back of Tony's car and the front of Eddie's car had a "coming together", causing Eddie to spin onto the grass but thankfully Eddie managed to keep going and drove back onto the circuit to reset the chase.

At this time I also noticed that Peter Whiteman had not been back round in his Class A Spitfire, apparently he had retired to the pits but I didn't see him after the race to ask him what had happened. Meanwhile, Nick Barry was now chasing Tony for a third place when all of a sudden Eddie appeared "like a bat out of hell" and had problems passing Guy St. John to catch Tony. It was also at this point that I noticed that Kevin Ginger had been passed by Marc Amschwand in his standard Spitfire. The procession of cars on the penultimate lap, Ken Lark was still streaks ahead of everyone else,

Tony was chasing for second place and Eddie for third and as they approached the back hairpin Nick drove slightly wide into the corner allowing Guy to pass and take up his Class lead and Guy was now chasing Eddie who was in third place.

CHEQUERED FLAG OUT

The chequered flag came out and Ken Lark drove past at the speed of light followed by Tony Dean, Eddie Wilkins, Guy St John. The Class winners of the day were, Class A - Marc Amschwand - Standard Spitfire, Class B - Guy St John - Road Modified, Class C - Eddie Wilkins - Race Modified and Class D - Ken Lark - in a TR6.

Of the 16 cars that started the race we had 15 finishers, which was a very good turn out considering the distance some of the competitors have to travel in order to take part in the T.S.S.C. race championship. Well done to everybody, a great day's racing and a very enjoyable weekend was had by all and we hope to see you at the next meeting which is at Cadwell Park on the 21st October.

This will in actual fact be the last race of the 1990 T.S.S.C. Championship

CURRENT POINTS POSITIONS AFTER 10 ROUNDS

1st	STEFAN ANTOLIK	CLASS A	84 POINTS
2nd	N.BARRY/A.BOYLE	CLASS B	82POINTS
3rd	TONY L. DEAN	CLASS C	80 POINTS
4th	KEVIN GINGER	CLASS A	79 POINTS
	EDDIE WILKINS	CLASS C	79points
6th	GUY ST JOHN	CLASS B	78 POINTS
7th	MARC AMSCHWAND	CLASS A	53 POINTS
8th	DAVE BARNES	CLASS A	50 POINTS
9th	COLIN ELSTROP	CLASS B	44 POINTS
	LAURENCE BALL	CLASS A	44 PIONTS
11th	ROBERT ROODHOUSE	CLASS B	35 POINTS
12th	MATT HOLLINGSWORTH	CLASS B	34 POINTS
13th	NICK BISHOP	CLASS B	30 POINTS
14th	PAUL MARTIN	CLASS A	28 POINTS
15th	PETE WHITEMAN	CLASS A	26 POINTS
16th	MARK HILLIER	CLASS C	21 POINTS
17th	RICHARD THORPE	CLASS C	16 POINTS
	MARK BALDOCK	CLASS B	16 POINTS
19th	MALCOLM WATTS	CLASS C	9 POINTS
20th	PETE LAMBOURNE	CLASS C	8 POINTS
21st	JOHN WOLFE	CLASS A	6 POINTS

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EVENT 11 - CADWELL PARK

KIM PEARSON

WELL, this is — the last race of the season, and today was the day that would decide everything — Overall Champion and Class Champions.

I have to be honest though, but for some reason I found this report the hardest to write.

We arrived at Cadwell Park at 9am, after a 4 hour drive to find everybody there, and the only thing on everyone's minds was the weather, would it or wouldn't it hold out?

Well it held out until practise, which was number four, and then it drizzled throughout the first half of practise, and then it dried out, but this made the track very greasy, so everybody was 'going round on tip toe', to start with, but towards the end of practise as everyone was getting into the swing of things, and the track was drying out even more, the drivers were putting in quicker times, just at this moment the chequered flag came out.

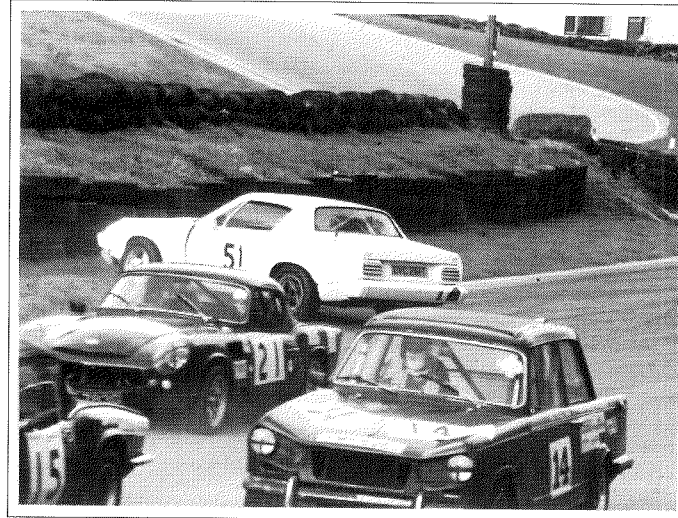
Tony Dean qualified for pole position, Guy St John 2nd, Marc Amschwand 3rd and Kevin Ginger 4th on the grid.

There were 17 cars sitting on the grid waiting for the green light to come on, with 17 seconds between them. The green went on and Guy got a flying start, closely followed by Kevin Ginger and Eddie Wilkins, who started 13th on the grid. Guy was leading for the first lap and a half, when he was passed by Eddie, Tony and Kevin all in one go, as his engine had started to loose power due to a head gasket going.

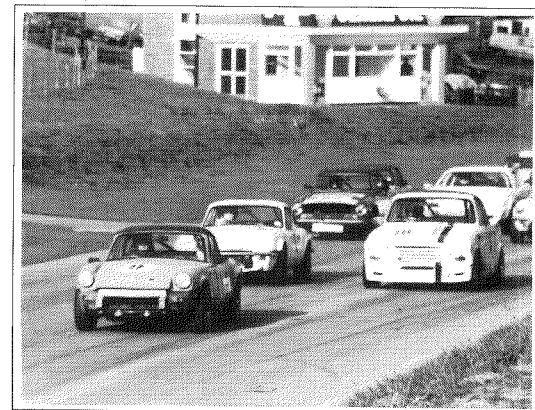
Also on the first lap Mike Read put his TR into the tyres (see picture), and bent his bonnet, but still managed to finish the race. At this point I noticed that Jeffrey Eatough had retired with a mechanical problem.

Then I also saw Laurence Ball pulling off the track at Coppice Bend with a clutch problem. A couple of laps later as Tony and Eddie were fighting for first place, they came into contact with each other and somehow Tony ripped his tyre off the wheel rim and retired.

By now Kevin Ginger was after Eddie in 2nd place, and Guy was fading fast with his gasket problem. Marc Amschwand (Novice of the year), who



'Did Mike listen at the drivers meeting — the race is this way'.



'Guy leads away from the start'

started 3rd, lost his brakes on the early stages of the race and dropped through the order to finish 8th. Towards the end Richard Thorpe, who had started 11th was really driving well, and had got himself to 4th place and was catching Guy 'hand over fist', setting the third fastest lap of the race, but he ran out of laps and Guy just managed to keep his third place.

(continued)

Eddie came first, Keving Ginger 2nd, Guy 3rd and Richard 4th.

Well done to all, a very exciting last race. The overall Champion of this years T.S.S.C. 1990 Championship is Stefan Antolik (a big hand to him), and the overall Class winners are, Class A, Kevin Ginger, Class B, Guy St John, and Class C, Eddie Wilkins.

FINAL POINTS TABLE

1	STEFAN ANTOLIK	CLASS A	92 POINTS
2	KEVIN GINGER	CLASS A	91 POINTS
3	GUY ST. JOHN	CLASS B	90 POINTS
4	N/BARRY - A BOYLE	CLASS B	90 POINTS
5	EDDIE WILKINS	CLASS C	89 POINTS
6	TONY DEAN	CLASS C	83 POINTS
7	MARC AMSCHWAND	CLASS A	62 POINTS
8	DAVE BARNES	CLASS A	56 POINTS
9	COLIN ELSTROP	CLASS B	53 POINTS
10	LAURENCE BALL	CLASS A	44 POINTS
11	NICK BISHOP	CLASS B	37 POINTS
12	ROBERT ROODHOUSE	CLASS B	35 POINTS
13	MATT HOLLINGSWORTH	CLASS B	34 POINTS
14	PETE WHITEMAN	CLASS A	33 POINTS
15	PAUL MARTIN	CLASS A	28 POINTS
16	RICHARD THORPE	CLASS C	25 POINTS
17	MARK HILLIER	CLASS C	21 POINTS
18	MARK BALDOCK	CLASS B	16 POINTS
19	MALCOLM WATTS	CLASS C	9 POINTS
20	PETE LAMBOURNE	CLASS C	8 POINTS
21	KEVIN WILLIAMS	CLASS C	7 POINTS
22	JOHN WOLFE	CLASS A	6 POINTS



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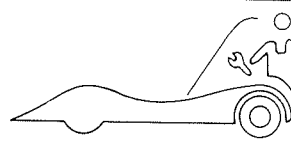
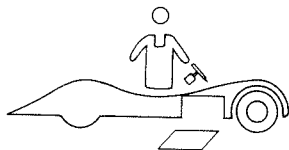
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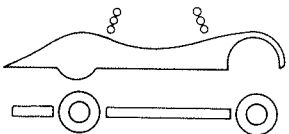
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SPITFIRE IV John Thomason ***1500 REGISTER***

THIS month's heading photo, a 1981 B.R.G. Spitfire 1500, is sent in by Mr J Goodwin of Sea-bridge, Staffs. The car has only 32,000 miles on the clock and is valued at £4,000 by the club. Originally from the Brighton area, Mr Goodwin would like to hear from any previous owner.



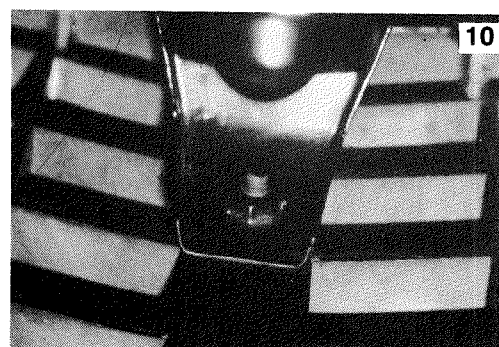
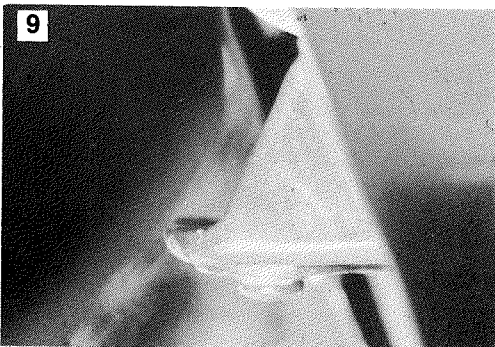
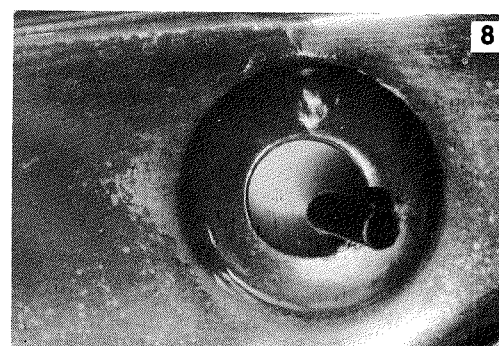
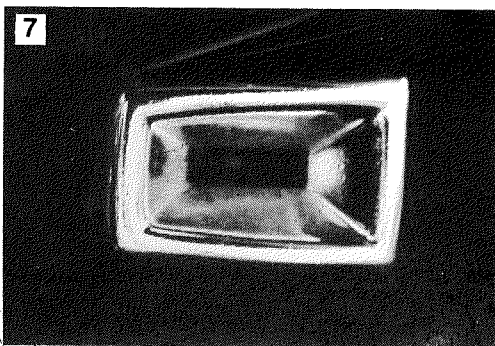
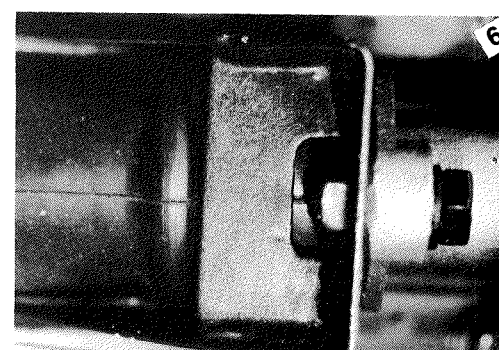
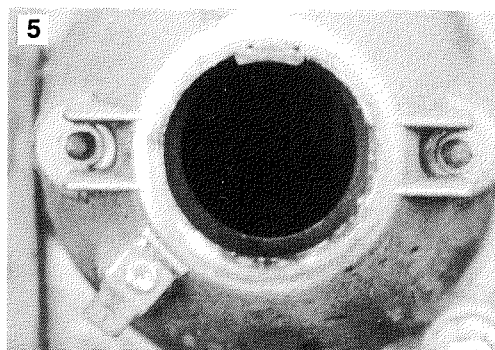
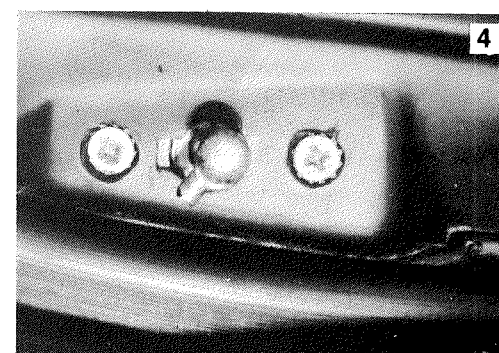
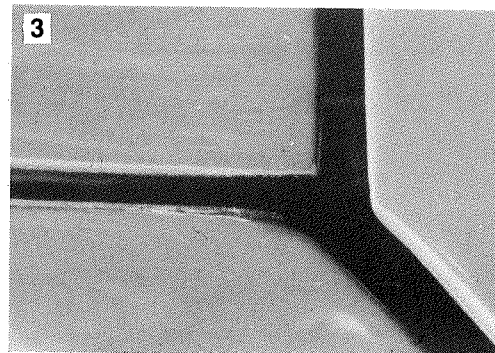
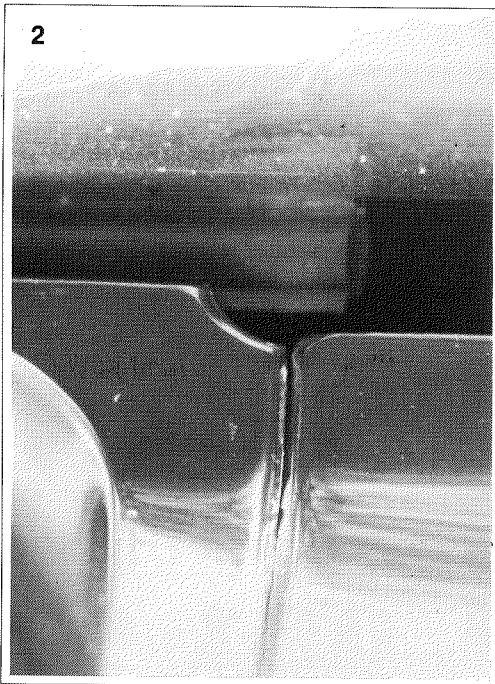
HOW WELL DO YOU KNOW YOUR SPITFIRE?

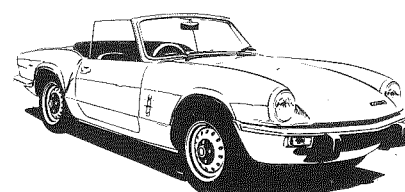
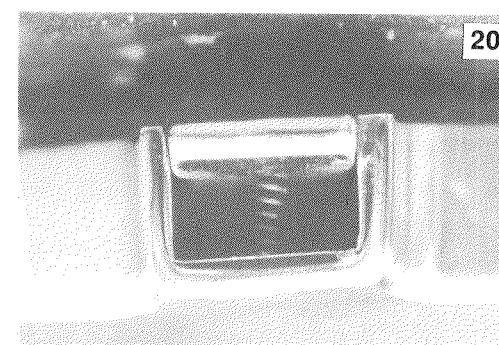
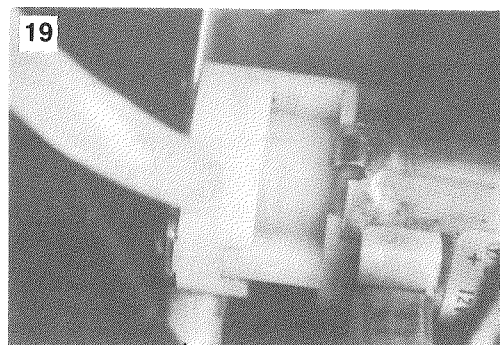
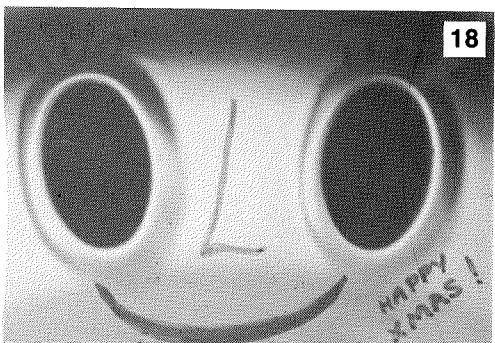
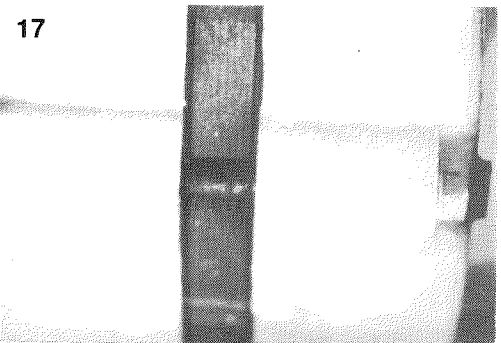
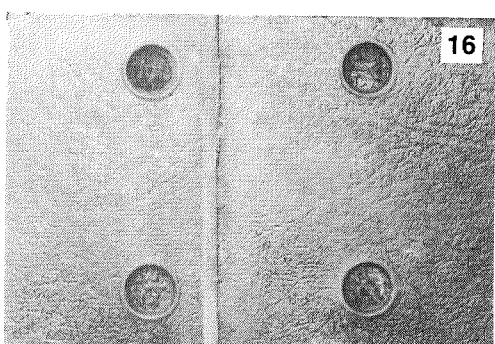
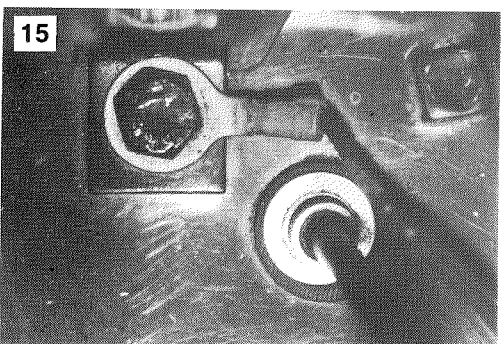
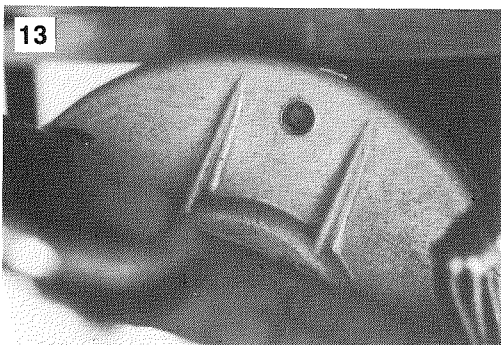
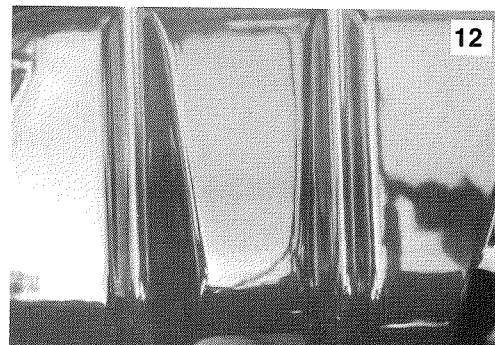
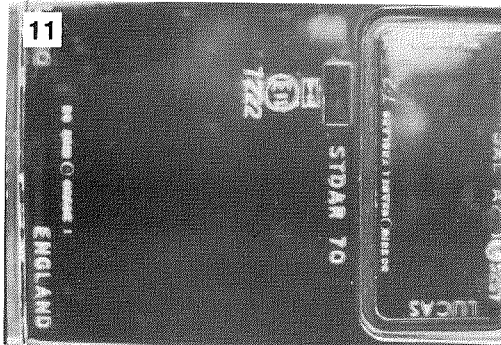
Just to give you all a brake from brakes, and to enter into the festive spirit, this month I've set a small quiz. Below are 20 photographs of various parts of the Spitfire IV/1500 taken at unusual angles. Send your answers: clearly describing each item; to the Club Office, marked 'Know Your Spitfire'. The member with the first correct entry opened on 25th January 91, will receive a T.S.S.C. Special Offer voucher for £40. Its Christmas after all!

Did you know?

The independent Brewery, Shephard Neam Ltd. of Kent, has produced a 'SPITFIRE ALE'. With an O.G. of 1039 the beer was produced to commemorate the 50th anniversary of the Battle of Britain (and 20 years of the Spitfire IV!). Perhaps Kent area members will let us know what it's like.

Best of luck and a Happy New Year





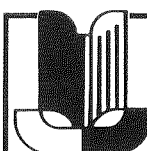
SPITS & PIECES WE'VE MOVED

As from 1st October 1990 SPITS & PIECES will be operating from Maidencombe Service Station, A379, Teignmouth Road, Torquay TQ1 4TH, for car sales, spares, MoT's, repairs.

Make a day of it, visit our local attractions in the area.

TRIUMPH SPITFIRES, GT6'S, HERALDS, VITESSE'S, NEW & USED PARTS AVAILABLE. SPITFIRES BUILT AS A SPECIALITY, M.O.T.'S, RESPRAYS, SERVICING, POSTAL SERVICE.

TELEPHONE: TORQUAY 0803-311447



FYLDE TRIUMPHS



WE HAVE MOVED!

WE ARE NOW AT 15, BACK ST ANNE'S ROAD WEST
ST ANNES, LANCASHIRE. NEW PHONE NUMBER

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★ WORKSHOP NOW OPEN NOW OPEN

All welding, panel fittings etc., bonnet rebuilds. Hood fitting, Electrical problems solved Brake/suspension rebuilds Full resprays in cellulose Servicing & tuning Full or part rebuilds

All work carried out to the highest standards at very competitive rates

Collection — Delivery available for major work

CARS FOR SALE

Herald 13/60 convertible. Maroon, many new parts fitted. Condition 2. MoT, easy restoration. £995.00

Herald 13/60 convertible. Primrose, complete but needs total restoration. £395.00.

JUST IN FOR BREAKING.
VITESSE MKII, SPITFIRE MKII, SPITFIRE MKIII

CARS BOUGHT FOR CASH

Dead and dying cars urgently required for restoration. Best prices paid. Prompt collection.

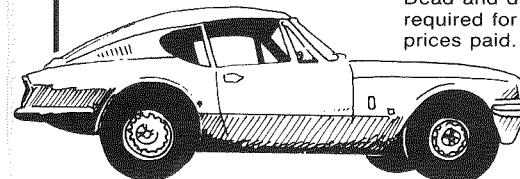
PARTS SERVICE

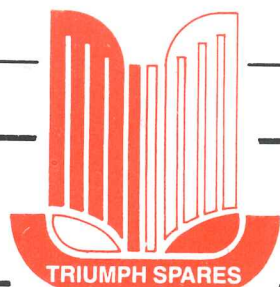
Thousands of new and used parts in stock. Fast mail order service.

STOCK CLEARANCE SALE

Huge reductions on new parts prices
13/60 front wing..... £40.00
Spitfire 3 front wing..... £40.00
Viscous water pump..... £19.00
Unipart front shocks (pr)..... £29.00
This is only a tiny part of our clearance stock. Please call for full details. All above prices are excluding VAT and postage.

TELEPHONE **0253 725180** **OPEN**
MON-SAT 19am — 6.00pm





C·L·I·V·E M·A·N·V·E·R·S

SPITFIRE - GT6 - VITESSE - HERALD

Unit 1, Buttons Green Farm, Cockfield, Bury St. Edmunds, Suffolk, IP30 0JF

**FANTASTIC SPECIAL PRICES ONLY AVAILABLE TO SPORTS
SIX CLUB MEMBERS. ALL THE PARTS YOU REQUIRE
FOR YOUR TRIUMPH SPITFIRE/GT6/VITESSE/HERALD**

Front wing Spitfire Mk IV/1500/GT6 III	£36.00
Doorskin Spitfire Mk IV/1500/GT6 III	£15.00
Rear Wing Spitfire Mk IV/1500/GT6 III	£93.00
Rear Light Panel Spitfire Mk IV/1500	£65.00
Boot Lid, all Spitfire MK IV/1500	£89.00

EVERY OTHER PANEL STOCKED

Front Wing Spitfire MkII/III, GT6 I	£40.00
Doorskin Spitfire Mk I/II/III, GT6 Mk I/II	£15.00
Rear Wing Spitfire Mk I/II/III, GT6 Mk I/II	£49.00
Rear Valance Spitfire Mk I/II/III, GT6 Mk I/II	£29.00

EVERY OTHER PANEL STOCKED

BODY PANELS (suitable for all Spitfire/GT6)

Outer Sill (Genuine British Leyland)	£20.00
Full Floorpan (state left or right)	£28.00
Boot Floorpan	£38.00
Battery Box (original press)	£10.00

ALL INNER BODY PANELS STOCKED/ REPAIR SECTIONS

RUBBER SEALS

Door Seal, Furflex, all Spitfire	£12.00
Door Furflex, all GT6	£18.00
Outer door glass seal, Spitfire/GT6	£ 7.00
Inner door glass seal, Spitfire/GT6	£ 3.50
Weatherstrip clips	£ 0.20
TT screen seal, Spitfire Mk IV/1500/GT6 MkIII	£15.00
Bonnet stop cones	£ 3.00 (pair)
Herald/Vitesse front windscreen seal plus chrome insert	£20.00
Herald/Vitesse rear screen seal (Saloon)	£21.00

**ALL THE ABOVE PRICES ARE ONLY AVAILABLE AT THIS PRICE FOR JANUARY. PLEASE
QUOTE YOUR T.S.S.C. MEMBERSHIP NO. WHEN ORDERING YOUR PARTS. ALL OUR STAFF
ARE FAMILIAR WITH YOUR TRIUMPH. IF ITS HELP OR ADVICE YOU NEED, TELEPHONE
US, WE ARE THERE TO HELP YOU.**

**DON'T FORGET . . . SAVE YOURSELF MONEY BY JOINING OUR PARTS DISCOUNT CLUB
(see details of membership on opposite page), HUNDREDS OF MEMBERS HAVE ALREADY
TAKEN ADVANTAGE AND SAVED POUNDS ON OUR ALREADY LOW LOW PRICES**

The No1 TRIUMPH SPECIALIST IN SUFFOLK

SAVE MONEY SAVE MONEY SAVE MONEY

JOIN OUR



PARTS DISCOUNT CLUB



Membership entitles you to a minimum of 10% discount on any stock item.

Start saving money now. To join, complete form and send to Clive Manvers Triumph Spares, Unit 1, Buttons Green Farm, Cockfield, Bury St. Edmunds, Suffolk, IP30 0JF. Annual membership only £11.50 (payable by credit card/cheque/postal order). We will send you your membership card by return. For instant membership, please telephone during opening hours quoting your credit card no. Annual membership free on orders over £250.00. That's a saving of £36.50 immediately!

Name

Address

Daytime tel No

Type of car

Year of manufacture

ORIGINAL PARTS. ALL ITEMS ARE OF GENUINE ORIGIN

Part No.	Description	Application	Price
308034	Crankshaft	GT6 MK II/III	£50.00
908114	Front Wing R/H	GT6 MKII	£65.00
908113	Front Wing L/H	GT6 MKII	£65.00
155416	Front Sidelamp	GT6 MKII/III	£16.00
GCD301	Rotoflex coupling	GT6/Vitesse	£24.00
917570	Door shell R/H	Spitfire Mk IV/1500	£175.00
917569	Door shell L/H	Spitfire Mk IV/1500	£175.00
WKC165	Bonnet top	Spitfire MK IV/1500	£170.00
TKC940	Rear lamp assembly L/H	Spitfire Mk IV/1500	£30.00
TKC941	Rear lamp assembly R/H	Spitfire Mk IV/1500	£30.00
518534	Steering wheel	Spitfire Mk IV	£35.00
815397	Windscreen surround	Spitfire Mk IV/1500	£170.00

**You can now FAX us your enquiry for very urgent orders 0284 827063
Personal callers very welcome. Ample parking area. Come in and browse around**

THE ONLY NUMBER YOU NEED TO REMEMBER

0284 828674 (3 lines)

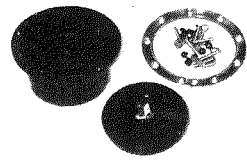
**ALL PRICES PLUS VAT AT
15% PLUS P&P**





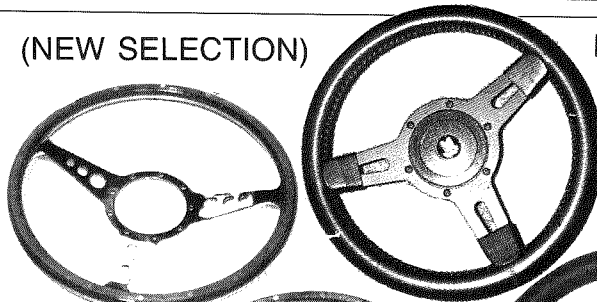
T.S.C.C. JANUARY OFFERS

STEERING WHEELS (NEW SELECTION)

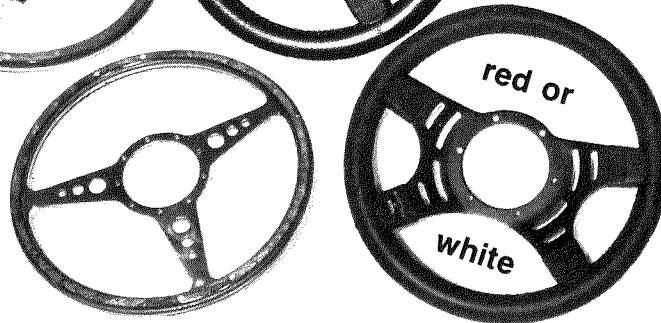


Top quality
Motolita wooden
steering wheels

SW100 MOTO-LITA 13" FLAT	£74.75
SW101 MOTO-LITA 14" FLAT	£74.75
SW102 MOTO-LITA 14" DISHED	£74.75
SW103 BLACK LEATHER 13" TSSC	
'CLUB' WHEEL (BLACK SPOKES)	£29.95
SW108 BLACK LEATHER 13" TSSC 'CLUB'	
WHEEL (POLISHED SPOKES)	£22.95
SW104 RED LEATHER 13"	£32.95
SW105 WHITE LEATHER 13"	£32.95
SW107 WOODEN 13 1/2" WHEEL	
(POLISHED SPOKES)	£34.95
P & P	£3.50



Now
Available
in black
leather &
wood



ALL PRICES INCLUDE BOSS KIT & VAT

A wide range of attractive and comfortable replacements for the original steering wheels are available from TSSC Offers. Whichever version you choose they will enhance the look of your car and your driving pleasure.

TSSC 'CLUB' WHEELS

All 'club' wheels are 'Chunky' ie. thick rimmed.
SW 103 - 13" black leather 3 spoked wheel (black spokes).
SW 108 - 13" black leather 3 spoked wheel (polished spokes).

COLOURED WHEELS

SW 104 on - 13" coloured leather 4 spoked wheel available

in red or white. SW 107 - 13 1/2" attractive wood rimmed 3 spoke wheels.

MOTO-LITA WOODEN STEERING WHEELS - SW100 on
Widely recognised as the highest quality and most attractive wooden steering wheel. Available in 13" flat, 14" flat & 14" dish all with polished spokes.

Suggested applications :-

- 13" flat Spitfire/GT6 - 14" flat early Spitfire/GT6
- 14" dish Herald/Vitesse/Bond - But the choice is yours.

Qty	Code No.	Item Description	£	p

INFORMATION REQUIRED

★ ★ Delete as required ★ ★

TOTAL

Car (model & mark).....Year..... Engine size.....Membership No...../.....

Name Signature.....

Address

Post code:..... Tel No.....

Number Expiry date

Send order to: TSSC OFFERS - 121 ST MARY'S ROAD, MARKET HARBOROUGH, LEICS. LE16 7DT
TEL NOS. (0858) 467710 or (0858) 434424 (9 to 5 Mon to Friday) FAX (0858) 431936 (24 hrs)

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Parts Depot &
FAX 0592 640714



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Fife
Scotland



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TRIUMPH & MG SPARE PARTS A SPECIALITY

RESTORATION OF ALL CLASSIC SPORTS CARS UNDERTAKEN

Vast range of second hand / recon. + new parts now in stock

New B.L. MkIII Spitfire boot lids £200.00

Vast amount of spares, new and used

Nationwide Mail Order

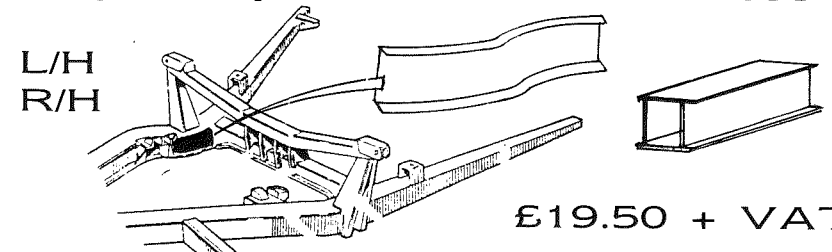
Bonnet's, phone in for orders for
next batch. First come — First served

Deposit secures order. Last batch
went same day.

NEW SHOP OPENING AT WORKSHOP FRONT

Rear end inner rot area repair section, all
club cars, made in 16SWG. Straight box
sections also available in 16SWG

18" long to cope with other rot areas



£19.50 + VAT

ALL PRICES EXCLUSIVE OF VAT & CARRIAGE
MAIL ORDER WORLDWIDE - Special prices for trade
WATCH OUT FOR THE NEXT BULLETIN



SIX SPARES



BETTER PARTS, BETTER PRICES, BETTER SERVICE! - TRADE & EXPORT WELCOME

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10.00 - 5.30 pm Mon-Fri. 11-5.00 Sat. Callers welcome. Ring for directions.

Mail order address: 134 Heath Road, Twickenham, Middx. (West London)

MASSIVE STOCKS OF ORIGINAL AND REPLACEMENT TRIUMPH SPARES HELD.
SHOWN BELOW IS JUST A TINY SAMPLE OF OUR STOCK. SECONDHAND SPARES ALSO STOCKED!

**PLEASE NOTE WE WILL BE CLOSED FOR STOCK TAKING AND CHRISTMAS
HOLS FROM 17TH DECEMBER. SHOP RE-OPENS 7TH JANUARY.
HAPPY NEW YEAR TO ALL OUR CUSTOMERS!**

SEALS — HERALD/VITESSE:

Header Rail/Hood Seal Front	£5.50
Hood Side Seal (top of door)	£3.75
Front W/Screen Seal	£14.75
Door Skin to Door Glass Outer	£4.75
Door Skin to Door Glass Inner	£2.75
Bonnet Scuttle/Bulk Head Seal	£4.00
Hand Brake Lever Gaitor - all models	£7.95
Triumph Pedal Rubber	£1.45
Bonnet Stop Cones	£1.30
Gear lever gaitor	£3.95
Door aperture seal convertible	£8.95
Door aperture seal saloon	£12.25
Master Cylinder Dust Cover	£3.25
Wheelarch to dash seal (small mud flaps)	£2.00
Front Valance seals	£1.00
Boot seal, non original	£9.00
Boot seal, as original	£14.00

REAR ROOF TO DECK SEAL (saloons) . £11.75

SEALS — SPIT/GT6 SEALS:

Front Windscreen Seal	£14.50
Hood Header Rail/Hard Top Front	£5.50
Door Skin to Door Glass Seal Outer	£4.75
Bonnet Scuttle Seal	£4.00
Door Skin to Door Glass Inner	£2.75
Door Aperture Seal (Furflex) Spitfire	£8.75
Door Aperture Seal (Furflex) GT6	£13.25
Front Valance seal Spit I/II/III, GT6 I/II	£1.00
Front Valance seal Spit IV/1500 GT6 III	£2.00
Boot seal Spitfire	£9.00
Tailgate aperture seal GT6	£9.00
Gear lever gaitor Spit I/II/III	£3.95
Handbrake gaitor, Spit I/II/III	£7.95
Master Cylinder Dust Cover	£3.25

ALL OTHER SEALS AVAILABLE FOR ABOVE CARS

CHROME/LOCKS/BRIGHTWORK:

Windscreen Insert Her/Vit	£4.75
Door Handle L/Hand Her/Vit	£9.95
R/Hand Barrel and Keys Her/Vit	£3.95
Bonnet Mirror Her/Vit Original	£11.75
Boot Hinges (pairs) Her/Vit/Spit I/II/III	£14.95
Boot 'T' Handle and Keys Her/Vit/Spit I/II/III	£9.80

Chrome/Locks/Brightwork cont.

Bonnet lock kit (pairs)	£9.50
Door mirror Spitfire IV 1500, GT6 III	£9.95
Boot lock ass. Spit IV 1500	£12.95
Spitfire I/II/III/GT6 I/II outer Door Handle Assembly R/H or L/H	£11.95
Orig. Chrome flip top pet. caps - Spit IV/1500	£17.50
Inner door handle ass. Spit. IV/1500/GT6 III	£12.75
Chrome Wiper Arm Assembly (all models)	£4.95
Stainless Wiper blades (all models)	£4.50
Tailgate lock assy. GT6 I/II	£12.95
Tailgate lock assy. GT6 III	£12.95
Front w/screen insert Spit I/II/III GT6 I II	£4.75
Tailgate rubber insert GT6 I/II/III	£4.75
Cover clips for inserts	£0.80
Spit IV/1500 GT6 III outer door handles (matched pair) black or chrome	£55
Spitfire locking petrol caps	£11.95
Herald/Vitesse locking petrol caps (chrome)	£5.95
Window winder handle Spit IV/GT6 II III	£3.95
Spit I II III GT6 I II chrome h/light rim	£7.50
Window winder handle Her/Vit Spit I II III GT6 I	£3.95
Door inner open. handle Her/Vit, Spit I II III GT6 I	£3.95
Door inner opening handle GT6 II	£3.95
Cubby box lock complete Her/Vit	£4.90
Rear overider Her/Vit pair	£56

ALL OTHER LOCKS & BRIGHTWORK STOCKED

PANELS HERALD + VITESSE:

Rear Qtr. Valance Steel	£13.00
Front Wing Herald 13/60 Original Pressing	£45.00
Front Wing Vitesse Original Pressing	£58.00
Rear Wing Her/Vit	£49.50
Front Wing Arch Repair	£10.95
Rear Wing Arch Repair	£10.95
Sill Her/Vit	£9.00
Door Skin Original Pressing	£17.95
Bonnet 'D' plate Her/Vit	£8.50
Rear centre valance (orig Vitesse)	£32.00
Rear centre valance (orig. Herald)	£34.00
Comp. bonnet fr/panel Her 13/60 (original)	£45.00

ALL CHASSIS AND OTHER PANELS STOCKED

**WE ARE PROUD TO ANNOUNCE
THAT WE ARE NOW STOCKING
THE FULL RANGE OF NEW
INTERIOR TRIM MANUFACTURED
BY INTRIM AS WELL AS OUR
USUAL HIGH QUALITY CARPETS,
HOOD LINES FOR HERALD &
VITESSE.**

PANELS SPIT/GT6:

Rear wing Spit IV/GT6 III original	£99.00
Front Wing Spit IV, GT6 III	£38.50
Front wing orig Spit I II III/GT6 I	£44.50
Front wing orig GT6 II	£66.00
Sill - all Spit/GT6	£10.00
Rear Wing Original Spit I/II/III GT6 I/II	£46.00
Rear Valance Spit I/II/III GT6 I/II	£37.00
Rear Valance Spit IV GT6 III	£28.00
Boot Floor All Models	£36.50
Door Skin Spit I/II/III GT6 I/II	£15.50
Door Skin MkIV GT6 III	£16.50
Full Floor	£29.50
Boot Lid Spitfire IV/1500	£99.00
Rear Light Panel Spitfire IV/1500	£62.00
Battery box	£11.50

ALL OTHER PANELS SPITFIRE/GT6 STOCKED

MECHANICAL/SUSPENSION/STEERING

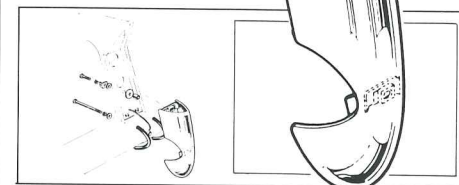
Front Trunnion/Swivel Original Stanpart	£11.00
Steering Rack Exchange	£26.00
Driveshaft all models non-Roto	£45.00
New propshafts from	£65.00
Front Anti Roll Bar Link all	£7.95
Front vertical link Vit/GT6	£32.00
Front vertical link Her/Spit	£34.00
Stub axle Her/Spit	£17.50
Stub axle Vit/GT6	£18.50
Front wheel bearing kit including hub felt (state model)	£9.75
Top ball joint, all models	£8.50
Track rod end, all models	£4.95
Universal joint, all models	£4.95
Front shock absorbers, all	£15.50
Rear shock absorbers, all	£15.50
Rear full wheel bearing kit, rotoflex models	£12.95
Rear full wheel bearing, non rotoflex models	£11.50
Rotoflex coupling and bolts (genuine)	£23.95
Rear leaf spring Spit IV/1500, GT6 III late	£48.50
Rear leaf spring Spit I/II/III	£48.50
Rear leaf spring GT6 I/II/III Rotoflex	£48.50
Rear leaf spring Herald	£58.00
Rear leaf spring Vit. 1600/MkI	£58.00
Rear leaf spring Vit. MkII	£60.00

FUEL SYSTEM + CARBS

Petrol tank sender unit Her/Vit	£22.50
Petrol tank sender unit Spit	£18.50
Fuel pump Her/Spit	£11.50
Fuel pump Vit/GT6	£18.50

Exclusive New Line FROM SIX SPARES

**Pressed Steel
Chrome
Rear Over-riders**



For Herald & Vitesse £58.00 pair

Remanufactured to original specification supplied complete with fittings and mounts or can be ordered without fitting kit for £56.00 or singularly at £29.50. Numbers produced means no waiting, ORDER NOW!!

Hoods Herald/Vitesse - original quality	£68.00
Spitfire - zip rear window	£64.00
Carpet Sets - Herald/Vitesse tufted & bound	£65.00
- Spitfire - top quality	£65.00

ALL OTHER TRIM AVAILABLE

TRADE ENQUIRIES WELCOME

FUEL SYSTEM + CARBS CONTINUED

Carb repair kit (Stromberg)	£9.95
Carb repair kit (SU's)	£9.95
Full range of new and fully reconditioned carbs available	

BUMPERS ETC.

Rubber bumper set, Herald	£95.00
Bumper end cap aluminium, Herald	£6.75

BRAKES ETC.

Brake disc 4 cyl. models	£11.95
Brake disc 6 cyl. models	£15.00
Wheel cylinders (state model)	£6.95
Brake hoses front/rear (state model)	£6.75

MOUNTS + BUSHES

Engine mounts 4 cyl	£3.50
Engine mounts 6 cyl	£5.00
O/drive g/box mounting	£14.00
Standard g/box	£1.60

COOLING SYSTEM

Water pump Spit IV/1500 (non viscous)	£21.00
Water pump Spit 1500 (viscous)	£33.00
Water pump Her/Spit	£23.00
Water pump Vit/GT6	£26.00
Radiator overflow bottle (all models)	£5.25
Radiator overflow bottle cap	£ 1.20

**PLEASE NOTE —
ALL PRICES EXCLUDE POSTAGE & VAT
(15%) AND ARE CORRECT AT TIME OF
GOING TO PRESS.**



Photo can be seen in full colour in Dominique Pascal's new book *BRITISH CARS AT LE MANS*, copies available from Triumph Bookshop

CLUB VIDEOS'

For the first time specially selected videos are available through the TSSC. They are selected or commissioned to be of direct interest to TSSC members and make interesting and unusual presents

So far the range consists of :-
The TSSC International Weekend 1990 - £13.99 + £1.00 P & P

This a review of the weekend including the prize giving and a review of important aspects of the TSSC and an historical appraisal of TSSC cars. Approximately 60 minutes.

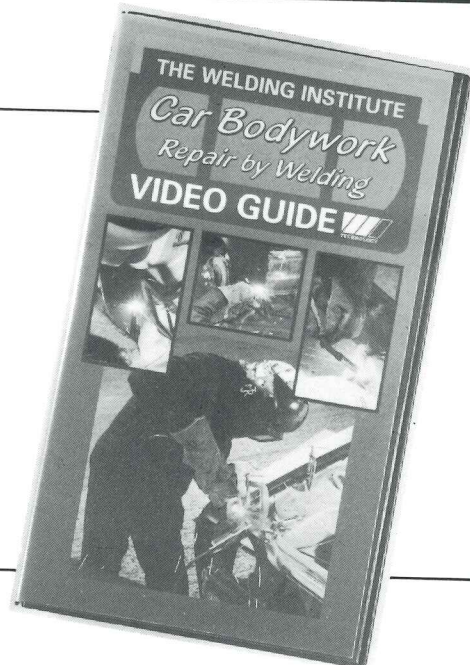
The TSSC Leicester National Sunshine Rally 4 - £13.99 + £1.00 P & P

Features the cars and fun of this highly rated TSSC event. Approximately 60 minutes.

The next two are specialist videos produced by the Welding Institute and are intended to benefit the beginner and experienced worker alike. These are not entertainment videos, but serious, detailed and constructive attempts to make repairs easier for the practical DIY'er.

MIG Welding - (mild steel with low current settings) - £24.99 + £1.00 P & P.

Teaches you how to use a MIG welder to achieve professional results. Approximately 54 minutes.



Car Bodywork - Repair by Welding (MIG) - £24.99 + £1.00 P & P.

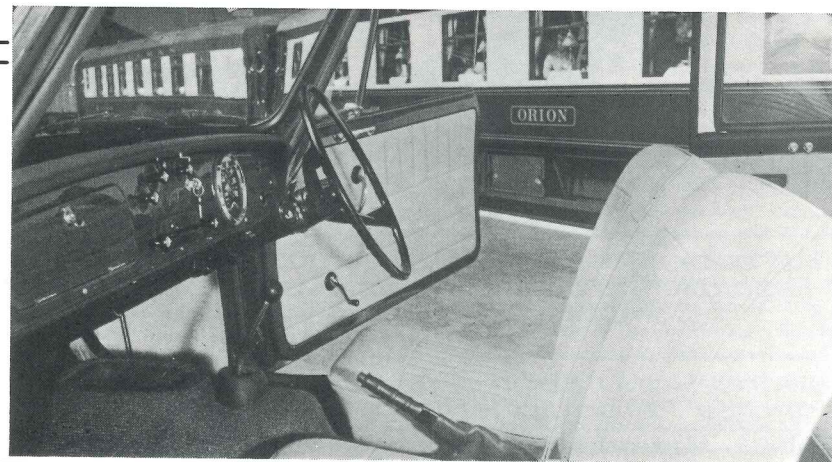
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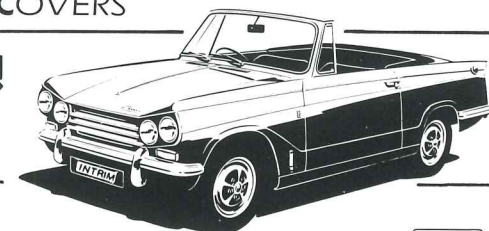
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★ TECHNICAL TIP ★

I thought I would relate to other club members our experience with overhauling the brakes on our late MK3 GT6.

First of all, we bought the car back in September 1989 knowing that the standard servo was faulty. Ah ah, I hear you say, bad move! Up until the Beaulieu Auto Jumble a couple of months ago, I would have had to agree with you. We had looked around for a year to find a repair kit for the servo, the only glimmer of light being the article by Chris Chadwick (April 1990 Courier) referring to a company which will rebuild servos. The only problem for us was the £160-£170 price tag.

★ BARGAIN AT £70 ★

So back to Beaulieu, we trawled the stands for the parts we required for various jobs on the car and at every stall that sold brake equipment asked for a servo repair kit. Eventually, after 3 hours or so, we happened upon a very nice gentleman from 'J.E.M. Vintage & Classic Car Consultants' who sold us a parts kit for £70 which seemed a better deal to us than £160-£170!

Next came the repair kits for the slave cylinders, master cylinders and calipers. Now I'm not putting down the specialist companies that provide spares for the various motor clubs but we found by shopping around various motor factors that we could purchase the various kits required at a cheaper price, only by £3-£4 or so but it makes a difference if you are on a tight budget.

At last we were ready to start the overhaul. The master cylinder, wheel cylinders and calipers were straight forward. All the components were removed and taken to the kitchen (fortunately my wife Vicky was involved in the overhaul so she had no complaints!) for cleaning and replacement of seals. The clevis pin was also replaced on the master cylinder as this was found to be worn.

Then came the servo, I had never stripped one down before so I read the instructions a few times to make sure I understood them fully.

On stripping down the vacuum chamber, it was found that the diaphragm had a 3 inch tear in it. This explained the revving of the engine each time the brakes were applied. Also in the vacuum chamber we found the internals of the one way valve. (This item was replaced by one from the Land Rover 90/110 series servo — the one way valves are identical). The control and output pistons were then stripped down, the seals were evidently worn and deposits of rubber found in the bores. Luckily the bores and vacuum chamber were found to be in serviceable condition.

The replacement of the seals and re-assembly was straightforward until we came to putting the vacuum chamber back together. This took about an hour and a half due to the new seal keeping the two shells apart by just enough to allow the clamp to fit correctly. This was resolved by carefully lining up the two halves of the chamber, attaching the hose from the inlet manifold and running the engine to keep the two halves together. The assembly was then clamped in a Black & Decker Workmate to draw the two shells that little bit closer together and the clamp fitted, with judicious use of a hammer.

With the assemblies back on the car, all that remained was the replacement of the flexible hoses with braided hoses, filling and bleeding the system with Silicon brake fluid.

The result of these endeavours was a club car that will stop on a 5p bit (smaller than a sixpence) in a straight line.

I hope this rambling will be of help to other club members who want to attempt a similar job.

Keep up the good work with the Courier and thank you to Paul (GT6 Register) for his invaluable advice on the adjustment of the automatic adjusters!

Ian Cresswell



G. B. CLASSIC CARS

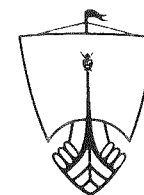
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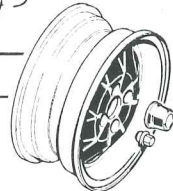
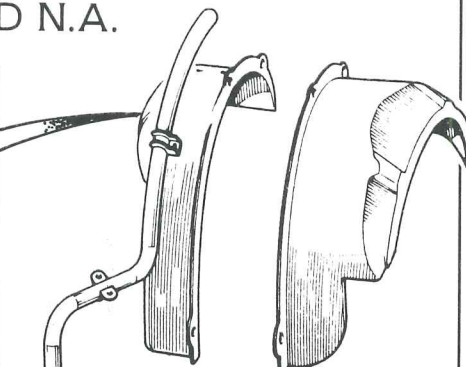


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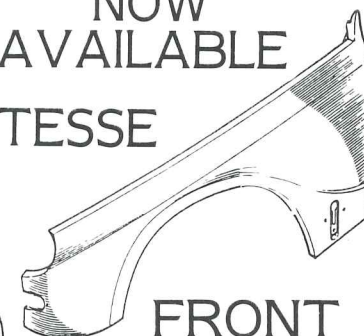
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Dave Beardsley

NO heading photo this month for the simple reason that you haven't sent any to me and none of my stock is readily available (explanation in the coming months). This month I would like to conclude the series on the rear suspension/transmission.

Differential Gears/Bearings

As the differential ages it will begin to rumble. At first it will be only slight but will, with higher mileages, become progressively worse. Do not have the mistaken belief that the differential will go on forever, eventually it will expire, probably by going bang in a big way! If this happens, you will have to pay a hefty surcharge on the exchange unit if the major components are damaged in any way (i.e. the casing or the cage), so change it sooner rather than later. The fault will be evidenced by a deep rumbling present at all times, but getting lower/deeper as road speed increases. If the bearings are worn the noise will become worse as the weight of the vehicle is placed on the side of the car with the worn bearing. To test, use the checks outlined in Part I (November Courier), driving the car in a slalom fashion to place the weight alternately on each side. If you suspect the unit may be worn, the oil will give a good indication of its condition. If it is black, then it is a fair assumption that the unit is worn. Rectification is by replacement, not cheap at the best of times but remember the earlier comment.

Spring (Leaves)

The individual leaves of the spring move in two planes as shown in Fig 1. Between each leaf there is a rubber thrust button which assists with the movement in both directions 'A' and 'B'. With age these buttons perish, soften or flatten so that the leaves come into contact with one another. Initially this will only create a knock in connection with movement 'A'. In time, the metal to metal contact will wear the leaves as shown in Fig.2. In this condition, movement 'B' will now create a knock

whenever it is great enough to cause the end of the upper leaf to contact point 'C'. To examine, raise the rear of the car and remove the road wheels, after brushing off the loose dirt, you should see the wear ridges 'C' on the upper faces of all affected leaves. Replacement springs are readily available and will also restore the correct ride height.

FIGURE 1

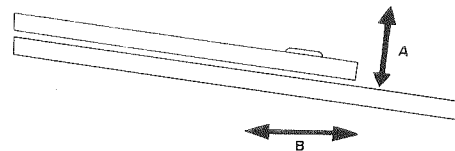
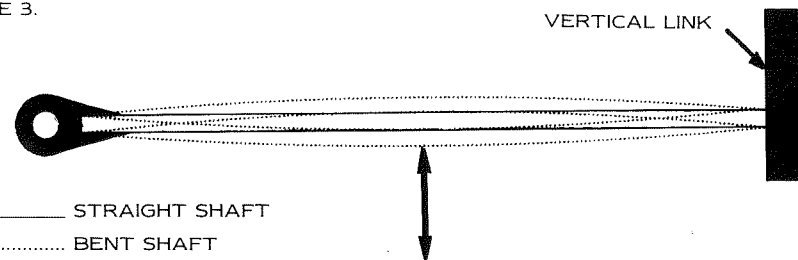


FIGURE 2



FIGURE 3.



Spring (Bushes)

At the end of the bottom leaf spring is a large rubber bush which surrounds the bolt which attaches the vertical link and the spring. With age the rubber softens which allows the vertical link to strike the spring during sudden upward movement, i.e. hitting a pot hole. The bushes can be replaced but I have always found that the spring is also worn by the time this becomes a problem and new springs come with new bushes anyway.

Hub Bearings

As the bearings wear, a slight buzz will be heard on the overrun. This will get progressively worse until a deep rumbling will be apparent at all times. As the wear becomes worse, it will allow the halfshaft greater movement within the bearing carrier which will give rise to vibration. Unfortunately, there are too many other forces bearing against the assembly to enable you to feel for wear by hand in the same manner as the front bearings.

One of the few checks that you may do in situ is to pump in some grease and see what colour the old grease comes out from the rear of the carrier. If it is black or worse a dark metallic grey then the halfshaft has probably worn as well which means stripping the whole assembly to replace both the shaft and bearing. If you catch it in time the shaft may be reused provided that no surface wear is present in the area of the bearing. Replacing these bearings will be covered in a later article.

Halfshafts

Although a bent shaft may cause a knock or two, the main fault will be a vibration that cannot be cured by the methods previously outlined. A bent halfshaft is very often caused by a careless (previous) owner jacking the car up, using the jack directly on the shaft, particularly when adjusting the handbrake, in an attempt to keep the wheels vertical, i.e. preventing the effects of the swing axle.

★ ★ ★ THE MORAL! ★ ★ ★

The moral of the story is, **don't do it!** If you suspect that the shaft may be bent the check is fairly simple. Raise the car and support securely on axle stands. Have an assistant start the engine and engage first gear. By observing from under the car, you should see the runout of a bent shaft as shown in Fig.3. For slight bending, hold a piece of chalk firmly against some part of the chassis so that it just bears against the shaft. As the shaft rotates, it will draw a faint line around the shaft. If it is bent, the line will be broken. Cure is by replacement, which unfortunately involves stripping the whole assembly.

I hope this article has been of use, it was not intended as a definitive list of problems and solutions, but more a pointer as to where you might start to look to find a cause. Keep the pictures flowing and a Happy New Year to you all.

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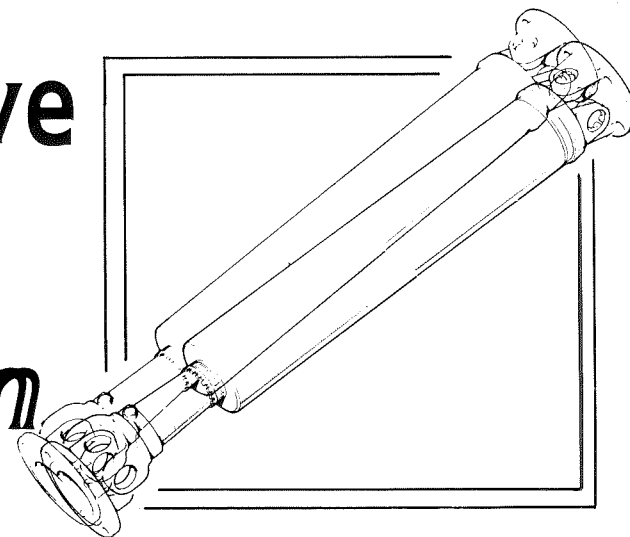
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Fan belts	each	2.25

Cure Drive Line Vibration

by EDDIE EVANS



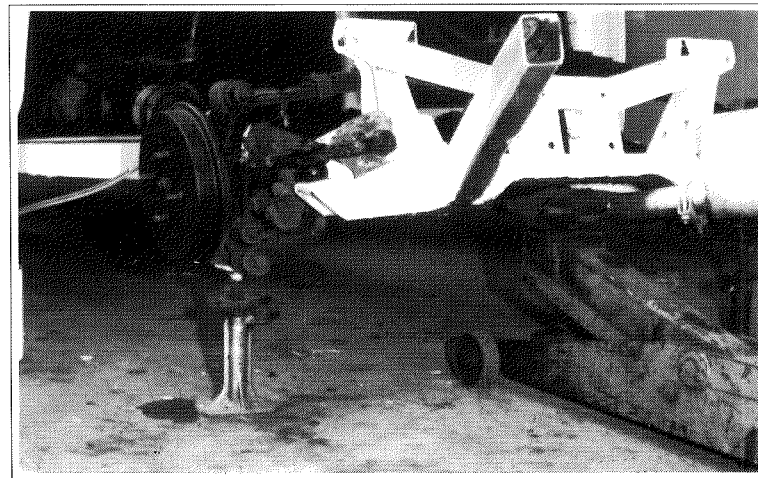
A disadvantage of the separate body-chassis construction of our cars is that the comparatively flexible structure can magnify slight imbalances in the drive-train. Whereas a more sturdy monocoque car may only suffer slight noise, we in the TSSC may endure anything from a monotonous drumming to violent shaking of the whole vehicle structure.

The vibration often shows itself over a particular speed range, usually 40 to 50mph and above 70mph. When the symptoms show, we instinctively check for defective universal joints in the propeller shaft and axle shafts; then the gearbox, overdrive and differential mountings and finally the bearings in the gearbox, diff and hubs. If all these are in good order then we can assume the drive train is out of balance. However, these checks will not have been in vain since all these components must be in serviceable condition before attempting to balance the prop and axle shafts.

There are several reasons why a previously normal drive-train will become out of balance. An obvious cause is impact to the prop-shaft or axles resulting from bottoming on a high kerb or other obstruction — even a slight dent can put the prop-shaft out of balance. Damage can occur through careless use of a jack and even the original manufacturer's balance weights have been known to come adrift from the prop. Simply renewing a U/J and re-fitting the

flange at 180° to its previous position can throw the system out.

Whatever the reason, the following method of balancing the drive-train will give you a smoother running car. All you need are two jubilee clips to fit around the prop-shaft, a screwdriver, a piece of chalk and a great deal of care and patience. During the balancing procedure, tests will be carried out with the drive-train actually running, so the engine must be capable of maintaining a steady speed without any 'hunting' or sticking throttles. Likewise, the cooling system must be in



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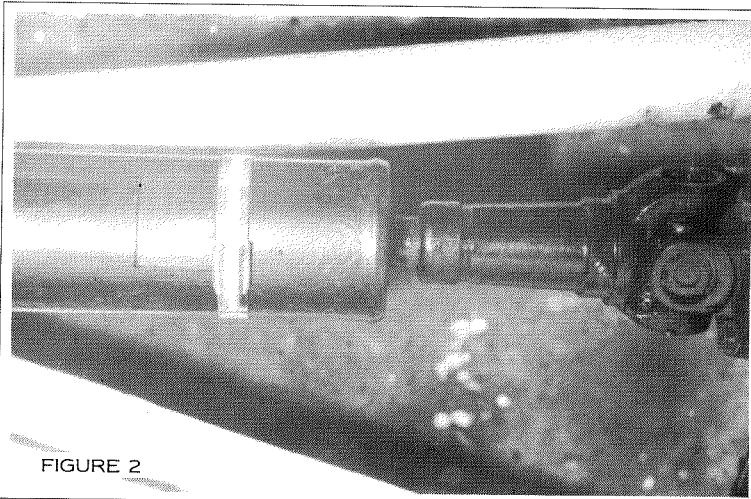


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good order as the engine will be running for some time at normal road speed with only the fan to assist air-flow through the radiator. Check the water temperature frequently during the balancing procedure.

Firstly jack up the rear of the car and securely support it with axle stands placed under each lower shock-absorber mounting to give a 'laden' condition to the rear suspension. As you will be working underneath the car, place other supports at strategic positions (but not touching the car) as a safety measure in case the vehicle should work loose from the axle stands. SEE FIG. 1 (page 53). Remove the rear wheels as these can be balanced independently and also remove the brake drums which may otherwise cause binding. The balancing can now be carried out by fitting the jubilee clips to the prop-shaft so that their tightening screws act as weights which are moved to cancel each other out whilst compensating for the imbalance of the drive-train.

Fit the first jubilee clip around the prop-shaft at the differential end, approximately 2 inches forward of the end cap weld. SEE FIGURE 2.



Now carefully re-position the clip in either direction so that the tightening screw is at 90 degrees from the chalk mark.

Fit a second jubilee clip adjacent to the first and tighten it so the two screws are at opposite sides of the shaft (ie at 180 degrees from each other) SEE FIGURE 4 (page 55).

We can now achieve that balance by very carefully rotating the clips by equal amounts, bringing the two screws towards the chalk mark. Again this should be done by trial

and error, stopping the engine to adjust the clips, then running it to check the balance until the best position is achieved. This can be a tiresome and repetitive job demanding patience and concentration and as the clips move towards their optimum position, the slightest movement becomes critical. When you think you have it right, take a few minutes break before returning for a final check.

On completion of the job, make sure the clips are left securely tightened.

If required, the front end of the shaft can be similarly balanced though this is rarely necessary. Once the drive train is properly balanced, it's a good idea to go back under the car and reference

Having fitted this first clip, the vibration will now be worse than ever. Rotate the clip in stages, stopping the engine before going underneath to make adjustments and running it after each movement of the clip until you find the position which gives the smoothest running. (This will still be worse than original).

Put a chalk mark on the prop-shaft next to the tightening screw of the jubilee clip (SEE FIG. 3).

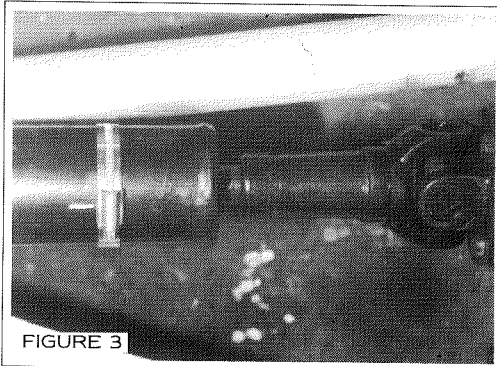


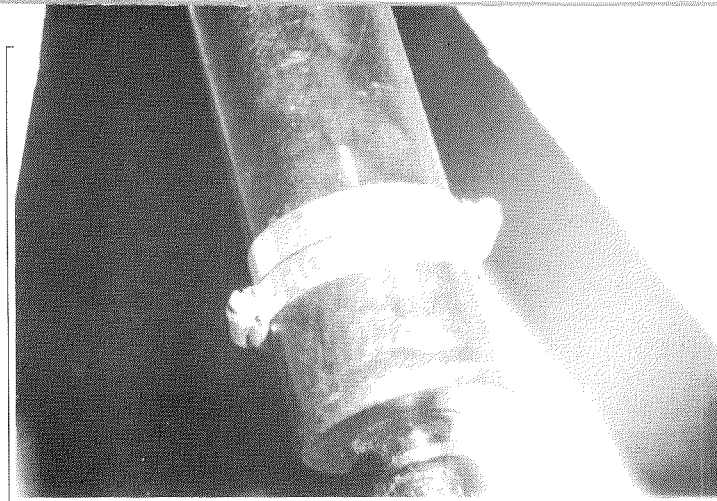
FIGURE 3

each pair of mating flanges, ie, gearbox to prop, prop to differential and diff to axles.

★ FUTURE ★

By doing this, any components removed during future servicing can easily be matched up again in their exact positions helping to maintain the system in balance.

Small imbalances in the drive-train will not trouble the 2.5PI driver thanks to it's stiffer monocoque body-shell and efficient sound deadening.



Flathead piston and con-rod, circa 1968.



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SAFETY NOTE:- At this point it must be stressed that you should not venture under the car whilst the engine is running, whether in gear or not. Apart from the risk of fingers, hair and clothes being torn off by moving parts, there is also the risk of the car vibrating off it's supports and landing on top of you. Also keep clear of rear hubs when the engine is running with gears engaged.



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WEST YORKSHIRE PHOTO-CAPTION COMPETITION 1990

Here are the results of the photo competition first advertised around March 1990.

The categories were: 'Club Car' — Must feature one of the club's marques.

'Open' — Must have some link with the club, no matter how tenuous.

To make things more interesting, each photo had to have it's own caption, which contributed to the scoring.

Here are the winning photograph's

"CLUB CAR"

'Just remember
who's boss
in here!'



"OPEN"

'Aw Dad, why
can't we have
the top down?'



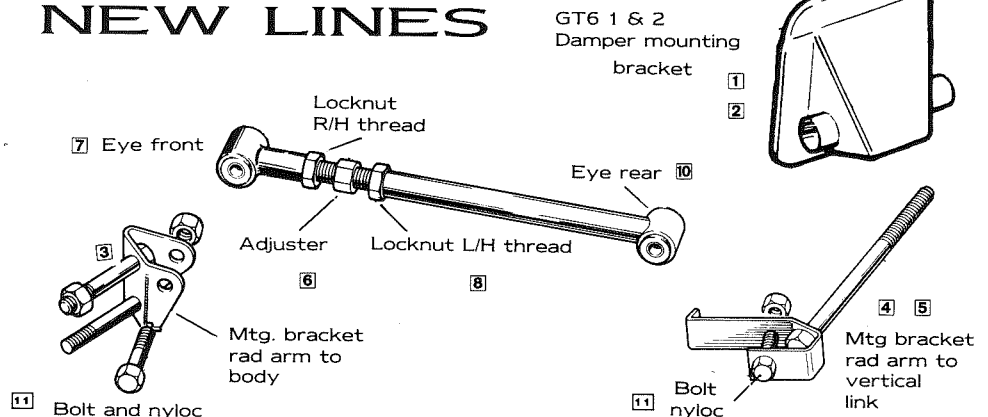
Congratulations go to Chris Peacock from Bishop Auckland, in the 'Club Car' category, and to our much maligned and greatly over worked Area Organiser, Andy Higgins, in the 'Open' category. Many thank's to all the entrants and if you think you can do better, watch out for the 1991 competition around next spring.

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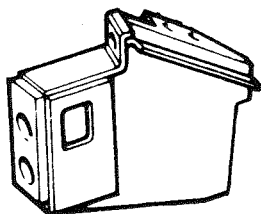
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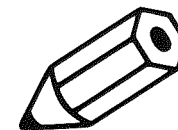
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Pen to Paper



Dear Sir,

I read with interest the article 'Trustworthy' in the November 1990 issue of 'The Courier', and came up with some thoughts that I would like to share with other members.

★ MARINA CONVERTIBLES ★

Firstly, rather unfortunately I think that we should all realise that for the foreseeable future at least, the demand for the small chassis Triumph will never reach the same levels as the present demand for Marina Coupé and Convertibles (oop's, I mean MGBGT's and MGBs), and so to this end, BMH is not likely to reproduce parts for these cars. Of course our problem is compounded by the fact that Triumphs are considerably more exclusive than MGs — witness the production figures in Courier 125 for the MGBGT and the GT6.

Having said that, surely if BMH are not going to use whatever tooling they have for (for example) the Herald/Vitesse range then why not sell them to the Club, or to a specialist or consortium of specialists who would be obliged to sell the remanufactured parts at a price regulated by BMH and to quality standards imposed by BMH.

Of course BMH may not want to sell the tooling, in which case would it not be possible for any of the aforementioned groups to lease the tooling with perhaps BMH contributing to the production costs, and of course if demand for the parts was such that BMH wanted to take over production themselves, then the financial loss to both sides would not be prohibitive.

★ QUESTIONNAIRE ★

Finally, the article suggests that club members give some indication to BMH as to what the demand for certain parts is, and of course, what parts are needed. Would it not be a good idea for the Club to send out a questionnaire that could then be used to lobby BMH and show them that not all Triumphs have the letters TR in their name. After all what is the point of us all being united in a common cause if we do not then use our collective might to further our cause. Think about that one.

Having said what I have, please do not think that I am putting down the work done by companies such as John Kipping and Six Spares, far from it in fact; but I do not see why us Triumph owners should have to scan the second hand columns for something as fundamental as a hood frame or door shell for a Herald, do you?

S. K Edwards

MoT EMISSION TEST

At the moment it seems uncertain what CO figures are likely to be applied to 'our' cars but when this is decided it appears unlikely that members will be able to test their cars' emission before taking the vehicle for MoT; I imagine most of us make some assessment of the other MoT requirements and do the necessary in the hopes of avoiding a wasted journey & expense.

Surely there must be one or two electronic wizards in the club who can design an instrument for measuring the CO and sell the circuit diagram to help club funds — or perhaps also offer a kit of components for those members who feel competent to make the device. May I suggest an appeal to electronics experts via the 'Courier'!

Rex W Hayman

SHORT VITESSE!!!!

Having recently been the innocent victim of a crash in which my precious Mk 2 2L convertible was shortened by 2 feet, I should like to hear of any other Members' experiences with restoration firms. I have neither the facilities nor the expertise to undertake the work myself and my other 2L Vitesse was stolen by a firm advertising restoration while we lived abroad, so I am anxious to prevent this happening again. I have owned a Vitesse of some sort for over twenty years and I should dearly like to have this one back on the road or she will have to be sold for scrap. At present she is housed by the garage where she was taken after the accident, but as we are about to incur heavy storage charges, I need to sort out her future promptly.

Any advice would be most welcome. Y. K Autie

May I share with your readers a recent frightening experience.

FUSE BOX ALERT — SPITFIRES

Negotiating the back streets of London on my regular homeward journey, I managed to home-in on a particularly nasty pot-hole which jarred the car severely. The engine died and smoke filled the interior. After the panic had subsided, careful daylight scrutiny revealed the cause. The brown supply lead from the starter solenoid to fuse 3 had touched the bulkhead because the fuse box was not securely fixed into its hole. Fortunately for me, the adrenalin generated an abrupt stop which moved the fuse box further forwards, breaking the contact.

Thinking that this incident was just age (of the car) and bad luck, I investigated my local specialist Triumph breaker who had two Mk IVs in stock. BOTH had the same wire worn by touching the bulkhead hole. BOTH had a broken fusebox retaining clip. It was then that I remembered levering out the fusebox many years ago to add spotlights.

MORAL: If you own a Spitfire of GT6,

1) Only remove the fusebox by first releasing the delicate plastic clips from inside the car behind the fascia 'parcel shelf'.

2) If your fuse box is loose where a previous owner (obviously!) has been heavy handed — FIX IT. There are four small blind holes around the edge which can easily be drilled through into the bulkhead for self-tapping screws. Purists and concours buffs will need a new loom (the only way to acquire a new fusebox I am told — £100+!)

I was lucky, I escaped with a single wire replacement, but to make a good job of it, that section of the loom needs a lot of time and attention.

If you value your car and its cargo, don't leave it to chance.

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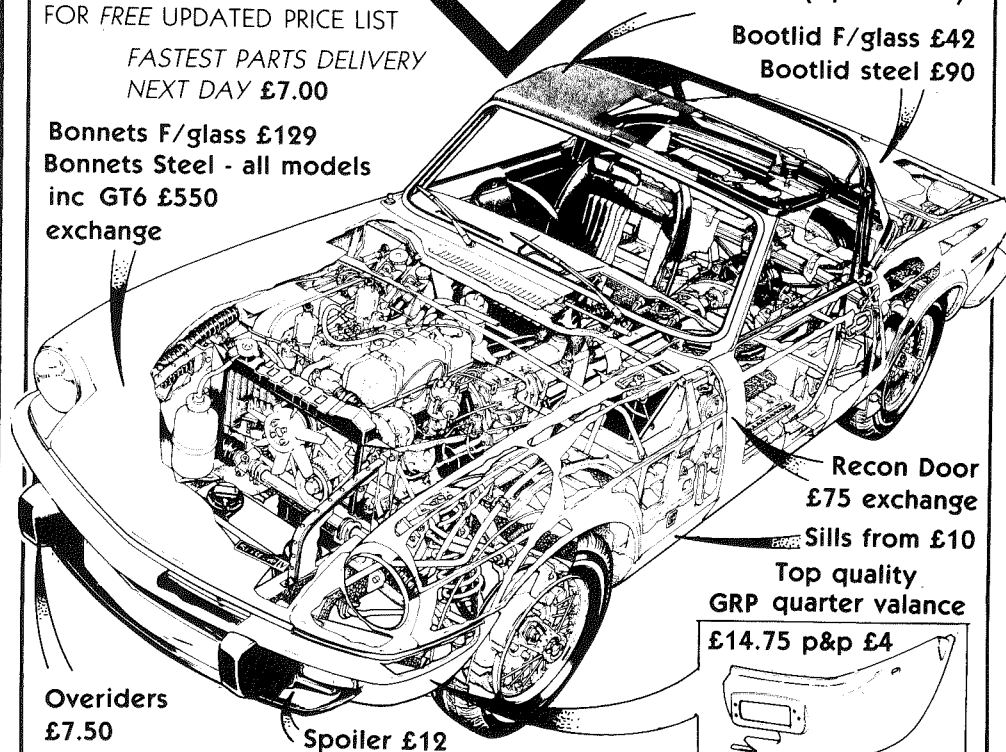
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LEON F GUYOT

DUE to the impending move to the TSSC's first ever, very own premises, I am having to write this report less than one week after the December report! In fact, it is still November.

No real progress yet on the repair to the accident damage to my Herald, except that the insurance assessor has finally given the go-ahead for the work to be carried out by S. & S. Classic Car Restorations, probably commencing sometime within the next two weeks.

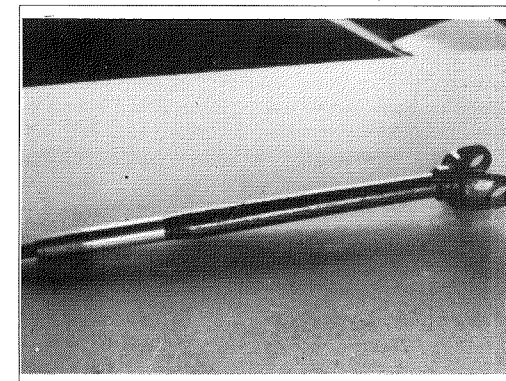
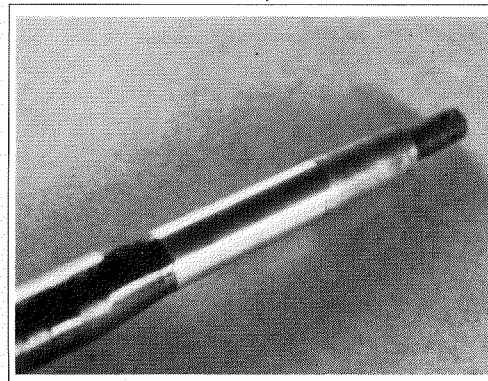
My Vitesse is still 'on holiday' down in Devon, at S. W. Classics, the amount of remedial surgery required by the car is only matched by a similar process soon to occur to my finances!

I am, however, certain that, in the end, it will all be worth it, so watch this space.

I do hope that you all have a Super Christmas time and do not eat and drink yourselves silly!

Now for the long awaited instalment of Zbigniew's article on running and restoring Triumphs in Poland.

To start the ball rolling, here are a couple of photo's depicting the rear driveshaft which has been resurfaced by grinding, then chromium plated.



Rear Suspension

Universal joints — As people may know, in place of the original UJ's, UJ's from LADA/POLONEZ cars may be fitted, but I use Polish UJ's. Unfortunately, neither of these alternatives are as well constructed as the originals, especially the grease seals, with the result that after one year, the needle roller bearing dries out. The maximum life of these UJ's is only two years (sounds familiar, Leon!)

DRIVE SHAFTS & BEARINGS

These are one of the most difficult problems with our cars, because when the wheel bearings wear, the driveshaft bearing surface also begins to

wear. To repair this correctly, a new driveshaft and bearings are needed, and very often, the place for the needle roller bearings in the trunnion housing is also worn and needle roller bearings of the original size are absolutely unavailable here. But fortunately, there is one particular bearing that is very close in Metrical size to the original size, i.e., type RHNA 253216, but this is also very difficult to obtain.

This bearing could be used, as long as the driveshaft surface, and the trunnion housing are not too far gone. In this case the driveshaft can be ground to a diameter of 25.0mm, the bore of the trunnion housing oversized from 31.75mm to 32.0mm (both these sizes must be to the correct

fitting tolerances — very important). In place of the original ball bearings, a new bearing must be fitted '6205', with the help of an outer reducing bush, changing the outer diameter from 52.0mm to 57.15mm, and the bearing width from 15.0mm to 15.875mm.

★ REBORED ★

One of the most important points of this repair, is to ensure that the trunnion housing is rebored absolutely symmetrically in the old hub axle. If the driveshaft bearing surface is worn, it can probably be repaired by Chrome plating. I have already repaired one suspension in this way, fitting new bearings sent over to me by TSSC member Chris Gibson (thanks Chris, Leon), but I cannot yet report on the success of this repair, as I've only done 100km on this suspension since I completed the repair — only two days ago, at the time of writing on 25/6/90.

★ SKODA 105/120! ★

Four years ago, before I devised the above repair procedure, I made up a replacement driveshaft, and I decided to use the rear driveshaft from Skoda 105/120 cars, mostly because the material is probably very close to the original and is also only slightly surface hardened.

In order to produce a Triumph fitting half-shaft, I had to carry out the following operations:-

- 1) Reduce diameter of the outer end of the shaft from about 31mm to 25.6 to 25.8mm.
- 2) Change the screw thread size from M16 x 1.25 to M14 x 1.25 (closest to the original).
- 3) Change the angle and diameter of the hub mounting cone.
- 4) Mill a new groove for the hub key.
- 5) Harden the shaft in the area of the needle roller bearing, this must be done very carefully, and only to a depth of about 1mm, because, if the hardening goes too deep, it could fracture the shaft. (The needle roller bearing surface must be hardened to approx. 65HRC).
- 6) Grind the shaft to a size of one inch, the correct fitting tolerance, and fine grind the cone to the correct angle. This driveshaft may be cut, on the lathe only, to keep it's angle, and the inner-end of the shaft may be finished to the correct diameter (before cutting I hasten to add!).
- 7) Because the UJ flange that I've used is from the front UJ assembly of a POLONEZ propshaft, this must be welded to the driveshaft, as in my opinion, it was the only method that I had of centralising it correctly, unfortunately, for about the last two years, this flange is no longer available as a separate spare part, only with the front propshaft assembly.

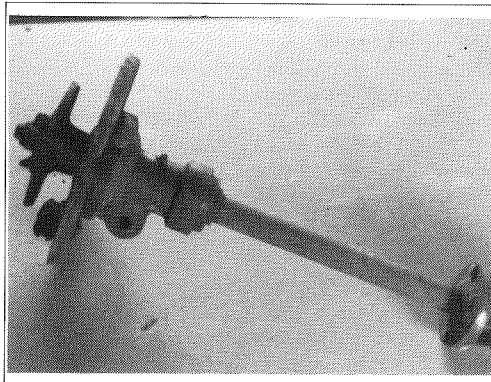
I used this driveshaft for three years, and one year ago, the ball bearing assembly started to work loose on the driveshaft, because of incorrect fit

ting tolerances. It was bearing 6205 oversized by grinding to an inner diameter of 1" — now this particular driveshaft has been repaired by chrome plating as in the second photo (page 61).

Naturally, to work on the rear wheel bearings, we've had to make up a special hub-extractor, similar to the original.

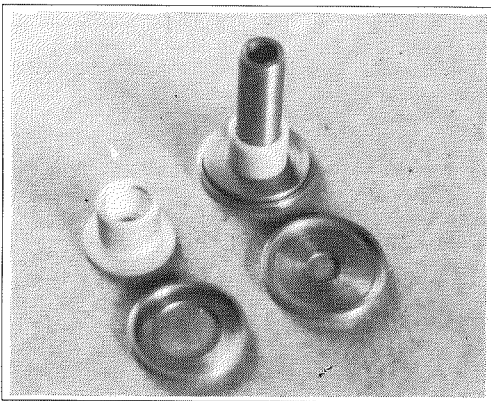
Of all the Heralds' that I've seen in Poland, many changes have been made to the rear suspension. I will attempt to describe two of these to you below:

- 1) Instead of needle roller bearings, the ball bearing type 6005, the smallest one, with 25mm inner diameter, was fitted with new larger trunnion housing. The small bearing is too weak, working only for about 5-10 thousand kilometre.
- 2) In a new much bigger trunnion housing, two 6205 ball bearing races are fitted, this works much better, but the suspension becomes much heavier.



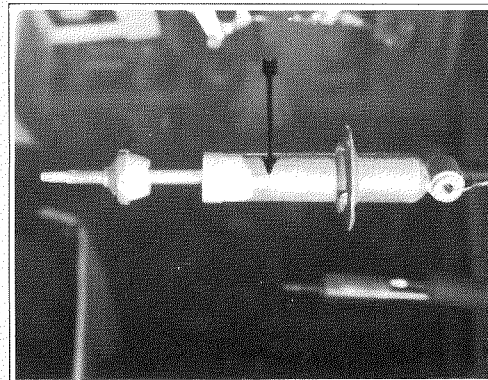
I've also thought about making new trunnion housings, and using needle roller bearings with separate paths, i.e. NA4905, but it is very complex and expensive to make a good and light trunnion housing.

P.S. Regarding the nylon front and rear trunnion bushes, due to non availability here, I've had to make up my own and instead of the rubber sealing rings, I've used Silicon or Acrylic.



SHOCK ABSORBERS

The rear dampers have been constructed from POLONEZ front shock absorbers fitted with an eye in the upper end, in place of the original bolt. The front dampers are also made up units.



The photo shows where the welded joint was made, very carefully I might add.

THE BRAKES

I only have experience with front disc brakes, not with the drum type.

CALIPERS: My car originally had 12LF calipers, which I changed for the larger 14LF calipers, which I found in 1986. After one year of use, these calipers have started to unseal, so I was forced to do something about them, so I've made new pistons from stainless steel.



My friend brought me a caliper sealing kit in 'Heuten Autoersatzteile' at Aachen, West Germany. The caliper assemblies are still working very well after three years of use.

REAR BRAKE CYLINDERS: The wheel cylinder sealing kit was also bought in Heuten — the piston and cylinder surfaces were good, so there was no problem with sealing it. The much bigger problems were the worn bleed nipple screws in the cylinder body, new bleed nipples with a bigger screw size, although with the same pitch were made up, but this repair is a little weak, because the remaining

aluminium around the bleed nipple is very thin. Another problem was the wheel cylinder locking clips. My Herald had lost the original clips, and I've made them from sheet steel, but this wasn't too successful. In Feb. 1990, I got some original clips from Patrick Kells in Berlin.

MASTER CYLINDERS: When I first got my car, it was fitted with master cylinders from the Trabant (now you know what one of these looks like), these cylinders had a bigger diameter (19.05mm), they were working OK, but I started to look for some original ones, and once I located some, I got service kits from Chris Chawro, and fitted them to my car. The brakes have now improved, and are now easier to adjust, and bleed due to the smaller diameter master cylinders. The clutch master cylinder only worked up to the start of 1990, then the fluid reservoir valve seat failed, due to the worn surface in the cylinder body, and in this case, Patrick Kells helped me find a good secondhand cylinder in Berlin.

BRAKE PADS:

Since I cannot buy any original pads, I've used pads from the rear brakes of a Mercedes Diesel (W115/W123) which are easy to get in Poland.

REAR BRAKE LININGS:

Linings from a FIAT 126 (post 1981) can be riveted to the old shoes using copper or aluminium (not recommended unless you are an engineer!)

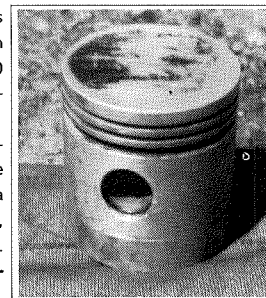
BRAKE FLUID: I use Polish brake fluid made to SAE R3 specification.

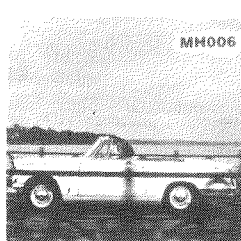
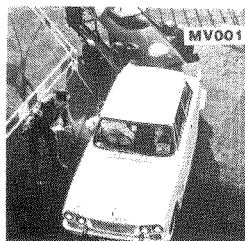
ELECTRICAL SYSTEM:

The modifications and repairs that I've carried out are as follows:-

- 1) Fitting an 8 fuse fuse box under the bonnet near the control box for safety.
- 2) Fitting relays for headlights, one for dip beam, one for main beam and one to enable me to switch on the headlights only when ignition is on.
- 3) Fitting a relay for the horn.
- 4) Fitting a relay for the heater blower, because the contacts were too weak for the motor, but OK for the relay.
- 5) Changing the dynamo for an alternator (Bosch 28AMP from Ford Fiesta).
- 6) Fitting reverse and fog lamp.
- 7) In the headlamps with the original symmetrical lenses, I have fitted H4 bulbs and renewed the silvering, this works very much better than I had expected it to.
- 8) Fitting of hazard warning lights.

Before we go, a picture of an engine piston made in a workshop in Poznan, Poland for my Herald.

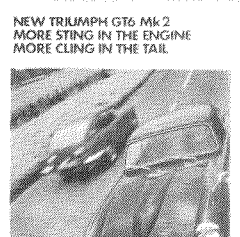
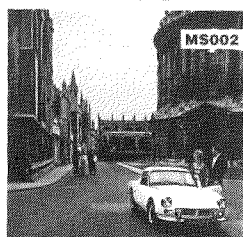
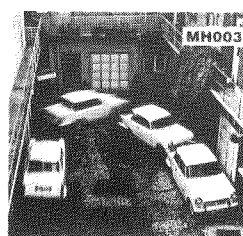




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Body and Chassis

These were the worst parts of the whole car, and still continue to make me a lot of work! 'Both body and chassis were much destroyed by rust, and in some places very badly repaired' (Worldwide problem, Leon) The bulkhead and rear body sections were welded together, and eight years ago I couldn't decide if I should separate them or not because of the cost, now I would certainly do it. All the bodywork was repaired using acetylene welding without the use of any (non available) factory body panels. All the panels were formed by hand, these repairs can of course never look as good as original panels. During this period I fitted doors from a 1961 Herald to my 1963 car which were still in good original condition, but now they also need repair but I have new door skins, so I hope to do these in a short time. The repaired body was painted by myself, my first attempt at such work, using a low pressure gun, and prior to painting I removed the six previous coats of paint.

!! WRONG FILLER PRIMER!!

Three years ago I painted my car again, a little better this time. Unfortunately, due to the wrong filler-primer being used, it now looks very bad again! Luckily all the original finishing trim and mouldings were in good condition, the problems were the badges. I had the side 12/50 badges, half a 'Herald' script badge and all the letters except 'M', I also had the non original fuel cap. After seeing a photo of my Herald in The Courier, Claude Buntinx from TSSC Belgium, sent me an original fuel cap.

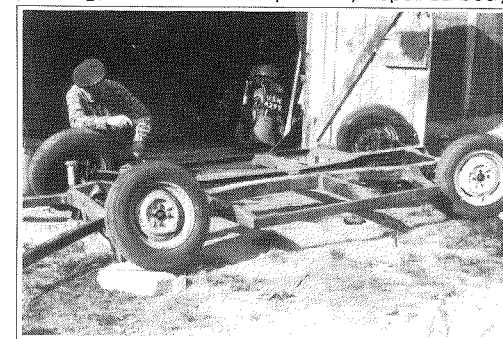
Another TSSC member, Andrew Peel sent me the missing 'M', and a Herald badge. (Thanks Claude & Andrew, Leon). The next problem was with the valances, these parts of the body were so far gone that it was impossible to rebuild them. For a while I made the rear valances from steel, resembling the originals and now I'm about to refit original reconditioned units.

Instead of the front valance, for four years I used a bumper made up from an old Fiat 126 bumper and a shortened GRP front spoiler from a Fiat 125P. Naturally, immediately after finding a serviceable front valance I've repaired it and fitted it. Inside the car, there were no original carpets so I cut and made new ones and fitted them myself. The problem is, with the carpet on the gearbox cover it is very difficult to make one which looks good!

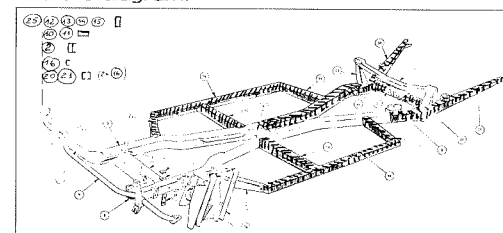
The seat upholstery is also non-original as is the headlining which was renewed two years ago, now the sun roof also needs renewing, not being original, the previous owner making it about 15 years ago after the original was destroyed by thieves.

Chassis Frame

This has also needed a total rebuild including new outriggers, side rails and repair of the backbone. I used as a material, closed box sections, typically used in Poland for chassis building. All the repairs were carried out using acetylene welding and after painting, bolted to the separately repaired body.



For the parts changed during the chassis rebuild, see the diagram.



I freely admit that my chassis is obviously not comparable to any professionally restored, but it still works rather well after eight years. (You should see some of the so-called professional work in Britain! - Leon).

Conclusions

I have written for you all about my experiences in the maintenance and repair of my Herald, and I know that most of my repairs don't give the same result as those made with original parts. My knowledge about the construction and maintenance of our cars is constantly improving and reading articles in the Courier helps too. Finishing my writing, I should like to thank fellow Triumph enthusiasts from (nearly) all over the world, that have written to me, especially I want to thank Brian Waters for helping me to stay a TSSC member, Chris Chawro for parts and the most useful Herald workshop manual, also Del and Marita Carpenter of the Spitfire Drivers Club e.v. Saarland, I receive from them their club magazine; Triumph Scene, I've got all the issues.

Now to wind up this extended report, a few remaining photos from Zbigniew Czarnecki.

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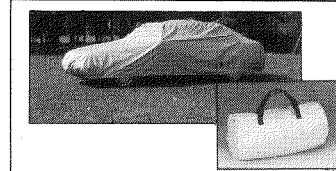
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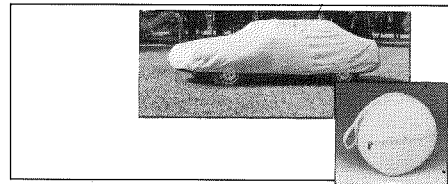
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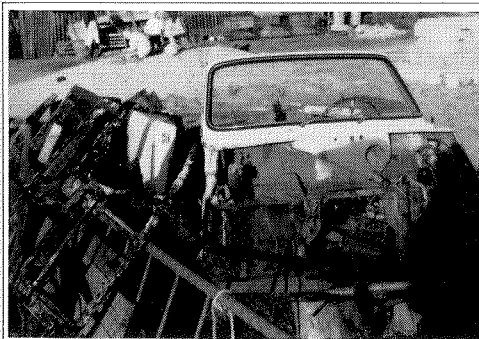
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Zbigniew's friends 63 Herald after 1st ever bodyshell
repair and repainting, Reg. SPR2117. Seats red, partially
leather.



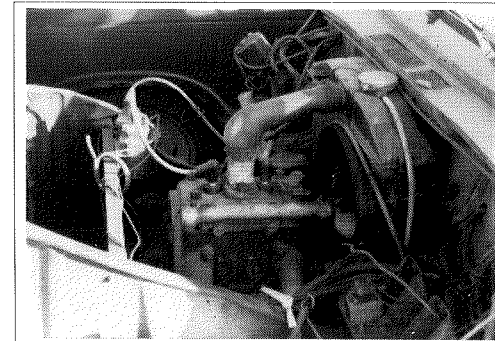
63 Herald 1200 waiting attention. At side is spare Mki
Herald chassis.



Zbigniew's Vitesse 6 waiting patiently for time and money
to proceed. (Sounds familiar, Leon)

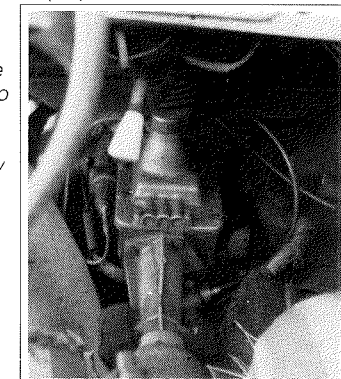


Same Vitesse with scrapped Herald 1200.



Well & truly modified (bodged) Herald with 2 cylinder
2 stroke 27bhp engine, radiator up against the bulkhead.
(Previous owners work!)

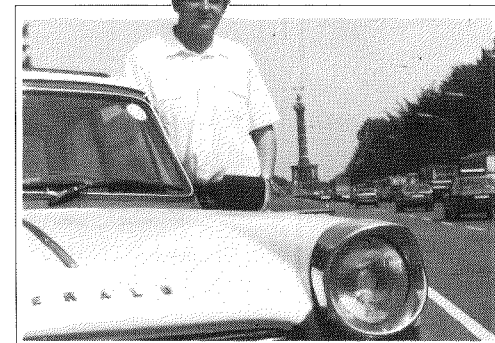
The Standard
Eight gearbox
attached to the
back of the two
cylinder two
stroke engine.
Note especially
the somewhat
less than
convenient
position of the
(white) gear
knob!
(Not exactly
user friendly
ergonomics)



Despite Zbigniew's unprintable feelings about
these particular mods, I include them here, only as
an indication as to the lengths people will go to if
they feel it necessary, and as an historic record of
what NOT to do.

N.B. If Zbigniew thinks that's bad, he should see
some of the real horrors that I have seen carried
out, here in the UK to some of our precious
Triumphs, by our own breed of artful 'bodgers'.
All the very best. Your in Triumph

Leon



The 'Author' with his Herald (from best side!)

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Stag	N/SUITABLE	N/SUITABLE	N/SUITABLE	E125.94	E200.09
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TR6, TR7	E73.80	E97.75	E122.19	E119.11	E202.62

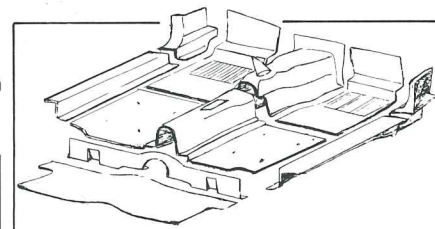
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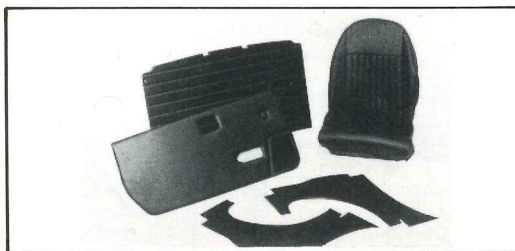
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TR Stag 11 pce	E53.91	E69.32	E35.75
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'BLACK CAT' ????????

(Or, Powerpuss in disguise???)

IN the October issue of 'The Courier', a correspondent wrote asking about a device called a 'Black Cat'; claimed to enable any vehicle to run on unleaded fuel.

To the best of my knowledge, this is merely another name for a 'Powerplus' unit. I am sure it will be of interest to know that I have actually fitted a 'Powerplus' unit to my 1965 Herald 12/50, and have since driven over 20,000 miles solely on 'cheap' 95 octane unleaded petrol, with no apparent harm.

So does the device live up to the manufacturers claims for it? I think it does! Although the engine has passed the 100,000 mile mark, power has increased by 8-10% since fitting the Powerplus unit — most noticeable on hill-climbing in top gear (I have once timed acceleration from 30-50mph in top gear at around 10 seconds!). Petrol consumption is noticeably if only slightly improved; the car was always economical anyway. I can often travel around 250 miles on a tankful of fuel, filling it to the bottom of the filler neck and letting it run down to almost the 'empty' mark (Reserve tap open). I suppose the improvement is a couple of mpg on longer runs with 3 to 4mpg in built-up areas, particularly in colder weather.

Exhaust emissions are improved too, I replaced all the exhaust valves over 20,000 miles ago, ran on 4-Star fuel for 110 miles and got the local garage to take emission readings. The CO reading was 2.8, and then they adjusted the mixture to give a CO reading of 1.8 (which weakened it as much as they dare). After the Powerplus unit had been fitted, and a few thousand miles covered, the mixture could be set to comfortably give a CO reading of 1.5, matching and even bettering that of many modern cars!

I dismantled the head after 4,500 miles' running on unleaded after an inlet valve was diagnosed (by a garage appointed as a Powerplus stockist and fitting agent) as sealing poorly. (compressed air blown into the spark plug hole on that cylinder could be heard escaping through the carb air intake). After cleaning the combustion chambers and valves on dismantling, there was no evidence of valve damage or valve seat recession. No. 4 exhaust seat was rather pitted, because then I fitted the new valves, I ground them in until an

unbroken ring of grey smooth metal was in evidence. (No. 4 seat was badly pitted then, anyway). The remainder of the valve seats were much as I had left them, in very good condition indeed. I left the dismantled head with the garage, asking them what they considered necessary, taking into account that I would shortly be starting a new job, involving travelling 400 miles a week at minimum. In fact they decided to recut all the seats and reface all the valves. They found that although the exhaust valves were new and virtually unmarked in the 4500 miles covered, they were not perfectly round. The moral is, I suppose, that I should have had all this work done when the valves were fitted! Anyway, the head was re-tightened, and the valve clearances set accurately at 500 miles. After a further 12,000 miles, the valve clearances were again checked. The exhaust valves in particular were spot-on at .010", exactly as I had set them!

SAVING ON SUPERGREEN

I normally do not exceed 50-55mph for economy reasons (getting up to around 43mpg). I have nevertheless cruised for periods at 60 and even 70mph comfortably and smoothly. Ignition timing remained the same on fitting Powerplus; proof of the unit's ability to increase the octane of the fuel to match that of 4-Star, making use of 'Super-green' unleaded fuel unnecessary, and saving 12-14p a gallon!

I have a 'Manta' Electronic Ignition unit fitted to the vehicle (and has been for many years). I use NGK spark plugs specially designed for use with unleaded fuel. They have a notch formed in the centre electrode. In accordance with the Ignition Unit's manufacturers advice, they are gapped at .035", and the points are set at .019". Starting from cold is instantaneous, and the engine has been much easier to start when hot since the Powerplus unit was fitted. The car has performed faultlessly without overheating during the very hot summer. There has been much suspicion (quite understandably) about devices and additives claimed to allow 'unsuitable' vehicles to use unleaded fuel. I once tried to use a lead substitute additive (liquid) but which had no octane-boosting properties. In spite of greatly retarding the ignition, the results in my car were disastrous. Heavy pinking, overheating and a massive loss of power. To be fair to the additive, I feel that if it had been used in a vehicle able to run on low-octane fuel, or with only a minor timing adjustment, results would have been satisfactory. Soon afterwards, I read a write-up on Powerplus Units in my local evening paper, and called in at their office in Poole, Dorset. They were of course keen to supply me with a unit knowing it was to be fitted to an older vehicle. I was very wary, especially in view of my previous attempt to run on (cheap) unleaded fuel. They assured me that the unit would work perfectly, and were very obliging without being pushy, should I need advice. I personally feel that this unit is especially effective because all the fuel passes through it and is properly 'contaminated' with the substances

necessary to protect the valve seats.

As I understand it, when fuel passes through the unit, it passes through a magnetic field, which apparently alters the fuel molecules enabling them to combine more readily with oxygen, resulting in better combustion. I personally believe that valve protection is achieved as a result of erosion of the alloy pellets inside the unit. Then aluminium is attached to steel, and a current is passed through, the aluminium will erode, leaving the steel intact. (This is one method by which steel can be protected from corrosion, incidentally!) The Powerplus unit, I understand, has a ferrite core, surrounded by alloy pellets, and the existence of minute electric currents during the passage of fuel causes erosion of the alloy pellets, the microscopic particles (of molecular tin) are thus constantly traced into the fuel to provide protection and lubrication to the combustion zone (doing the job that lead would have done).

On my car, the unit is fitted between the fuel pump and the carburettor. The solid fuel line between these components was cut and carefully bent to the required shape and location. This was easier in my case because I had previously replaced my steel line (because of internal corrosion) with a copper-type pipe, easier to bend. Polythene fuel line was used to connect these solid pipes to the Powerplus unit, but the polythene tubing on the outlet side of the unit had to be replaced by rubber fuel line to overcome fuel seepage at the connections. The 'treated' fuel feels silky to the touch and can tend to 'creep', rather like water with anti-freeze added to it.

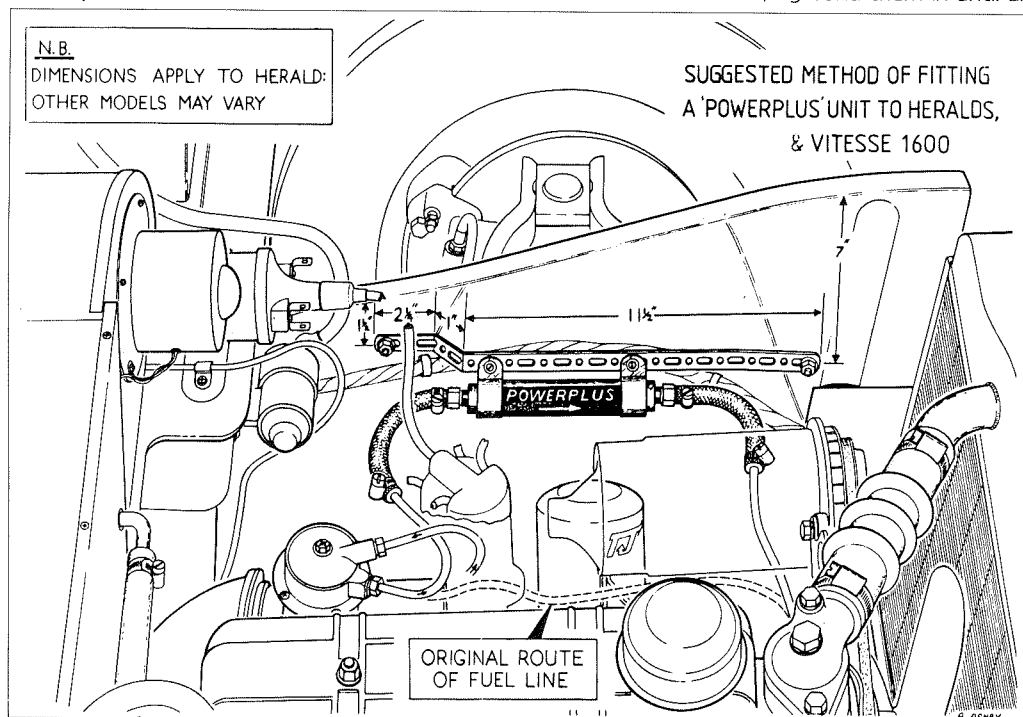
DEFINITE SAVINGS (£10 per month)

In conclusion, I think that if the device was not a success, I would have known by now, after 20,000 miles' continual use with unleaded fuel, covering 500-600 miles weekly. I reckon to save in excess of £10 per month on fuel bills, doing the mileage I do, and taking into account the ability to run on 95 Octane unleaded fuel with its price advantage over 4 Star fuel (without power loss), plus slightly better economy. I also suspect that oil consumption may have improved slightly, although if so, I am not sure why! I am certainly very satisfied with the unit, and the car performs more smoothly. I only used 4 Star for 140 miles after fitting the unit, before switching to unleaded, incidentally.

I do hope my comments and experience will be helpful to anyone contemplating conversions to unleaded fuel by this method. I also endorse the advice given by Powerplus to ensure that the vehicle is correctly tuned in accordance with manufacturer's specifications (including valves/seats/compressions) to get the full benefit from the unit.

Richard Ashby

Mr Ashby informs us that his Herald has covered 262,164 miles to date! The last 13 years in his hands.



Mr Richard Ashby's excellent and very detailed drawing of his method of fitting to his Herald 12/50.

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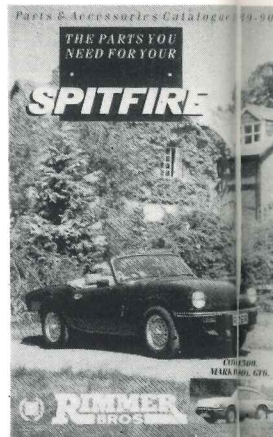


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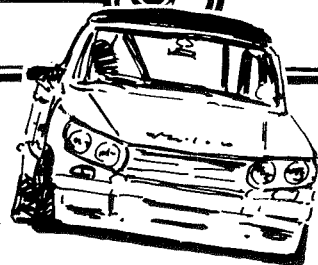
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contact being made. He eventually beat me but I still finished fifth overall and second in class. I was pleased to say the least!

Pembrey 23 & 34th June. Fairly uneventful. The car had now lost its whale tail and had a very hasty respray in Valencia Blue and Red. I finished the race but not in a very high position. The next day was T.S.S.C. vs TR Register. It poured with rain so things were slow with a fairly strung out field, but I did have the pleasure of beating off a TR5. One up for T.S.S.C.

Lydden Hill 1st July 1990. Practice reasonable. Bad start to race due to wheelspin, no traction until 2nd or 3rd gear. I eventually passed Robert Roadhouse (GT6 Mk3) when he braked to avoid a snaking Nick Barry (Vitesse Mk2). I couldn't make any impression on Nick so held my position and finished 6th overall - not bad.

LARGEST YET

Snetterton 27th August 1990. The race everybody read about. Largest grid yet, 27 cars looked really impressive. I went well until lap 3 when approaching Russel bend closing on Adrian Boyle (Vitesse Mk2), the overdrive bit of the gearbox came off in my hand. My next thought was 'how do I get overdrive now? But by the time I looked up again, I was ploughing a furrow in the gravel trap. I floored the throttle in a vain attempt to drive through and promptly dug the car in about 10 inches deep with the throttle stuck open revving the heart out of the engine. I retired to the bank to join Eddie Wilkins and Stefan Antolik who had already parked in the gravel. Guy St John joined us in the Pay and Display 3 laps or so later. I was towed to the paddock and discovered a stone lodged in the intake ram pipe — hence the stuck throttle. I counted my blessings that the stone didn't get into the engine.

Pembrey 16th September 1990. In practice I did my normal trick of overshooting the hairpin — much to the amusement of the marshalls. I was in the middle of the grid for the start which was very hairy due to 17 cars all going for the same piece of track for the first bend, resulting in me bumping Adrian (Vitesse) quite hard up the back. The bonnet of my car came right up but then went down again so I carried on. Stories afterwards said I showered the rest of the grid with fibreglass shrapnel. I continued with the bonnet flapping around but started losing power on lap 7, so I backed off noticing the temperature gauge needle off the red. Obviously I had damaged the radiator. I finished last but one, with a suitably reshaped bonnet. I spent the following week fitting a new bonnet to improve the cars appearance.

Lydden Hill 23rd September 1990. Very wet, resulted in slow practices as there was only one dry line on the circuit. I was lucky to get one decent time and I was second fastest T.S.S.C car, there being three TR's and a Spitfire in front on the grid. The weather and track dried out in the afternoon — and then there was a downpour immediately

before our race. I got a terrible start with chronic wheelspin and zero traction, losing about seven places.

I managed to get past Clive Gotley (TR6) eventually but had trouble getting past Stefan Antolik (Spitfire Mk3) due to only one dry bit of track, but on lap 7 I passed him cornering down Hairy Hill, braked before Paddock Bend and eased on the throttle going through — normal procedure, but the car stepped out wide and ploughed through the familiar habitat — the good old gravel trap! I went out the other side of the gravel trap hoping to regain the circuit but Matilda (as I have named the car) had other ideas and side swiped the tyre wall and stopped abruptly sideways to the track and nose in the tyres.



I cursed a few times (understandably) and climbed out. Having got clear, I looked back and saw my new fibreglass bonnet (replaced after Pembrey) cracked across the nearside wing, the front wheel lying next to the car, rear wing and headlight missing and various other dents and tyre marks. The car was given a suspended tow to the scrutineering bay for inspection and then with the help of all the other racers was manhandled onto the trailer for the homeward journey.

Other damage discovered included badly bent bulkhead, totally severed front suspension, dented sill and 'B' post and broken fuel line. I was just shaken and rather annoyed. There ended the 1990 season for me as I cancelled the last two races left to run.

The conclusions drawn from this season were that the car was competitive when it finished but just needed a decent paint job. The wreck will be rebuilt for next season — I hope to do better as well. Nine races with only four finishes is not very impressive. I would like to thank all the racers for their friendliness and camaraderie which makes the racing enjoyable, there is always someone to help should something go wrong, as it did nearly all season for me. I would also like to thank Triumph Spares of Chelmsford for the loan of their trailer for the season, and finally, CAN I HAVE A DIFFERENT NUMBER NEXT YEAR PLEASE!

Matthew Hollingworth

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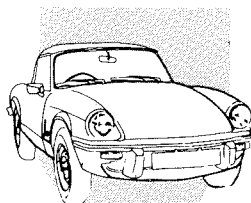
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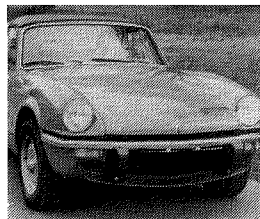
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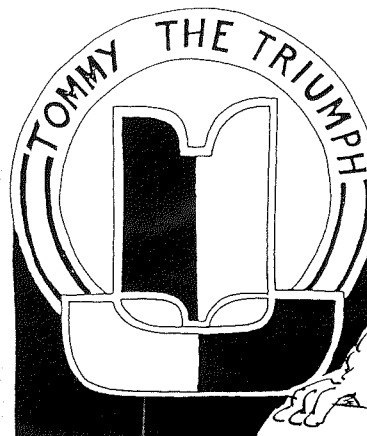
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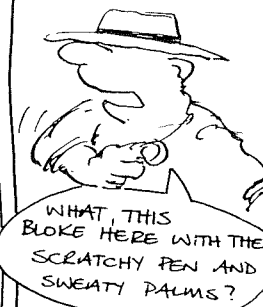


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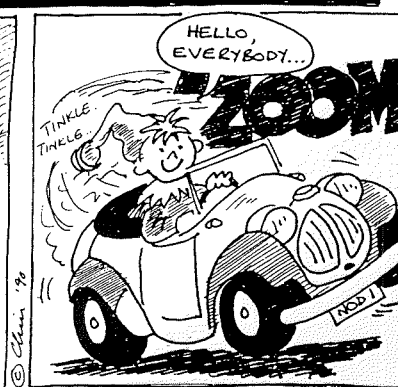
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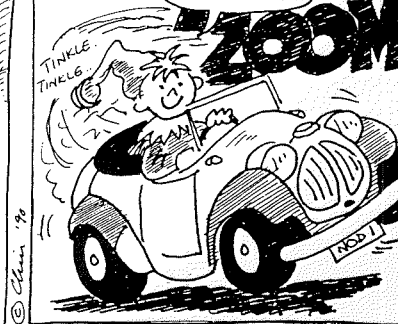
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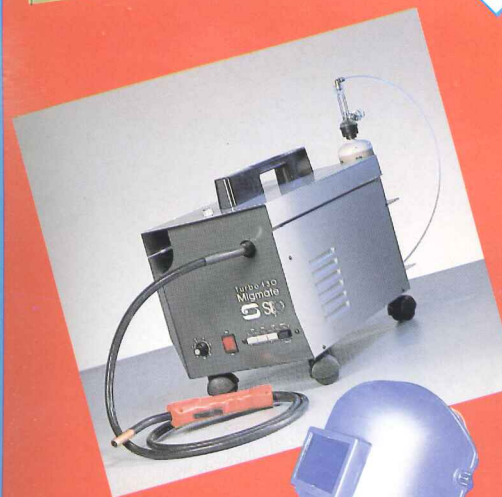
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