

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
Copper & Hide Hide Hammer	£8.50	Chrome Nut (Set of 16)	£19.50
Zinc/Alloy Hammer	£4.95	Plastic Ring (Set of 16)	£3.50
Wire Wheel Cleaning Brush	£3.90	Wire Wheel Chrome	£79.00
Spinner Spanner	£3.90	Wire Wheel Silver	£45.00
Alloy Wheel Trim (Set of 4)	£12.50	Spitfire Mk4 Re-Con Wheel (Ex)	£29.50

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

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

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

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THE COURIER

TRIUMPH SPORTS SIX CLUB · FEB 1991

128





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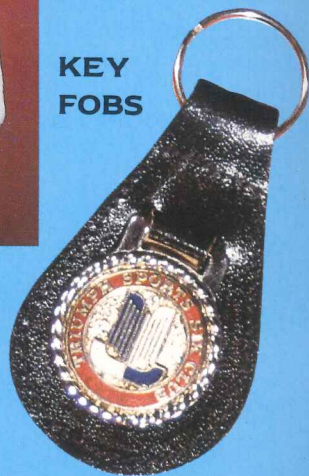


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TIES

**KEY
FOBS**



**For all your Regalia needs
please make your selection from
the full range on offer in the
Regalia Brochure - or Tel: (0858) 434424**

THE COURIER

The Official Monthly Magazine of
The Triumph Sports Six Club

VOL.11 No. 128 FEB 1991

Price £1.25 Free to Club Members

PRESIDENT

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Somerford House, Fairleigh Rise, Kington
Langley, nr Chippenham, Wiltshire SN15 5QF
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Northampton NN3 4XP
Tel: 0604 405416

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Bernard Robinson

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John Fairey, Joyce & Jo Sunderland

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Market Harborough Leics LE16 7FX

TEL (0858) 434424 FAX (0858) 431936

COMMITTEE MEMBERS 1991

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

Cover Photograph
VITESSE MKII SALOON AT SEM

For a full list of TSSC Officials see page 82

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**VITESSE MKII
SALOON AT
SEM**

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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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- SPITFIRE 1500**, 1980, 55,000 miles, white, overdrive, soft top, very clean, MoT, good running order £3500
- Triumph 2.5 PI**, 1973, white, overdrive, full length sun roof, very clean, MoT £1500
- Triumph 2.5 PI**, 1972, Damson, overdrive, very clean, MoT £1500
- Triumph Stag**, 1971, white, for restoration, non runner £1000
- SPITFIRE MKII**, 1967, Blue, running order, MoT, needs tidying £650
- VITESSE MkII**, saloon, 1970, red, full length sun roof, 2.5 engine, for restoration £450
- Triumph Dolomite Sprint**, 1977, red, for restoration £350.
- SPITFIRE 1500**, 1977, red, running, for restoration, no MoT, Reg no. (BIL) £350
- Rover P5**, saloon, 1973, red, 4 new wings £1000
- HERALD 13/60**, saloon, 1970, royal blue, for restoration £250

CLUB CAR CHASSIS RESTORED, IN STOCK

ALL PARTS FOR ABOVE CARS STOCKED

All mechanical and restoration work carried out. Full reconditioning part service
Mail order gladly taken.

DOIG/291

Comment

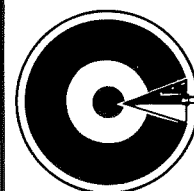
Heralding a new era. Well, as you read this we will be running from the new TSSC premises — our address, Triumph Sports Six Club, Main Street, Lubenham, Leics., LE16 9TF. Telephone 0858 434424, FAX 0858 431936.

Over the past months, much has been said about our new base, since last writing the amount of work involved renovating in such a small space of time has meant our staff working day and night to finish the project. We have used over 200 litres of paint!

The inside has virtually been re-plastered, rewired, heating extended, new doors etc, plus, as mentioned last month, the renovation of the barn.

Undoubtedly some TSSC services will be effected for a few more months — please bear with us. One final point, we have had the TSSC Tow A Van stolen with TSSC Regalia, books etc inside — anybody sighting it, or stock, please telephone Bill Sunderland, Club Manderger or Police on 0858 462251 (PC Cook).

Bill Sunderland



BE ON TARGET WITH ...

CENTRAL SPITFIRES

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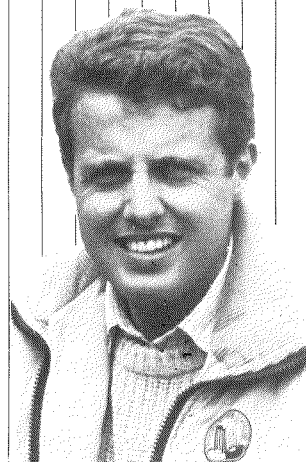
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Spitfire 1500 W reg £4500, Please ring for details
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PRESIDENTS INTRO



John Griffiths

MOVING ON . . .

We are moving to our new home in Wiltshire in 12 days time (12.1.91). By the time you read this we will be in! (hopefully). If you're like me, when you move, you tend to go through all the old papers, books, cupboards, draws and so on that you haven't looked at for years. The intention is to chuck stuff out, but nostalgia and sentiment seem to take over and all you do is spend hours reading things you forgot still existed. One thing it has done for me is to remind me of the vast number of words written about 'our cars' through the Courier etc, and the volumes of paper associated with Council and Committee meetings.

I guess, looking at the packed boxes, that the Club has produced something like 170 magazines since starting in July 1977. Most of these have, of course, been produced by Bill and the editorial team. That really is quite an achievement. For my small part, it has been a privilege to write in just about every issue and attend, bar perhaps a couple, every Club Council meeting.

Yet 1991 makes it all worthwhile . . . WHY?

Well, I believe, because all the people who have made the Club what it is today can feel their effort has finally been justly rewarded in the realisation of our long term aim to own our own premises. This in itself has been no easy task. As you will all know, we have had to save long and hard to finance this and the final purchase has not been without its problems. As is often the case with older properties, lots of hidden work has been necessary to get it operational for February 1st. Again the team around Bill have done a magnificent job during the winter months to achieve this. With only very limited financial resources, much of the work has had to be done by 'the team'. They have done a great job and I would like to wish them on behalf of you all every happiness and success in the new location.

OLD PAPERS

One old paper I came across was a letter dated 17 July 1978 addressed to Michael Hancock (the then Treasurer) from an interested party, namely Cedric Walters. I would like to quote a couple of sentences from the letter which will probably be of particular interest to members of that early Club period. 'We are now approaching the end of the Club's first year of existence, and I believe that many members will feel that this is a time to take stock . . . With a membership now approaching 400, the club has a potential income of £2000. It is in the financial field that I feel our attentions need to be concentrated if we are to survive and give satisfaction to our members.'

Well, he was right, we always have given careful attention to the purse strings, and as a result we continue to survive, even in these recessionary times. But how the size has grown!

Another old piece of paper which came to hand referred to the time when amongst others, Dave Bayliss and Eddie Evans were on the Competitions Committee with me. In those days the Agenda had three start items which were always shown as 'Drinking', 'Drinking', and 'Drinking'!

The piece of paper listed the possible Club competitors for 1982. See if you can recognise any of the names and cars. Some hardy perennials are still very active which is great to see.

1. John Griffiths:	Vitesse MkII	9. R. P. Chapman:	Spitfire MkIII
2. Paul Lucas:	Spitfire MkI	10. Bill Sunderland	Special GT6 (whatever happened to it Bill?).
3. Andy Jones	Vitesse MkII	Chris Squibs:	
4. Richard Bruford:	Vitesse MkII	11. Derek Bolt	Vitesse MkII
5. Michael Atkinson (to share Richard's car).		12. Bill Haseldine:	(Vitesse MkII
6. Sean McClurg:	Vitesse MkII	13. Martin Brown:	Vitesse MkII
7. Colin Elstrop:	Vitesse MkII	14. Kevin Ginger:	GT6 MkIII
8. Ian Butterworth:	13/60 Herald	15. Ray Lye:	Bond Equipe
		16. Trevor Bendall:	GT6 MKI
		17. Trevor Shakespeare:	Vitesse MkII
		18. Robin Ferguson:	?
		19. Pete Farmer:	Spitfire MkIV

Exciting times. Still my new house will be very close to Castle Combe and Prescott, Gurston and Wiscombe Hillclimbs will be no more than an hour's distance.

Don't forget to put the AGM on Sunday 10th March in your diaries. Those of you who have had the car laid up for the winter, why not make this your first Club outing of 1991. Go on, spoil yourself and the car.

WHAT COULD WE DO BETTER?

My Intro in Courier 126 (December) invited you to write about what we could do to make the exclusive TSSC Insurance Scheme even better. I only received two letters, so I hope this means

most of you are more than satisfied. The 2 received both concerned price. As a result of Mr. Grant's letter, we have been able to negotiate a further reduction in the cost of **limited mileage insurance** for members over 25, which will be effective from 1st March. Your letters and feedback do help and are always welcomed.

If you have not yet insured the TSSC way, ask Footman James for a quote today (021 561 4196) or ring the Club Office (0858-434424) for a leaflet. We will be very pleased to help you. Don't forget you can also insure your 'Modern' everyday car under the Scheme at competitive rates. Footman James will be only too pleased to give you a quote.

BY SUPPORTING THE INSURANCE SCHEME, YOU ARE ALSO SUPPORTING THE CLUB.

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We specialise in the manufacture of original trim for the above models. Over the last 10 years we have researched & developed all trim to ensure all items are to the original specification regarding colour, grain of materials & fitment. We can supply you all internal items such as seat cover kits, trim panels, moulded carpet for 4 cylinder cars (GT6 carpet will be available Feb. 1991), glove boxes, door cappings etc. etc.

Why not send us a large SAE to obtain a copy of our colour brochure which will list all the correct items for your Spitfire.



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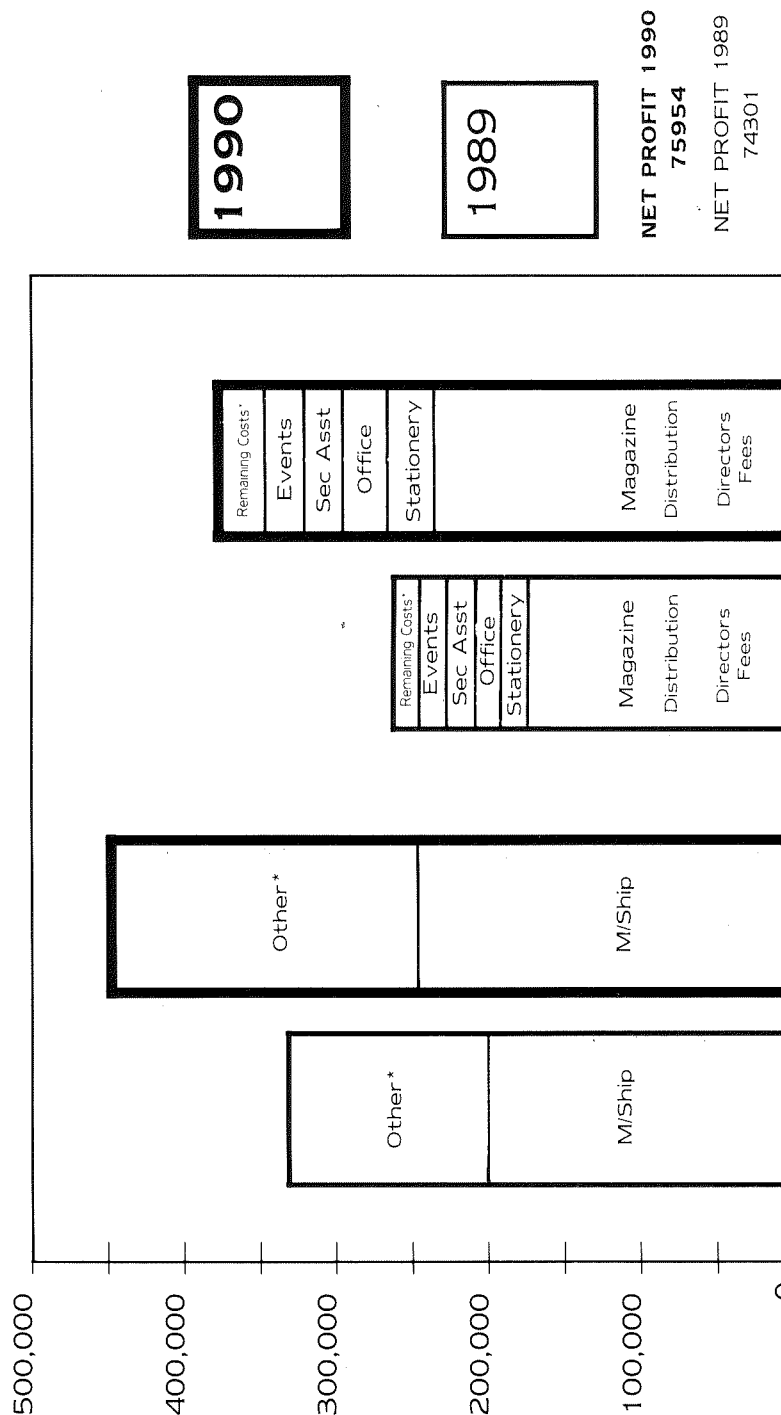
TRIUMPH SPORTS SIX CLUB LIMITED - PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 31ST AUGUST 1990

1989		£	£
198583	Subscriptions Receivable		245252
15218	Sales of Regalia and Special Offers	49630	
8812	Less - Cost of Sales	49132	
<u>6406</u>			498
28139	Insurance Commissions Receivable	46188	
13277	Less - Insurance Dept. Expenses	13902	
<u>14862</u>			32286
4657	Other Commissions Receivable		4409
10120	Bank Interest Receivable		19726
—	Donations Received		4845
<u>234628</u>			307016
64364	Less - Magazines	123717	
7115	Competitions and Events	3881	
86395	Administration Expenses	99038	
<u>157874</u>			226636
76754	Profit for the Year before Taxation		80380
2453	Taxation		4426
74301	Profit for the Year after Taxation		75954
59389	Balance Brought Forward		33690
<u>133690</u>			109644
100000	Transfer to Building Reserve		4845
<u>33690</u>	Balance Carried Forward		104799
	The Expenses above include -		
4479	Wages		9135
294	Social Security Contributions		790
2600	Audit Fee		2800
4640	Depreciation		4472
26597	Directors' Services		45370
<u>38610</u>			62567

BALANCE SHEET AS AT 31ST August 1990

1989		1990	
14396	FIXED ASSETS		13418
	Tangible Assets		
	CURRENT ASSETS		
21517	Stocks	41626	
17306	Trade Debtors	31912	
6835	Other Debtors	6727	
123034	Cash at Bank & in Hand	223399	
<u>168692</u>		<u>303664</u>	
	CREDITORS: AMOUNTS FALLING DUE WITHIN 1 YEAR		
3882	Trade Creditors	44653	
7891	Other Creditors Incl. Tax/Soc. Sec.	13752	
31647	Accruals and Deferred Income	43055	
43420		101460	
125272	Net Current Assets		202204
<u>139668</u>	Total Assets Less Current Liabilities		<u>215622</u>
	CAPITAL AND RESERVES		
5978	General Reserve		5978
100000	Building Reserve		104845
33690	Profit & Loss Account		104799
<u>139668</u>			<u>215622</u>

PROFIT AND LOSS ACCOUNTS - Year Ended 31.8.1990



MONEY TO
 Remaining Costs* includes:-
 Bank Charges, Audit Fee,
 Rates/Heating/Lighting/Telephone
 Motor/Travel Expenses, Insurance

MONEY FROM
 Other* includes:-
 Advertising, RAC, Insurance,
 Regalia, Special Offers, Interest.

ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting will be held on

Sunday, 10th March commencing at 2.30pm

VENUE: Leatherhead Leisure Centre, Leatherhead

PROPOSED AGENDA

1. President's Introduction
2. Club Premises
3. Financial Report and Presentation of Accounts
4. Re-election of Auditors — Haywood and Company
5. Re-election of Members of the Council of Management
 - A. In accordance with the Articles of Association, the following will retire and are eligible for re-election.
 - L. Guyot
 - N. Lord
 - J. Thorpe
 - J. Wild
 - P. J. Williams
 - B. The following has resigned and is eligible for re-election
 - M. Crewes
6. Election of other Club Officers and the ratification of Area Organisers
7. Report on Club activities since the last AGM
8. Report on Membership since the last AGM
9. Any Other Business - Any member wishing to add an item under this section of the Agenda must do so at least 14 days before the AGM by submitting such items to the General Secretary *in writing and signed by two other Club members (please include your membership numbers)*. ALL correspondence regarding this matter MUST be received by Saturday 23rd February, 1991.

**ALL NOMINATION FORMS & AOB SHOULD BE SUBMITTED
TO THE GENERAL SECRETARY**

**Peter Williams, 10 Chesham Rise, Cherry Lodge,
Northampton, NN3 4PX**

**TO ARRIVE BY SATURDAY 23rd FEBRUARY, 1991. FORMS
RECEIVED AFTER THIS DATE WILL BE TREATED AS
NULL AND VOID**

HOW TO GET THERE

From junction 9 of the M25, follow signs to Leatherhead town centre and then signs to Leatherhead Leisure Centre.

Individuals wishing to be elected to the Council of Management should submit a more detailed Proposal Form, containing more information about themselves and their aspirations for the Club in general, to be read out at the A.G.M.

PROSPECTIVE CANDIDATES SHOULD ATTACH THEIR PROPOSAL WITH NOMINATION FORM

IMPORTANT: YOU MUST BRING YOUR CURRENT MEMBERSHIP CARD WITH YOU IN ORDER TO BE ADMITTED TO THE A.G.M.

APPOINTMENT OF CLUB OFFICERS NOMINATION FORM
(Council of Management Members)

I (block letters)

Membership Number

WISH TO NOMINATE

(block letters)

FOR THE POST OF (block letters please)

Signed

I (block letters)

ACCEPT THE ABOVE NOMINATION TO STAND FOR THE NAMED
POST

Signed..... Memb. No.

THIS FORM MUST BE SENT TO THE GENERAL SECRETARY, TO ARRIVE BY SATURDAY, 23rd FEBRUARY, 1991. PETER WILLIAMS, GENERAL SECRETARY TSSC, 10 CHESHAM RISE, CHERRY LODGE, NORTHAMPTON NN3 4PX

**FORMS RECEIVED AFTER THIS DATE
WILL BE TREATED AS NULL AND VOID**

CAMBRIDGE TRIUMPH SPARES

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

Is the spring ever going to appear? As I write this in early January it seems unlikely but before you know it, it will be here. Is the re-build going to be ready? Let's hope so. Here then are some more 'Cambridge Specials' to help complete it economically.

Don't forget to mention the TSSC when you phone us (unless you want to pay full price!!!)

Remember we are here to help you and try to stock everything.

Best regards



TONY BATES (Dir.)

	LIST	OFFER
Rust free Californian imported bonnets, Spitfire	N/A	£390.00
1 only as above, GT6 MKII	N/A	£450.00
Rust free complete door shells, Spitfire/GT6	N/A	£ 75.00
Front bumper, Spit. IV/1500/GT6 III (ex. only)	N/A	£160.00
Rear bumper, Spit IV/1500/GT6 III (ex. only)	N/A	£160.00
Herald/Vitesse rear overriders (each)	N/A	£ 33.00
Herald 13/60, orig. upper light panel (not repressed)	£95.00	£ 45.00
Spit. 1300/1500 Super Sports twin s/steel ex. syst.	N/A	£190.00
GT6 s/s ex. system, as original, life guarantee	£135.00	£118.00
GT6 MKI carpet set, superior quality, correctly made	£85.00	£ 75.00
GT6 MKII carpet set as above	£85.00	£ 75.00
Herald 13/60 front grille, new, original	£15.00	£ 9.50
GT6 rear tailgate glazing rubber	£16.00	£ 14.00
Spit Mki/III/III GT6 Mki/II rear wings	£49.00	£ 45.00
Secondhand front susp. unit, compl, state side, Herald/Spitfire	£45.00	£ 35.00
Secondhand chassis, Spitfire IV/1500, excellent condition	N/A	£ 75.00
Vitesse 1600 engine, recently rebuilt, fully guaranteed, complete	N/A	£150.00
Secondhand Vitesse bonnet, very reasonable condition	N/A	£ 95.00
Secondhand Spit. overdrive g-box/prop/etc, everything to convert	N/A	£195.00
Steel quarter valances, GT6 III/Spit IV/1500 (at last back in stock)	£39.50	£ 35.00
Heater hose sets, all models, please state which	£10.90	£ 9.50
Herald 13/60 front wings	£55.00	£ 39.00
Large quantity of Herald/Spitfire III wheels & tyres	N/A	£ 3.50
Wheel with good tyre	N/A	£ 6.00
Vitesse/GT6 MkII / III disc brake pads, Girling, set 4	£6.95	£ 4.50
Spax standard front shocks	£18.00	£ 15.00
Spax standard rear shocks	£18.00	£ 15.00
Spax adjustable front shocks	£31.00	£ 27.50
Spax adjustable rear shocks	£31.00	£ 27.50
Rotoflex coupling including bolts, genuine B.L.	£25.00	£ 21.00
Herald/Vitesse rear screen seal	£19.50	£ 17.00
Spitfire I/III/III steel front valance	£65.00	£ 55.00
Spitfire IV/1500, GT6 III rear transverse leaf spring	£59.00	£ 45.00
Set of eight front inner wishbone bushes	£7.60	£ 5.00
Outside door handle, 'P' rod repair	£4.50	£ 3.95

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



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SPECIAL OFFERS TO MEMBERS FOR THIS MONTH ONLY

	List Price	OFFER Price
Herald or Spitfire radiators, outright purchase	£65.00	£ 49.00
Pair of hoses for radiator	£7.50	£ 6.00
Set heater hoses	£10.90	£ 9.50
Vitesse MkII front grille, 3 only, original	N/A	£ 65.00
Inertia reel seatbelts, suit all models	£31.50	£ 29.00
Tacho cable, state model	£7.50	£ 6.75
Ignition lead set, 4 cylinder cars	£6.90	£ 6.25
Ignition lead set, 6 cylinder cars	£8.00	£ 7.25
GT6 Rotoflex rear shock absorber, original (length is correct!)	£19.50	£ 18.00
1 only new B.L. Spit IV/1500 hood and frame assembly	N/A	£295.00
Brand new windscreens, Spit IV/1500, GT6 III, clear, laminated	£49.00	£ 45.00
As above, laminated and tinted	£53.00	£ 49.00
Herald/Vitesse windscreen, new, clear	£59.00	£ 49.00
Herald coupe, rear windscreen glass	£44.00	£ 39.00
Door glass, all models except GT6 (state model)	£22.00	£ 19.00
Genuine AC Delco fuel pumps, Spit 1500 (TKC3417), suits all 1500s	N/A	£ 19.00
Spit III/Herald/Vit. Mki wheel trim rings (set of 4)	N/A	£ 20.00
Herald 13/60 air filters	£3.90	£ 2.90
Herald/Vitesse, rear top of light chrome 'V'	£6.95	£ 5.95
Herald/Vitesse original wing mirrors	£13.95	£ 12.00
Spitfire 1500 bonnet or boot transfers, original black or silver	£5.00	£ 3.50
Triumph Laurel leaf emblem, black silver or gold	£7.50	£ 4.50
Herald 13/60 brand new radiator grilles	£15.00	£ 9.50
Spitfire/GT6 outside doorglass weatherstrips	£7.50	£ 6.00
Window winder handle, Spit IV/1500, GT6 III	£4.50	£ 4.25
Rear driveshaft, all non-rotoflex cars (state model)	£45.00	£ 42.00

In addition to the above we carry a full range of spares for club cars including: CARPETS, HOODS, BRIGHT TRIM, LOCKS, BADGES, DIFFS., ENGINES, GEARBOXES, RUBBER SEALS, ALL SUSPENSION PARTS, ALL CHASSIS PARTS, ALL AVAILABLE BODY PANELS. IN FACT WE TRY TO STOCK EVERY PART FOR YOUR CLUB CAR!!

SECOND HAND PARTS

ALL PARTS ADVERTISED ARE NEW UNLESS SPECIFICALLY STATED. HOWEVER WE NOW STOCK A VAST RANGE OF SECOND HAND PARTS, SO IF YOU DO NEED SOMETHING, PLEASE PHONE OUR FRIENDLY STAFF, THEY WILL BE PLEASED TO HELP IF AT ALL POSSIBLE.

CALLERS

CALLERS ARE MOST WELCOME. TEA & COFFEE IS FREE AS IS OUR ADVICE ON YOUR REBUILD OR RESTORATION. WE ARE OPEN 8.30 TILL 5.00 WEEKDAYS, 10am to 2pm SATURDAYS. PLEASE NOTE: **CLOSED SUNDAYS**. WE ARE LOCATED ON THE 16 FOOT DRAIN (A RIVER) WHICH RUNS PARALLEL WITH THE B1098 ROAD. WE ARE OVER THE SECOND WHITE FARM BRIDGE ON THE LEFT ALONG THE 16FT, TRAVELLING FROM CHATTERIS TOWARDS STONEA. PLEASE PHONE US FOR PRECISE DIRECTIONS IF IN DOUBT.

ALL PRICES PLEASE
ADD POSTAGE AND VAT AT 15%

FAX (03543) 5256

Our Telephone Numbers Are

TEL: (0354) 34140/34144/34190



T.S.S.C. FEBRUARY OFFERS

BRAKE PIPES, BRAKE PIPES, HOSES & FUEL LINES

TSSC range of Automec products:-

Copper Brake Pipes - GB201 on these are complete kits, not to be confused with some cheaper kits available, they consist of labelled copper pipes with brass end fittings, tailored to length, non-corrodible, easy to shape by hand, will last indefinitely.

NOW INCLUDES FREE BRAKE SPANNER
Silicone Brake Fluid - GB253 on out performs ordinary brake fluid, does not absorb water or damage paintwork. It will protect the rubber seals in the system which means less future maintenance.

Copper Fuel Pipe Sets - GF009 on replaces fuel pipes from fuel tank to carburettor feed pipe, all clips and fixings included

Fuel Filters - GF700 high quality, fitting 'in line' to prevent grit & rust etc. from reaching the Carburettor(s), complete with hose and clips.

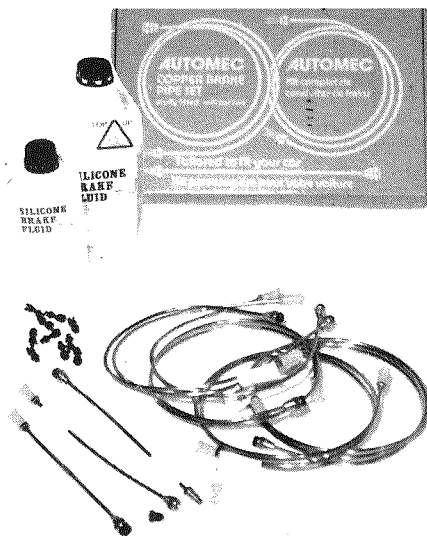
£5.00 off total cost when brake hoses or pipes are ordered with 1 litre of Silicone brake fluid
£10.00 off total cost when brake hoses, brake pipes & fuel pipes are ordered together.

GOODRIDGE CADMIUM BRAKE HOSES

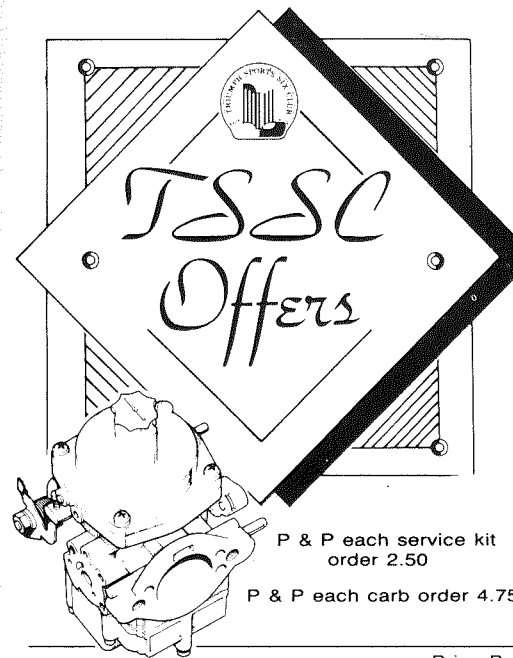
Brake Hoses - GO090 on These are another long term solution, they will not corrode or rust. Unlike normal rubber hoses they will not expand under fluid pressure and therefore, they improve braking with better pedal pressure and improved efficiency, ie. all the pressure your foot puts on the brake pedal is transferred in to braking power !.

Supplied in pairs or sets of four.

CODE	DESCRIPTION	PRICE £
GB201	COPPER BRAKE PIPE SETS	
GB204	HERALD 948 to 1961/HERALD 948 to 1961 on/HERALD 1200 DRUM FRONT BRAKES	30.50
GB208	HERALD 1200 & 12 50 DISC BRAKES 1200 ESTATE 13 60	25.00
GB210	VITESSE II	30.50
GB221	VITESSE II	33.00
GB226	SPITFIRE 4/II/III SPITFIRE IV 1500	25.00
GB223	SPITFIRE 1500 DUAL CIRCUIT	40.00
GB224	T6 I	30.50
GB224	GT6 II & III ROTOFLEX	33.00
GB225	GT6 III NON-ROTOFLEX	40.00
GB253	P & P SILICONE BRAKE FLUID 1 litre £1.50	2.95
GB254	P & P SILICONE BRAKE FLUID 1 litre	10.00
GB325	P & P SILICONE BRAKE FLUID 1 litre	1.50
GB350	COPPER CLUTCH PIPE 6 CYL CARS	19.25
GB350	COPPER CLUTCH PIPE 4 CYL CARS	2.50
GF009	P & P (Free when ordered with other pipes)	4.00
GF009	COPPER FUEL PIPE SETS	
GF006	SF1 SPITFIRE 4/II/III	33.00
GF013	SPITFIRE IV	37.50
GF010	SPITFIRE 1500	37.50
GF011	GT6 I	40.00
GF015	GT6 II/III	40.00
GF014	ALL HERALD EXCEPT 13/60	35.00
GF012	HERALD 13/60 VITESSE 6 & I	35.00
GF012	VITESSE II	35.00
GF700	BONDS RING FOR DETAILS	42.50
GO090	P & P	2.95
GO091	FUEL FILTER	5.50
GO092	P & P (Free when ordered with other pipes)	1.00
GO090	BRAKE HOSES	
GO091	CADMIUM BRAKE HOSES FRONT PAIR	18.00
GO092	CADMIUM BRAKE HOSES REAR PAIR	18.00
GO092	CADMIUM BRAKE HOSES SET OF FOUR	34.00
GO092	P & P	1.50
GO092	(FREE when ordered with pipe kits)	



Send order to: TSSC OFFERS - MAIN STREET, LUBENHAM, MARKET HARBOROUGH. LEICS. LE16 9TF
TEL NOS. or (0858) 434424 (9 to 5 Mon to Fri. FAX (0858) 431936 (24 hrs)



CARBURETTORS & SERVICE KITS

BRAND NEW CARBURETTORS - SO101 on We have managed to source 'brand new' complete and unused carburettors for almost all TSSC cars. So now you can replace those worn out carbs and solve poor running, power and fuel consumption problems.

SERVICE KITS - SO201 on For carburettors that only require servicing we can supply two options.

'Kit 1' - which is designed for simple overhaul and cleaning.

'Kit 2' - which is designed for a major overhaul and reconditioning of the carburettor.

CONTENTS :-
PIH Carbs. (Kit 1) contains gasket pack, needle valve & mixture screw.

PSE Carbs. (Kit 1) contains gasket pack, diaphragm & needle valve.

(Kit 2) contains Kit 1 plus spindle kit, main jet, idle jet & mixture screw.

SU Carbs. (Kit 1) contains gasket pack, needle valve & jet.

(Kit 2) contains Kit 1 plus needle, springs & spindle kit.

Stromberg Carbs. (Kit 1) contents as PSE above. (Kit 2) contains Kit 1 plus needle, jet assembly & spindle kit. * indicates no spindles are supplied

Car	Car b. Type	Price Brackets - per item Carb Price bracket	Service 'Kit 1'	Service 'Kit 2'
HERALD 948	Solex B28ZIC	90.00	13.85	22.50 *
HERALD 948	SU H1	POA	14.75	26.50 *
HERALD 1200	Solex B30PSEI	90.00	13.85	24.25
HERALD 12/50	Solex B30PSEI	90.00	13.85	24.25
HERALD 13/60	Stromberg 150CD	95.50	11.50	23.25
VITESSE 6	Solex 32PIH	POA	14.75	NA
VITESSE 6	Stromberg 150CD	95.50	11.50	23.25
VITESSE I	Stromberg 150CD	95.50	11.50	23.25
VITESSE II	Stromberg 150CDS	95.50	11.50	23.25
VITESSE II	Stromberg 150CDSE	107.95	11.50	27.75
SPITFIRE 4	SU HS2	95.50	14.75	22.75
SPITFIRE 4/II	SU HS2	95.50	14.75	22.75
SPITFIRE III	SU HS2	95.50	14.75	22.75
SPITFIRE IV	SU HS2E	POA	14.75	24.75
SPITFIRE 1500	SU HS4	95.50	14.75	24.75
GT6 I	Stromberg 150CD	95.50	11.50	23.25
GT6 II	Stromberg 150CD	95.50	11.50	23.25
GT6 II	Stromberg 150CDS	107.95	11.50	23.25
GT6 II	Stromberg 150CDSE	107.95	11.50	27.75
GT6 III	Stromberg 150CDSE	107.95	11.50	27.75
GT6 III	Stromberg 150CDSEV	131.50	11.50	24.75
S1500	IF WAXSTAT JET IS REQUIRED ADD SURCHARGE 13.00 (each Carb)			
	P & P each carb order 4.75		P & P each service kit order 2.50	

The TSSC believes that it has access to sufficient stocks of carbs and kits to meet the expected demand for these sometimes rare items. Some supplies are limited so we advise early purchase and apologise in advance for any items that we are forced to discontinue without notice. ★ PLEASE NOTE - prices listed for carbs and service kits are per carb, ie. for twin carbs order 2 and double price. Also detailed carb. information is required ie. check your carb number agrees with above, car model and make of carb is not sufficient. Those interested in replacement Stromberg Carburettors should note that the replacements are of the later type as supplied by Stromberg before ceasing trading. If you require more detail of the differences before ordering please phone 0858 - 434424

0858
434424

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FAX ORDERS (0858) 431936

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3.63/3.89 built with new crown wheel/pinion	£200.00

ALSO

4.11/4.55 suitable for 6 cylinder, built with new crown wheel and pinnion	£200.00
4.55/4.875 for Herald 948cc	£150.00

SOME 3.27's available, all built with heavy duty carriers	£200.00
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— All above prices are exchange —

Our apologies for any frustration/inconvenience caused by the long delay in getting our phone/fax back on line after the snow in mid-December — but it's back to normal now

★ ★ BACK IN STOCK ★ ★

Rear roof to deck seal, Herald/Vitesse saloon	£8.50
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NEWS REVIEW

Vitesse & Six-Cylinder Technical Register Secretaries

Due to increasing work loads and other outside interests (involvement with the Great Britain Powerlifting team no less), Andy Bonner is resigning his position of Vitesse Register Secretary. At the same time we also have a vacancy for a new 6-Cylinder Technical Register Secretary so applications for the two posts are invited from interested members. Please write or phone me for further details. Thanks as always to the outgoing secretaries for the hard work they have put in during their time in office.

Peter Williams, General Secretary:
Address/phone number as per the Courier front inside cover.

!! AIRFIX HERALD !!

I hope that this article will be of interest to the modeller's amongst our members. As we know, Airfix have introduced their 'Classic Car' series and the Triumph Herald is conspicuous by its absence.

On the 10th November, I visited the International Plastic Modellers Society National Championships at Stoneleigh and took the opportunity to quiz the Airfix Representative.

He assures me that the Herald is due for re-launch next year (1991). I expect that this news will herald (pardon the pun) a sudden drop in full-size restorations completed, while many of us frantically turn out miniature replicas!

DAVID MUGGLETON 88/218687A

Events Calendar - 1991

Jonty Wild

After my request for Event Organisers to send in their information for the TSSC Events Calendar (December Courier page 54), it would be nice to be able to report that the Events Calendar is well underway, unfortunately it isn't. So far we have only heard of the following :-

SEM (South of England Meet) - 11/12th May

Northern Ireland Camping Weekend - 25/26th May

International GT6 Day - Silver Jubilee Event - 7th July

TSSC INTERNATIONAL WEEKEND - 12/13/14th July

Bromley Pageant of Motoring - 30th July

9th Leicester National - 4th August

Circuit of Northern Ireland - 24/25th August

TSSC Brooklands Meet - 25th August

WAC (Worcester Area Concours) - 8th Sept

8th National Classic Cars Show - 9/10th November

Spitfire Weekend Holland - 30th Aug to 1st Sept

This is not very impressive considering we had 50 events, plus TSSC Race, Hillclimbs and Sprints in last years Calendar.

So if you are an Event Organisers or are intending to represent the TSSC at any events during 1991, contact me immediately, even if dates aren't yet fixed, please contact me as dates are allocated on a first come first served basis.

The 1991 Calendar will be published as early as possible, but clearly I am relying on your help. It is important for all events that they be recognised as 'official' TSSC events and appear in this calendar. Apart from the obvious advantages of being listed in a reference that members put on their wall and refer to throughout the year. If your event is not 'official', it will not be published in the Courier, it will not appear in the 'Whats on Next' column, it will not receive financial backing or loans and the organisers and the event will not be covered by the insurance policies that the TSSC holds. The sort of events which should be reported, include any regional, national or international event being organised in the name of the TSSC and any local or national event or show being attended in the name of the TSSC. To 'book' your event write to :-

Jonty Wild, TSSC, Main Street, Lubenham, Market Harborough, Leics.

LE16 9TF

or Telephone 0858-434424

Whats On Next

Even now some events are drawing near and the 'TSSC' event season kicks off for Southern members with a London Orbital Meet on the 17th of February. This meeting takes place at the Wheatsheaf, Old Windsor, see the Courier Adverts or contact Mike Crewes on 0344-885541.

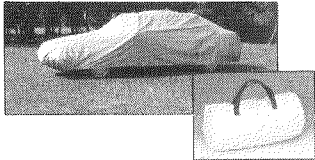
In March there are two indoor classic car shows, first is the London International Classic Car Show at Alexandra Palace on the 2nd and 3rd of March. The second is the Bristol Classic Car Show on the 16th and 17th, though the exact nature of any TSSC participation has yet to be decided at the latter.

CAR COVERS

Protect Your Investment

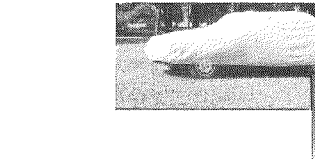
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polyester with anti-UV treatment, lightweight, smooth with very high water resistance material, elasticated all round the hem, pull tight strap at the front.



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dust-proofed nylon taffeta, water resistant, elasticated both ends



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CARCOV1090

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Black door casings (pr).....£32	rear wing chrome n/plate£6.50
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1500 handbrake box cover.....£20	Early black no. plates (pair).....£15
Black rear 1/2 liners (behind seats) pair.....£15	Screenside 'P' seals.....£4.50
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MOTORCYCLE SNIPPETS

Learner motorcyclists can no longer carry pillion passengers. Legislation changes mean that learner motorcyclists can no longer carry any passengers at all. This is obviously safer and much more sensible.

From the 1st of December last year, holders of provisional motorcycle licences cannot venture out onto a road on a motorcycle until they have passed the Part 1 Motorcycle Test. To do this they must first have attended an approved course of instruction. Most motorcycle dealers can put you in touch with local training courses. This means that if a learner motorcyclist has not passed his Part 1 Test, he cannot ride his motorcycle to and from the training centre.



DRIVING LICENCE SNIPPETS

Holders of the new EEC style (pink and green) Driving Licences will have no motorcycle entitlement on it unless it was requested at the time of application or exchange. This means that you will not be able to ride a motorcycle on a road at all unless the licence indicates that you have the relevant entitlement. Holders of the old pink or green licences (not pink and green) have the provisional entitlement for all groups on their full licence automatically. These licences are obviously still valid until their expiry date or change for a new licence.

If you have just received your first full licence and it is the new EEC type check your entitlements. You may not be able to drive a mini-bus. If you have held a previous full licence all of your previous entitlements will be carried over onto your new licence, you will not be down graded.

PEDESTRIAN SNIPPETS

An increasing number of pedestrians are becoming involved in road traffic accidents. This increases further every winter when the hours of darkness are longer. Children may now be coming home in the dark. This increases the risk of them being involved in an accident.

DO YOUR CHILDREN KNOW THE GREEN CROSS CODE? IT IS YOUR RESPONSIBILITY TO TRAIN THEM.

THE GREEN CROSS CODE

1) First find a safe place to cross, then stop. It is safer to cross at subways, footbridges, islands, Zebra and Pelican Crossings, traffic lights, or where there is a Policeman, a 'Lollipop' man or a Traffic Warden. If you can't find any good crossing places like these, choose a place where you can see clearly along the roads in all directions. Don't

try to cross between parked cars. Move to a clear space and always give drivers a chance to see you clearly.

2) Stand on the pavement near the kerb.

Don't stand too near the edge of the pavement. Stop a little way back from the kerb — where you'll be away from the traffic, but where you can still see if anything is coming. If there is no pavement, stand back from the edge of the road but where you can see the traffic coming.

3) Look all round for traffic and listen.

Traffic may be coming from all directions, so take care to look along every road. And listen, too, because you can sometimes hear traffic before you can see it.

4) If traffic is coming, let it pass. Look all round again.

If there's any traffic near, let it go past. Then look again and listen to make sure no other traffic is coming.

5) When there is no traffic near, walk straight across the road.

When there is no traffic near it's safe to cross. If there is something in the distance do not cross unless you're certain there's plenty of time. Remember, even if traffic is a long way off, it may be coming very fast. When it is safe, walk straight across the road — don't run.

6) Keep looking/listening for traffic while you cross.

Once you're in the road, **keep looking and listening** in case you didn't see some traffic — or in case other traffic suddenly appears. Remember, lead by example, always use The Green Cross Code yourself.

If you have any queries or topics on road traffic legislation, why not write to: Mike Crewes, 112, Blackmoor Wood, North Ascot, Berks, SL5 8EN. Always enclose a stamped addressed envelope please.

TRIUMPH PARTS CENTRE

Spitfire Panels

Front wing Mk IV	£37.50
Front wing Mk III	£40.00
Front inner outer arch	£27.00
Sill outer (genuine)	£21.60
Sill (pattern)	£ 8.00
Inner sill	£ 7.50
Sill strengthener	£ 4.25
Door skin	£15.00
Rear wing MkII	£84.00
Rear wing MkIII	£39.60
Rear inner outer arch	£27.00
Rear valance MkIV	£24.00
Rear valance MkIII	£32.40
Boot floor pan	£34.00
Floor pan, one side	£28.00
Floor cross member	£ 8.50
Rear lamp panel	£60.00

Telephone For Free Price List

Herald Panels	
Front wing 13/60	£45.00
Rear wing lower half	£42.75
Front inner outer arch	£27.00
Sill	£ 7.50
Door skin	£20.00
Rear quarter valance	£15.00
Rear valance	£35.00
Door step	£ 3.25
Bonnet 'D' plate	£ 5.25

Front wing Vitesse	£65.00
Rear quarter valance Vitesse	£15.00

Herald Chassis Parts

Side rail	£ 7.50
Centre outrigger	£ 6.00
Front outrigger	£ 7.50
Rear outrigger	£ 8.25
Rear extension RH	£ 8.25
Rear extension LH	£ 7.50
Side rail fitting kit	£ 5.00

Telephone For Free Price List

Trimmings	
Wheelarch seal, Spitfire	£ 1.25
Hardboard spare wheel cover	£11.25
Soft trim spare wheel cover	£12.50
Headlining Spitfire	£30.00
Headlining GT6	£32.00
Armrest & gaiter cover	£16.49
Gearlever gaiter	£ 5.50
Handbrake gaiter	£ 7.00

Suspension and Steering

Front suspension overhaul kit with trunnion, bushes, bolts, nuts and top ball joint	£22.00
Suspension kit less ball joint	£15.00
Steering rack (exchange)	£24.38
Front road spring	£15.00
Front shock absorber	£15.00
Rear spring	£64.00
Vertical link	£35.00
Trunnion	£12.00
Top ball joint	£ 9.00
Anti roll bar link	£ 8.50
Track rod end	£ 5.00
Wheel bearing kit (front)	£ 9.00

SPECIAL OFFER TO CLUB MEMBERS

Set of four (2 front & 2 rear) genuine Woodhead Shock Absorbers for Spitfire/Herald
£59.90
INC. VAT & P & P

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Disc Spitfire and Herald (pair)	£22.50
Disc GT6 & Vitesse (pair)	£27.00
Pads Spitfire & Herald	£ 5.00
Pads GT6 & Vitesse	£10.00
Brake hose	£ 5.00
Rear brake adjuster	£ 7.00
Rear wheel cylinder	£ 8.00
Handbrake cable (front)	£ 2.50
Handbrake cable (rear)	£ 4.00
Copper brake pipe set	£27.50
Brake drum Spitfire & Herald	£18.50
Brake drum GT6/Vitesse	£25.00
Brake shoe set Spitfire & Herald	£ 9.00
Brake shoe set GT6 & Vitesse	£15.00

Telephone For Free Price List

Transmission

Gearbox (exchange)	£135.00
Overdrive (exchange)	£135.00
Clutch 1500	£47.50
Clutch 1300	£39.50
Clutch 2000	£39.50
Universal joint	£ 5.00
Differential (exchange)	£140.00
Wheelbearing kit rear	£ 9.00

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Price lists available. Send SAE or telephone. Many other parts in stock.

TRIUMPH PARTS CENTRE (SOC SPARES LTD).

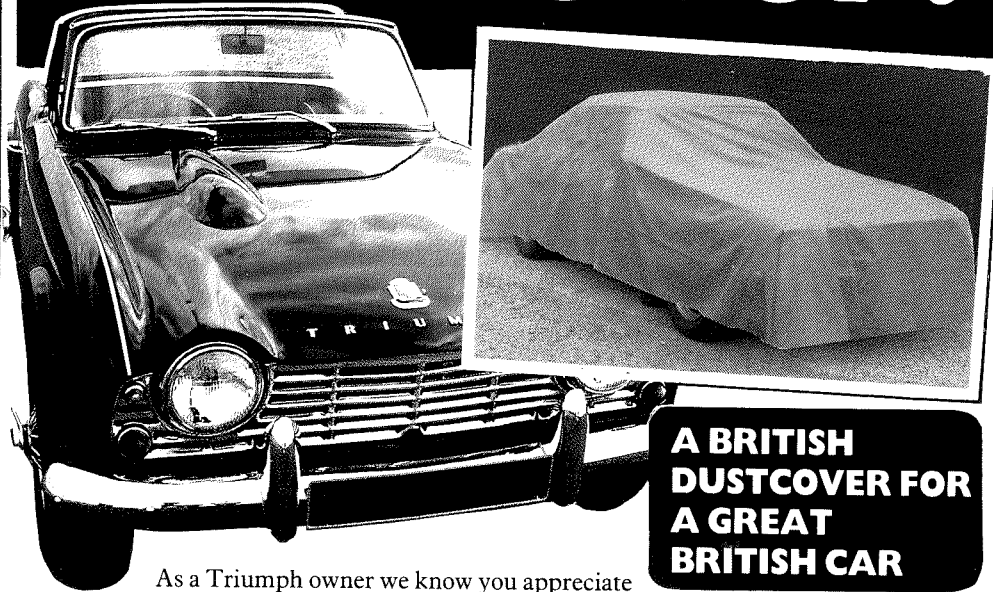
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Andy Bonner

THIS month's feature car is a 1600cc convertible belonging to Jenny Howells, 114,000 miles on the original engine. 'Best Car in Street'.

★ PROBLEMS WITH SWANSEA ★

Jonathan Reynolds is having problems with Swansea, unfortunately his Vitesse doesn't have a commission/chassis number and the DVLC will only give him a dreaded Q plate. Does anybody out there remember owning a Mark II Convertible

registered FXE 724J, colour Saffron Yellow with black interior and overdrive. Please contact Jonathan if you can help with any history/details. Jonathan Reynolds, 'Rasta' 392 London Road, Langley, Berks, SL3 7HX.

Mr S C Pratt, 9 Shrubbery Road, Drakes Broughton, Pershore, Worcs., WR10 2AX, is trying to find his old Vitesse 160cc, colour Red, registration number LHX 106C. Please contact him if you can help.

Vitesse convertible restoration projects for sale priced between £1000 - £1200. Phone 0256 63581 for details.

Chris Apostolids is fed up with losing his Rostyle type wheel trims from his MkII, has anyone got a surefire way of securing these? Please let Chris know, on 071 585 2989 or better still write to the Courier and share your knowledge with all of us.

As a result of a massive garage clearout in order to create some space for the winter, I have for sale the following:

R A Platt, Hen-Dy-Ffarm, 55 Harwich Road, Colchester, CO4 3BU wants to convert his 13/60 bonnet to Vitesse specification, if anyone can help with the relevant headlight panel, grille etc., and/or can carry out the work please contact him direct.

Vitesse MkII engine £70, One X wire wheel £10. Vitesse spare wheel well £10 (very sound), 2 MkII blocks (stored inside) £10 & £20. Various manifolds, seats (all black), carb. etc. Phone for details 0256 63581.

Following on from last months' Courier when I mentioned a Mark I convertible for sale (NOW SOLD), I have been inundated with potential buyers so for all of you bargain hunters out there I know of three

Sob Sob, this will be my last Register News, as I have resigned as the Vitesse register secretary. Pressure of work etc. etc. (yawn yawn), means that I no longer have the time to devote to writing this column and replying to your many letters. Thanks very much to those who have helped and offered information over the last few years, and a big raspberry to the 17,000 or so others who complacently sit on their bums each month.

Keep driving your Vitesse — it's what they were built for!

Herald

REGISTER

Chris Longhurst



STEERING RACKS

There are a number of fail points for the MoT on steering racks and their associated components.

1) Steering Rack Bush (128002)

Diagnosis — Jack up front of car and turn the steering to half lock towards the near side. Grasp the rack behind the inner ball joint and just in front of the rack box. If you can move the rack from side to side the bush is worn.

Cause — old age, poor lubrication.

Solution — Renew bush (details next month) — if the rack is old, consider replacing the complete rack.

2) Inner Ball Joint

Diagnosis — as above but grasp the inner ball joint through the bellows. If there is any movement either the joint or the thrust cup is worn.

Cause — Old age, poor lubrication.

Solution — If old and rusty on the outside replace (the inner ball joint arm can fracture) or replace the thrust cup and re-shim (details next month). Consider replacing the whole rack.

Outer Ball Joint (track rod end)

Diagnosis — grasp outer ball joint and check for play.

Solution — Replace (with grease nipped version if available). Always have the steering tracking checked/set after replacement.

Universal Joint (column/rack)

Diagnosis — Inspect UJ while helper moves steering wheel from side to side.

Cause — Old age (rubber deteriorates with age), oil contamination to rubber.

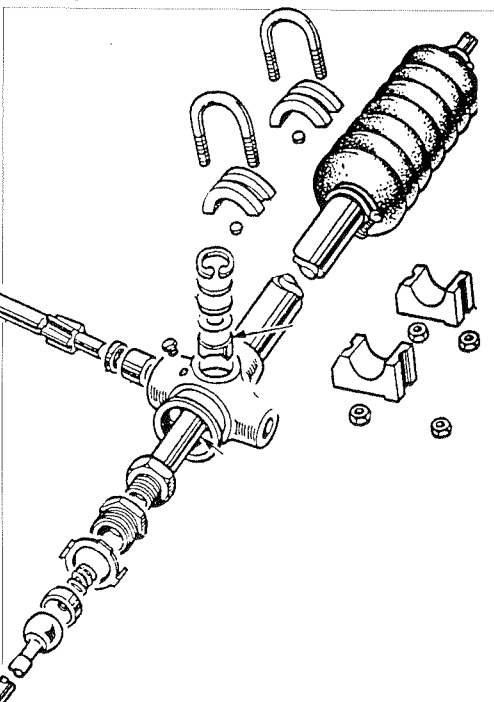
Solution — Replace, check you have the correct pinch bolts, the ones fitted to earlier cars may be different to later cars/replacements. The UJs are interchangeable.

Rack — Chassis Mounting

Diagnosis — watch for side to side movement in the rack while a helper moves the steering wheel from side to side.

Cause — early cars, loose clamp nuts. Newer cars with rubber mounting blocks, oil contamination of rubber or loose nuts.

Solution — Torque nuts down to 16ft/lb (**DON'T** overtighten — the U-bolt will shear!) Replace rubber mounts. A long term solution is to replace rubber with aluminium mounts on one or both sides. These are available from John Kipping etc.



Classicar Automotive



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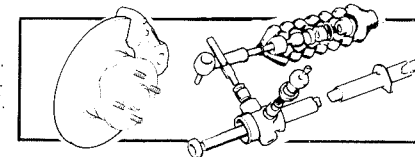
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BRAKE CALIPERS

Our professional exchange caliper Reconditioning Service covers every club car including specials. All calipers supplied are subjected to a rigorous nine stage reconditioning process. In short all units are completely stripped, beadblasted twice, then finished in a bright zinc and full passivate plating. Re-assembly then takes place using only all new parts, every unit is then pressure tested to 2000 PSI to ensure it operates correctly. All units carry our full 12 months guarantee.

Prices:

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



STEERING RACKS

We are now offering a complete Re-manufacturing service, carried out in our own premises for all steering racks. Each unit is completely dismantled and degreased. All components are now visually inspected for signs of wear or accident damage, any component found not to be 100% serviceable is scrapped and replaced. After re-assembly all units are checked for end float tolerances. All our rack bodies are now shotblasted and satin polyester powder coated. All come complete with original style gaitors, filled with a special grease and ready to fit. Price: All models RHD £36.00 exchange. LHD £46.00 exchange. Plus VAT.

SPECIAL BOLT KITS

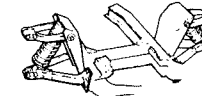
We have developed special nut and bolt kits again covering all club cars. As follows:

FRONT SUSPENSION bolt kit covers both sides of the vehicle and contains fasteners for the following points, steering rack, column U/J anti roll bar, shockers, wishbones, top ball joints, lower trunnions, discs, calipers, uprights, suspension towers, engine mounts. Price: All models £15.50. Plus VAT.

REAR SUSPENSION bolt kit covers both sides of the vehicle and contains fasteners for the following points, differential, halfshafts, propshaft, rear trunnions, shockers, wishbones, radius arms & leaf spring. Price: All models £16.50. + VAT.

BODY FITTING bolt kit contains all required fasteners plus rubber spacer pads, large washers and for the Herald/Vitesse the body anchor plates and floor screws. Prices: Spitfire/GT6 £5.50. Herald/Vitesse £14.00. Plus VAT.

All bolts used in above kits are high tensile and all items are bright zinc plated...



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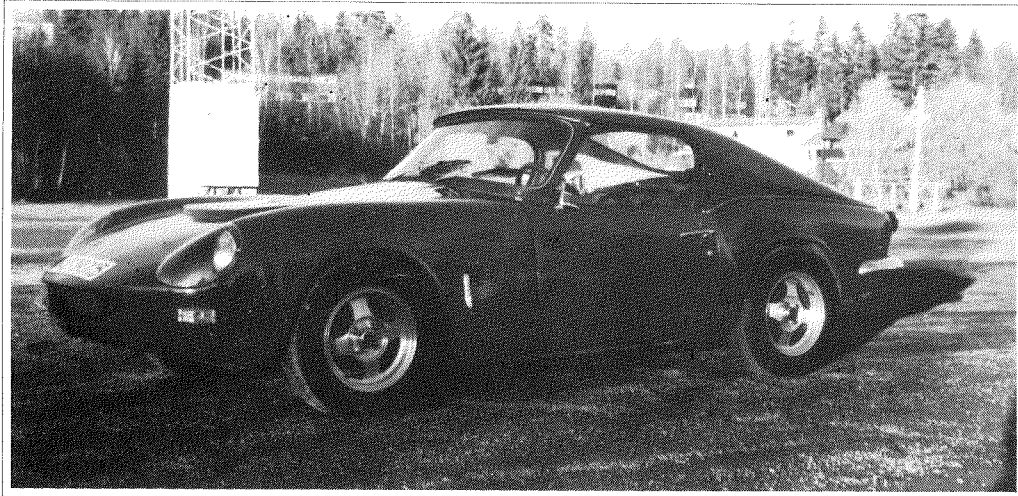


LEON F GUYOT

HELLO everybody, and welcome to 1991. 2nd of January and I get my Vitesse back from S.W. Classics, truly a work of art and, despite the very worst the British weather could throw at us, turning my beautifully restored Vitesse bodyshell into a mobile swimming pool!

My Herald also returned from S & W Classic Car Restorations with a restored rear end, after no less than five attempts on the paint mixers part at the elusive Triumph Signal Red!, and the competition Spitfire 1500 clutch friction plate disintegrating at the top of my road, after just 6139 miles, and without any warning!, so much for Borg & Beck.

Enough of my cars now, now on to your letters etc: Starting at the top (of the world);



From Høslø, Norway, Svein Johannessen's 1964 Spitfire 4



← If anyone knows who manufactured the glass fibre bonnet and hard top on this car, please let me know and I will pass this info' on to Svein in a future report.

From Sweden, I have received photos (over page) of the Spitfire 4 MkII of Hakan Gulbrandsen from Skarholmen. These photos show just how much you can stuff into a Spitfire, even without using the boot rack, plus, not shown, three SLR cameras and accessories, plus, two quite tall Swedish Triumph enthusiasts.

Hakan tells me in his first letter that he hopes I can understand his English, as this is his first letter in our language. He need not worry, as it was almost perfect!



Hakan Gulbrandsen's Spitfire 4 MkII plus contents!



P.S. Hakan, you don't have to worry about having been able to express yourself fully when you came over to visit us, words are not always necessary, when there is a common interest such as 'Triumphs'. And so, to Denmark.

Thank you to Claus Rasmussen, president of Danish Triumph Automobilklub for your nice letter. Yes I do hope to come to Sweden in 1991, the main problem, as ever, is money or lack of it, my Vitesse sees to that! However, I must point out to all our members, that the DTAK have their annual meeting this year, from 9th-11th August 1991, in

Jutland. If anyone is interested, please write directly to Claus Rasmussen, President of DTAK, Hadsundvej 341, 9260 Gistrup, Denmark. And to complete this tour of Scandinavia, over to Finland. Home of Father Christmas, Rudolf the Reindeer and the Midnight Sun. Pasi J Lehtinen, President of the Triumph Cars Club of Finland, writes from Nokia to tell me several things, firstly their club's two summer meetings, the first is to be held at Kouvola, Eastern Finland, from 8th-9th June 1991. If anyone is interested in attending this meet, they should contact the organiser direct.

Jouni Harju, at Vainolantie 32B, 45200, Kouvola, Finland. Tel: 010-358-51-282249 (work), 21982 (evenings), 253105 (FAX), or one of the hosts as detailed in the 'travelling packages' of which I hold a few, on behalf of the TCCF.

These 'travelling packages' — a TCCF innovation, provide guidance from the port of entry, free accommodation, and good company during your visit, also how to actually get your Triumph to Finland.

If, therefore, you are seriously interested, please contact me and tell me what car (model) you are most interested in, then I can best match you with your Finnish host.

The second meet is to be held at Oulu, up in Central Western Finland, from 27th-28th July 1991. Once again 'travelling packages' are available including guidance, free accommodation and company.

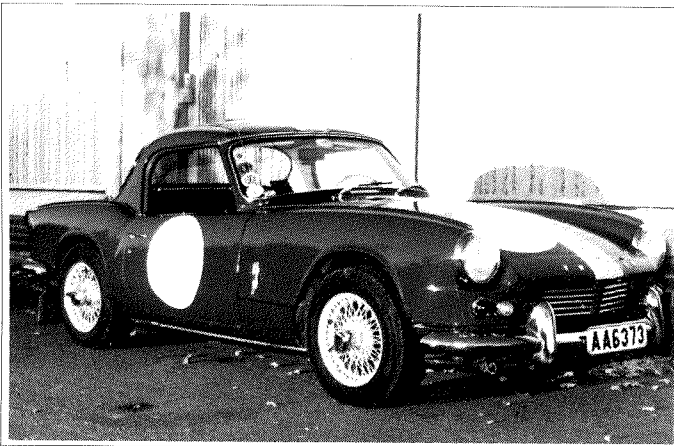
★ BEAUTY OF FINLAND ★

I can personally recommend the beauty of Finland and the warmth of its' people, also I really hope that I can get to the Oulu meet myself! A few facts about the TCCF ry;

Triumph Sports & Classic Cars Club of Finland — founded in 1985 by a few enthusiasts. The first issue of the 'magazine' was sent to all Triumph owners whose cars were then registered — info from Finnish Vehicle Registration Bureau — this club was needed because very soon it had 400 members, and this number remains steady.

Club cars are mainly Herald Saloons, many being converted into convertibles, and into Spitfires by taking the bodyshell and chassis frame from a Spitfire and the running gear from the donor Herald. (Only one genuine Herald Convertible, and only a very few Spitfires were imported when new), due to the enormous Car purchase tax — about 134% of the value — this is also why there are so few TR's in the club.

The 2000 series is well represented, although PI's are rare. One Stag has been brought over by our British member and remains the only one in Finland. Many members have more than one Triumph, and most of Finlands approx. 3000 surviving Triumphs are under the clubs wings — although only a fistful (handful?) of Finnish Triumphs are used daily. Triumphs are their owners pride and joy, are only used during the summer months, due to the vast quantity of salt on the roads in winter. Club members are of all ages, from 0-86 years and social classes. In 1989, the clubs name was changed to Triumph Cars Club of Finland ry., due to pronunciation difficulties



Spitfire 4 MkII showing 'old style' Swedish registration plate

of the previous name, and also because every Triumph is now either a Sports or Classic Car, or both!

About 30-40 cars usually attend the two summer meets, the Christmas party and a Spring happening, every year, also the bigger events such as the British Cars event, organised in conjunction with the other British Car Clubs. Our club magazine 'Keulakuva' (Grille Badge) is issued quarterly. The Club in Finland is relatively small compared with the TSSC but it is about as large as it can be, under these conditions, and the atmosphere at club meets is very friendly with much Triumph Camaraderie in evidence. The greatest wish of TCCF members is that British Triumph enthusiasts come over and take part, and TCCF would like to say that you are all most welcome, and TCCF will happily take care of your accommodation and guidance if needed. Pasi J Lehtinen, President TCCF.

Brief breakdown of contents of 'TCCF travelling package'

Various information booklets all about Finland, in English. Ferry timetables - Silja Line, and Viking Line - in Finnish (you can get English language versions from travel agents here), maps of Sweden and Finland, map of Stockholm, showing route to Ferry terminal. Instructions/Guidance on how to take your Triumph to Finland.

BELGIUM. News now, from TSSC Belgium area. They should be participating in a rally on 21st April 1991. Further details to follow, when received. The Autoworld Classic car show at Brussels is scheduled for 8th September 1991 — further details to follow in due course, also, they are planning two reunions during 1991, these are semi formal national area meets, and any TSSC member is very welcome to attend. Dates/venues yet to be decided.

Well, that's it, all that remains is for me to say a big thank you to everyone who sent me Christmas/New Years cards, they are much appreciated. Please keep writing to me with your stories/photos from overseas, the more the merrier. Look after yourselves.



SPITFIRE IV John Thomason 1500 REGISTER

JUST to warm us all up during these winter months, Phil Price of Woodstock, Oxford, sends in a photo of his 1971 Spitfire MKIV taken whilst on holiday in the South of France last summer. Phil reports that his Spitfire has 94,000 miles on the clock yet covered the whole trip trouble free.

KNOW YOUR SPITFIRE

To put you all out of your misery. Here are the answers to last months photo quiz.

- 1 Upside down side view of front spoiler.
- 2 Upside down view of headlight cowl/bonnet front.
- 3 Corners of bonnet top, windscreen surround, passenger door.
- 4 Front hood frame catch.
- 5 Rear indicator light holder (bulb removed).
- 6 Brake master cylinder and bracket.
- 7 Chrome top of seat belt fastener.
- 8 Battery box fastening hole.
- 9 Upside down view of locating bracket for bonnet rubber cone.
- 10 Upside down view of front grille bracket.
- 11 N/S rear brake light lens.
- 12 Inside view of N/S front quarter valance.
- 13 Underside of windscreen wiper motor body.
- 14 Boot lid hinge.
- 15 Accelerator cable/wiper motor earth lead on bulkhead.
- 16 Underside of front seat squab.
- 17 Alternator body.
- 18 Face drawn on road wheel.
- 19 Electric windscreen washer motor.
- 20 Upside down view of end of petrol tank filler cap.

Unfortunately, due to printing deadlines for the Courier, I am afraid that I can't name the winner until next month.

★ BRAKES ★

As promised, this month we'll look at the practicalities of looking after the Spitfire braking system.

BRAKE MASTER CYLINDER

As I mentioned in Part 1, changing the size of the master cylinder is not recommended as this will change the 'feel' of the brake pedal. A larger bore master cylinder will give a shorter pedal travel but less braking effort and vice versa for a smaller bore master cylinder.

The most common problem with the Brake Master Cylinder is a worn piston seal causing a hydraulic fluid leak, which if not caught early enough will strip the paint on the front bulkhead and drip down the foot pedal onto the floor mat. A new seal kit costs £3-£4 and is easy to replace (see Courier 105) provided the master cylinder bore isn't scored. In that case I am afraid you need a new master cylinder.

When filling the master cylinder with brake fluid, fill it to just below the fluid level mark, otherwise under hard braking the fluid manages to spill out.

Another area worth checking is the condition of the clevis pin. With age this wears. Fig 1, causing slack during initial pedal travel and the brake pedal to rattle. A drop of oil on the actual pivot is also a good idea.

Finally, how many of you have mastered the art of correctly fitting the master cylinder/bulk-head rubber boot?

BRAKE PIPES

Manufactured from mild steel, the biggest problem with brake pipes is that of corrosion. The pipe running between the two rear wheels and where the front to rear pipe passes through the chassis outrigger, Fig.2, are the most common areas of rust. Their condition should be checked regularly, wire brushed and given a coat of waxoyl etc. If rust has got a hold, then replace it. Better safe than sorry. When replacing brake pipes ensure that any bends are not too tight, and that there are no kinks. Ensure that the pipe is well fastened down and doesn't chafe against the body/chassis. When clipping replacement pipes to the chassis, use the more modern plastic clips, as they reduce the chance of rust. Where metal tags welded to the chassis are used, ensure that they are fitted with the black plastic boots.

At the front, ensure that the 2 pipes leading to the suspension turrets. If not they will foul the inner wheel arch of the bonnet when it is closed.

Today, many people are changing over to copper brake pipes either for reasons of corrosion resistance and/or cosmetics. Unfortunately, there are some very **poor quality** copper brake pipe kits available. Check carefully the specifications to which they have been made.

REMEMBER, TSSC SPECIAL OFFERS INCLUDE A FULL RANGE OF MADE TO FIT, COPPER BRAKE PIPES THAT ARE OF THE HIGH QUALITY YOU NEED FOR YOUR CAR (ALL CLIPS ETC. INCLUDED IN KIT)

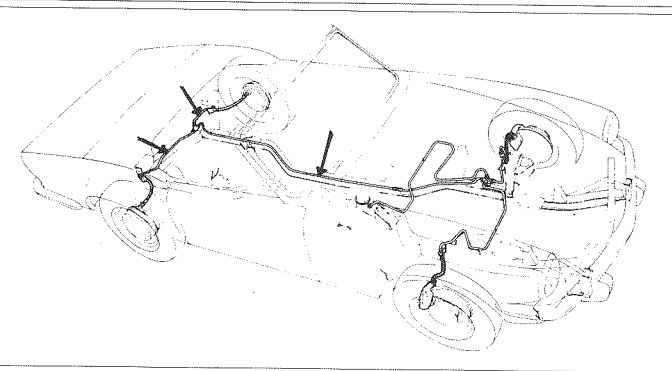
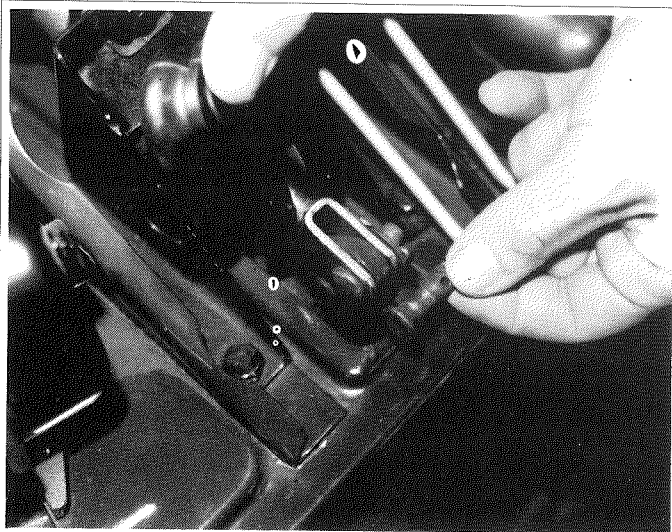


Fig. 2. Check condition of brake pipes at places shown.

BRAKE HOSES

The most common failing with the standard rubber hose is that the rubber cracks and perishes. This is an MoT failure and should be replaced immediately. Another MoT failure is the omission of the steel/plastic protective coil around the front hoses.

Check also for small blisters around the metal end fittings. Brake hoses are constructed such that early stages of a leak can be detected by delamination of the layers in the hose. Fig.3. Hoses are usually constructed with parallel ribs running their length such that any twist in the hose can be easily identified.

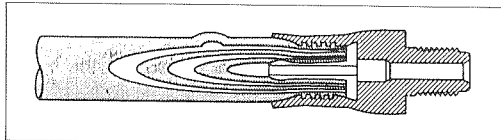


Fig.3. Showing how leakage will cause formation of blisters to appear on outer surface.

N.B. Just because the hoses aren't cracked or perished, it doesn't mean that they are OK. With age, the rubber will soften such that when the brake pedal is applied, the hoses expand like balloons. Consequently, the brakes will feel spongy with little brake pressure being used to push out the caliper and wheel pistons. One of my cars suffered from spongy brakes which I initially suspected was air in the system or a leaking wheel cylinder. I finally tracked it down to a soft brake hose.

Manufacturers recommend that the brake hoses should be replaced **every 32,000 miles or 3 years**, I suspect that there are many cars driving round with brake hoses older than this!

To overcome these problems, many owners are now replacing rubber hoses with the steel braided Goodrich hoses. Although £2-£3 more expensive, these hoses are stiffer and last much longer than the standard rubber hoses.

BRAKE FLUID

Brake fluid must possess a number of important properties:-

- 1 It must not corrode the steel, brass and aluminium components in the braking system.
- 2 It must not cause rubber hoses and seals to swell or dissolve. **NEVER** contaminate the system with a petroleum based fluid.
- 3 It must have a low freezing point for winter operation.
- 4 It must have a high boiling point because of the heat generated by braking.
- 5 It must not brake down or form sludge that may gum up the system.
- 6 It must provide lubrication for the pistons and other moving parts in the system.
- 7 It must be miscible, i.e. mix with other brands of brake fluid.

Having achieved all these requirements, the one big disadvantage of normal brake fluid is that it is hydroscopic, i.e. it absorbs water, even from the air. This is why brake fluid should be stored in a sealed container and why it is sometimes better to buy brake fluid in small quantities so that it isn't standing on the shelf for a long time.

Water in the brake fluid lowers the boiling point of fluid. In addition since water is heavier than brake fluid, it settles in the lowest parts of the system causing corrosion.

Manufacturers recommend that brake fluid should be changed at least **EVERY 2 YEARS**.

Because of the importance of the brake fluid, it must meet certain standards set by the Society of Automotive Engineers S.A.E. and the Department of Transport DOT. All brake fluids sold by reputable manufacturers should meet or exceed the S.A.E. or DOT specification.

Fluid meeting DOT 3 specification is the most common standard of fluid for passenger car use. DOT 4 fluid is recommended for heavy duty use having a higher boiling point and less affected by

water absorption.

DOT 5 specifications relate to Silicone brake fluid. Silicone fluid has the big advantage of not absorbing water. It also has the advantage of not stripping paint. Unfortunately, it is very expensive. Another standard of fluid is Racing Brake fluid. This is the DOT 4 fluid but far exceeds the specified boiling point including that specified for Silicone fluid. This is why silicone fluid is not usually used on competition cars. Because of its hard life, racing brake fluid should be changed every 18 months. The following are comparative prices for 1 litre of the different specification fluids available:-

Specification	Price	Boiling Point
DOT 3	4.60	220°C
DOT 4	6.00	270°C
DOT 4 RACING	14.60	310°C
DOT 5 SILICON	19.70	260°C

The above are 'Dry' boiling figures, 'Wet' boiling figures i.e., once they have absorbed 5% water are much reduced. In the case of Silicon brake fluid, once it approaches its boiling point, it begins to chemically break down, requiring replacement.

BRAKE PADS/SHOES

As with most things, when buying brake pads/shoes, you get what you pay for. It really is a false economy buying cheaper makes. Firstly they wear out more quickly, sometimes lasting only half as long as more reputable names. Secondly the pad material is likely to be inferior, with reduced coefficient of friction and thermal properties. This will have repercussions upon increased stopping distance and increased susceptibility to brake fade. These effects will not be immediately noticeable since new pads/shoes will initially appear to perform better than the previous worn pads.

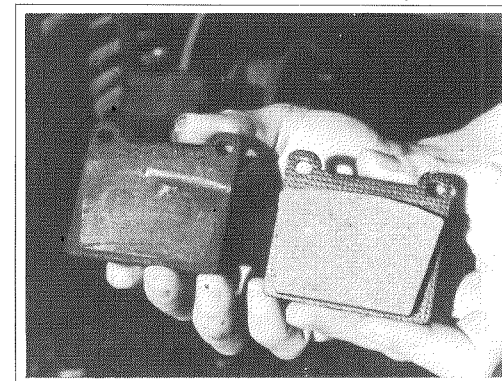


Fig.4. Replace pads long before they wear to this level.

Do not allow pads to wear down to the level shown in Fig.4. Pads should be replaced with a minimum of 3-4mm remaining. Apart from increased susceptibility to brake fade, you stand a good chance of scoring the discs which are even more expensive to replace. When replacing pads, don't forget to remove a small amount of brake fluid from the master cylinder, otherwise when pushing

back the caliper pistons to accommodate the thicker pads, the displaced fluid will spill over the top of the master cylinder.

Another disadvantage of using cheap pads is the amount of brake dust they produce. If not regularly cleaned away, brake dust will dull and attack the paint on the wheels. Alloy wheels are particularly susceptible to corrosion/pitting by brake dust and should be regularly cleaned and/or protected.

DISCS

Discs can become quite badly worn and scored as a result of heavy braking and worn pads. Fig.5. In this condition the disc should be skimmed or replaced, as the surface over which the pad operates is greatly reduced and increased pad wear will result. In addition, if the disc becomes too thin then it is unable to dissipate the heat generated through braking and the disc will warp resulting in sticking brakes. The workshop manual quotes a minimum thickness of 11.68mm. Today, new discs are readily available, and it is no longer really cost effective to have old discs surface skimmed. Replacement

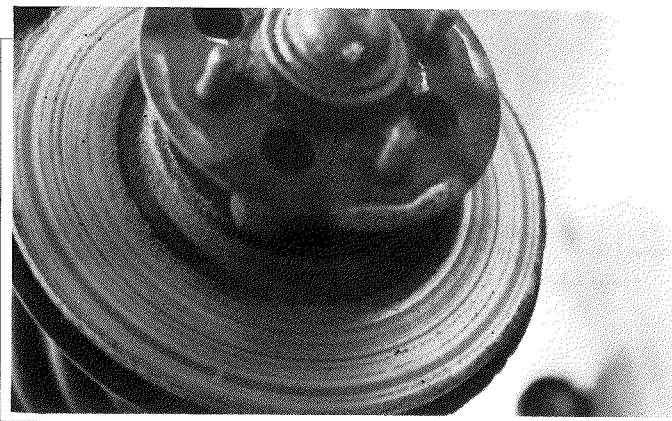


Fig.5. Worn and scored discs must be replaced.

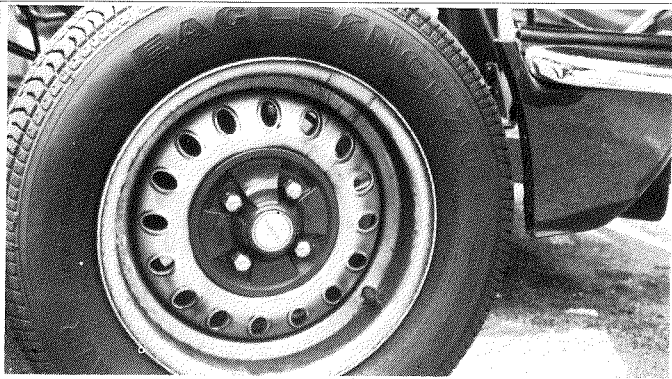


Fig.6. Streaks of melted grease following very heavy braking.

is straight forward, although check disc run out, which should be no more than 0.002 inch. The condition and adjustment of the front wheel bearings should be checked at the same time. If you intend to do a lot of heavy braking, then it is worth considering packing the front wheel bearings with a higher temperature grease. The heat generated by heavy braking can melt the normal grease and the bearings can soon run dry with streaks of grease all over the front wheels. Fig.6.

FRONT CALIPERS

The Triumph calipers are of simple design. A sticking piston is usually the only problem, either as a result of worn caliper seals or following a period 'off the road', during which time gum can build up around the piston seal.

New caliper seals are inexpensive and easy to fit (see Courier 94), provided the pistons are not corroded in which case new pistons are required.

N.B. NEVER SPLIT CALIPER HALVES

When replacing pads, it is worth smearing a little 'Copperslip' on the back of the pads, and on both sides of the anti squeal shims, Fig.7. This helps to prevent brake squeal, but ensure you don't get any on the lining material. N.B. the correct orientation

of the anti squeal shims in Fig.8 (over).

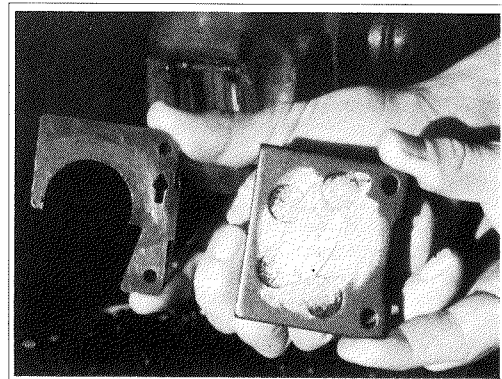


Fig.7. To prevent brake squeal smear a little Copperslip on the back of the pad and anti squeal shim.

REAR BRAKES

As mentioned in Part 1, the leading and trailing shoes will wear out at different rates. It's therefore not always necessary to replace both shoes at the same time. If you can remember, swapping the leading and trailing shoes around after 6 months say, will equalise the wear.

Obviously brake shoes should be replaced before they are worn down to the rivets/steel backing plate, otherwise a scored and grooved drum will result which will seriously reduce shoe life in the future. Like discs, drums can be machined provided the scoring is not too deep and the new diameter remains in tolerance. i.e. 7.005in. If there are any cracks in the drums, then they should be replaced immediately.

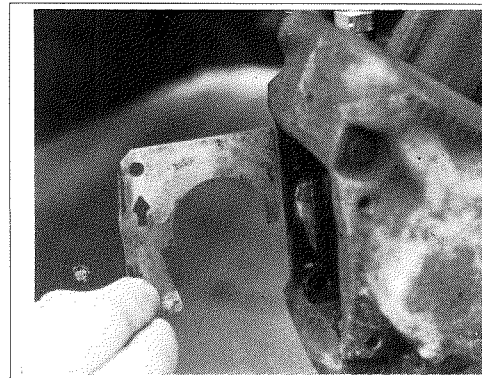


Fig.8. Correct orientation of anti-squeal shim.

Before fitting drums, it is well worth running a piece of emery paper around the inside of the drum. Also run a file around the outside edge of the drum to remove any loose rust which may become trapped between the shoe and drum.

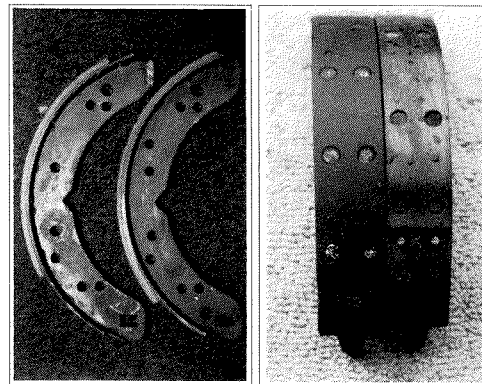


Fig.9A. N.B. larger amount of lining material fitted to lower shoes. Fig.9B. Greater lining material fitted to LH shoe.

When buying new brake shoes, look carefully at the amount of lining material. Some manufacturers put more on than others, Fig.9., thereby reducing wear rate and the number of times the shoes have to be adjusted. With the riveted variety, check the depth of the rivets. I have a set which were worn down to the rivets with still 75% of the lining material remaining.

BRAKE ADJUSTERS

Whilst changing brake shoes, check the operation of the brake shoe adjuster. More often than not

this can be achieved by fully screwing it in and out with a drop of WD40/3 in 1 oil. This eases adjustment and saves a lot of problems when the screw seizes or shears off. Don't use a pair of pliers or open ended spanner on the adjuster otherwise the square corners will soon round off making adjustment impossible. Invest in a proper spanner or make your own by filing a quarter inch square hole in the end of a piece of flat bar.

REAR WHEEL CYLINDER

Check for any sign of leaking brake fluid. This is sometimes highlighted by the usual light brown brake dust appearing black as it soaks up any leaking fluid. Replacement seal kits are available, although if the piston bore is scored, then a complete new cylinder is required.

N.B. Spitfire MKIV's use a 5/8" bore rear cylinder whereas Spitfire 1500's use a 0.7" bore, providing slightly better rear braking.

Another annoying reason for replacing rear wheel cylinders is sheared off bleed nipples or brake pipes. They seize in the wheel cylinder as a result of dissimilar metal corrosion. One solution is to lightly coat the bleed nipple thread with Copperslip, taking care that it doesn't get down the bore of the bleed nipple/wheel cylinder. When tightening bleed nipples, always use a ring spanner to prevent rounding off the corners. Likewise, use a proper brake pipe spanner for the pipe fixings. **Do not overtighten.**

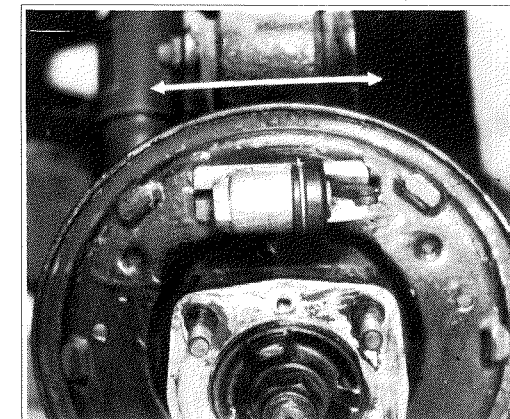


Fig.10. Ensure rear wheel cylinder is free to slide backwards and forwards on back plate.

Finally, ensure that the wheel cylinder is free to slide backwards and forwards on the back plate. Fig.10. If it is not, then as discussed in Part 1, the braking force can't be equalised between the shoes and inefficient braking results. Lubricate both sides of the back plate with Copperslip or a Lithium based grease. Avoid the use of oil or ordinary grease for fear of getting it onto the brake shoes.

BRAKE SHOE ADJUSTMENT

The rear brake shoes need to be periodically ad-

justed to compensate for wear in the shoes. With the handbrake off, turn the adjuster until the shoes just begin to bind on the drum. As the adjuster is screwed in it usually clicks/pings at each quarter turn. Stamp on the brake pedal a couple of times to centralise the shoes in the drum, and if necessary continue readjusting until the shoes begin to bind again. Finally turn back the adjuster just one click quarter turn. If new shoes have been fitted, it is likely that they will need readjusting after a couple of weeks once they have bedded in. It is amazing how much harder the brake pedal and hand brake lever feel with the rear brakes correctly adjusted. Hydraulic pressure is no longer being 'used up' taking up large clearances between the shoes and drums.

HANDBRAKE CABLE

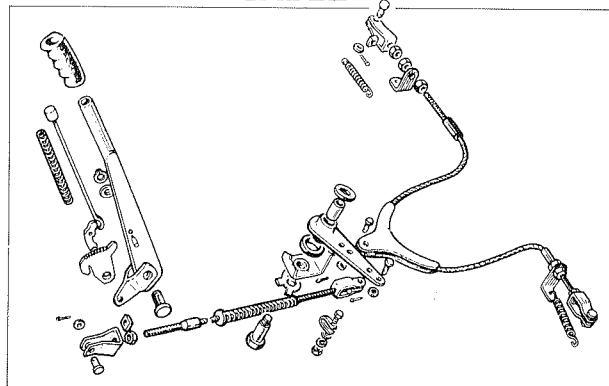


Fig. 11. Elements of the Spitfire handbrake.

Fig. 11 shows the elements of the handbrake cable on the Spitfire. There is sufficient slack adjustment on the cables such that they usually last a good number of years. Common reasons for replacement are, fraying of the cable (MoT failure), a bad kink around the centralising pulley, or the adjustment nuts seizing/sheering off.

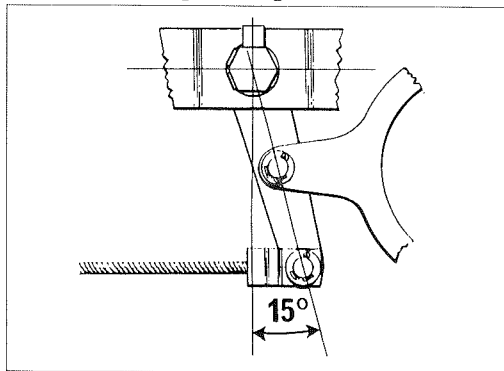


Fig. 12. Correct angle of relay lever.

Fig. 12 shows the angle of the relay lever that should be achieved by adjustment of the front hand brake cable. To be honest this adjustment

is very rarely undertaken as it involves removal of the centre armrest and removing or cutting the floor carpet to gain access.

However ensure that the pulley pivot point and rear cable guides are well lubricated and greased. N.B. This can help to prevent the handbrake freezing on during cold weather.

A common problem when attempting to adjust the rear handbrake cable is poor access or seizure of the adjustment nut between the clevis. One solution is to weld the adjustment nut to the clevis. Fig. 13. Adjustment can then be more easily achieved by just rotating the clevis, if necessary, aided by a thin screwdriver through the clevis. However if the thread is wire brushed and well lubricated, this shouldn't be necessary. I use a cocktail of oil, waxoyl and grease over the whole assembly, including grease over the bleed nipple and wheel cylinder.

Another useful change is to replace the split pin in the clevis pin with one of the P clips as used on the pad locating pins on the front caliper. Check for wear in the clevis pin, lever arm etc., as any wear at this end of the system is magnified by the system of levers, causing considerable lost movement at the handbrake lever.

Ideally when adjusting the rear handbrake cable, the rear wheels should be jacked up to assume their normal road position. This is best achieved by two scissor jacks which neatly sit under the rear vertical links, Fig. 14 (over). This procedure compensates for the effective change in the length of the cable as the rear wheels sag down, Fig. 15. (over).

Before adjusting the cable, ensure that the rear shoes are locked by screwing in the shoe adjusters. Also try and adjust both sides of the car equally. With age the rear cable kinks round the centralising pulley such that it is no longer able to equalise any adjustment made on just one side of the car. Finally readjust the rear brake shoes as before.

Before bleeding the system, don't forget to fully screw in the rear brake adjusters until the shoes are locked tightly against the drum. This reduces the volume of fluid in the bore of the wheel cylinder

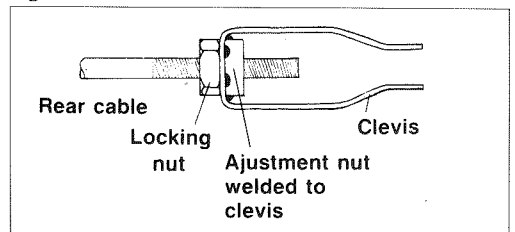


Fig. 13. Rear cable adjustment is eased by welding adjustment nut to clevis.

Before adjusting the cable, ensure that the rear shoes are locked by screwing in the shoe adjusters. Also try and adjust both sides of the car equally. With age the rear cable kinks round the centralising pulley such that it is no longer able to equalise any adjustment made on just one side of the car. Finally readjust the rear brake shoes as before.

BLEEDING THE BRAKES

Before bleeding the system, don't forget to fully screw in the rear brake adjusters until the shoes are locked tightly against the drum. This reduces the volume of fluid in the bore of the wheel cylinder

and therefore the amount of air that can be trapped.

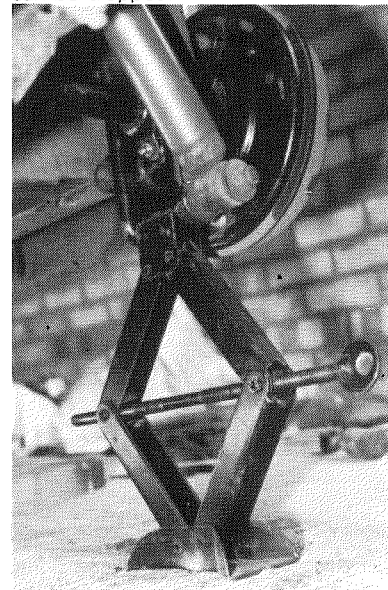


Fig. 14. Scissors jacks nearly sit under the rear vertical links.

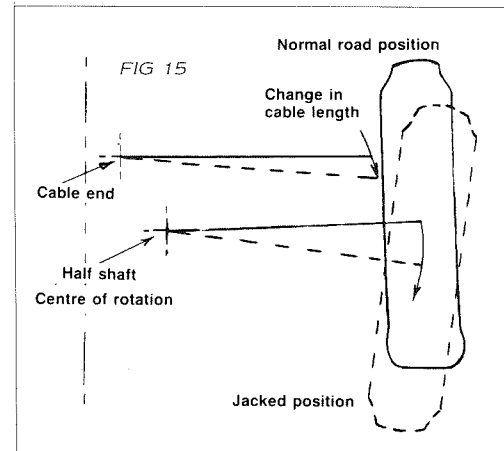


Fig. 15. As wheel returns to normal road position, effective length of handbrake cable shortens.

Fig. 16. shows the correct sequence for bleeding the brakes for single and dual circuit systems. I find that I usually have to go round twice to be sure of removing all the air. Sometimes a bright torch shining through the transparent hose used for bleeding helps to show when all the air bubbles have been removed. Once all the air has been removed, close the bleed nipple during the final stroke or with the brake pedal fully depressed. Having bled the brakes on a dual circuit system, it is sometimes necessary to recentre the piston

in the Pressure Differential Warning Actuator as indicated by an illuminated brake warning light (with ignition on). In this situation one of the bleed nipples at the opposite end of the car to the last bleed nipple bled, must be re-bled. The brake pedal should be gently depressed until the brake warning light is extinguished, accompanied by a click as the P.D.W.A. piston centralises. The bleed nipple can then be closed.

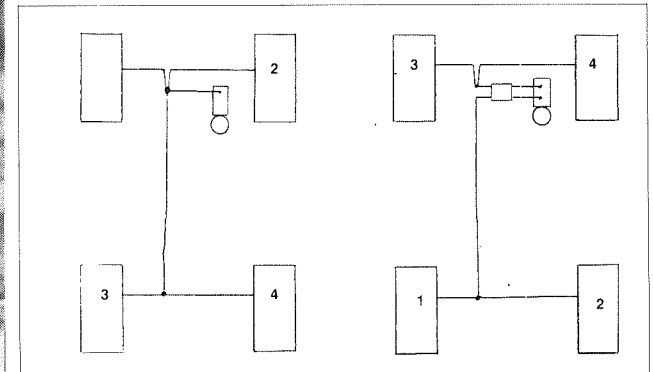


Fig. 16. Correct sequence for bleeding single and dual circuit brakes.

UPGRADING SPITFIRE BRAKES

This subject will be dealt with in next months Courier.

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SPITFIRE MkIII	£56.00 + 3.50 + VAT	
SPITFIRE MkIII		
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SPITFIRE MKIV & 1500 "	£65.00 + 3.50 + VAT	
HERALD/VITESSE	£66.00 + 3.50 + VAT	
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SPITFIRE 1/4		
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SPITFIRE MkII/III		
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Type of car.....

Year of manufacture

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- HERALD/VITESSE left hand B posts
- VITESSE MKII boot lid insert
- HERALD 13/60 complete front panel
- HERALD COUPE rear wing top
- HERALD ESTATE rear wing top
- HERALD engine bay valances
- HERALD/VITESSE front ¼ windows complete
- HERALD/VITESSE front bulkhead left/right
- HERALD/VITESSE hood frames
- SPITFIRE MkI/II bonnet tops
- SPITFIRE MKI/II front grille panel
- SPITFIRE MKI/II/III boot lid frame
- SPITFIRE/GT6 chassis bars
- SPITFIRE 1500 front windscreen surround
- SPITFIRE 1500 door shells
- SPITFIRE MKIV rear tail lamps
- SPITFIRE hood frames (various)
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- SPITFIRE front hubs
- SPITFIRE fly off handbrakes
- SPITFIRE 1300 exhaust manifold

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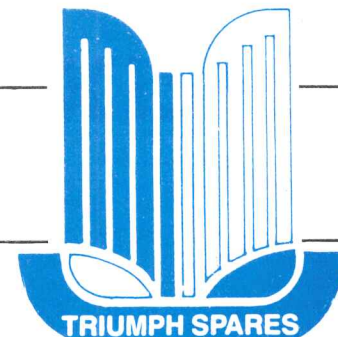
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Weatherstrip clips.....	£ 0.20
TT screen seal, Spitfire Mk IV/1500/GT6 MkIII.....	£15.00
Bonnet stop cones.....	£ 3.00 (pair)
Herald/Vitesse front windscreen seal plus chrome insert.....	£20.00
Herald/Vitesse rear screen seal (Saloon).....	£21.00

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The No1 TRIUMPH SPECIALIST IN SUFFOLK

BOND REGISTER

Peter Jacklin

THE header photo shows UCK 444 taking part in the Welsh Rally in 1964, no further details known. This month I am continuing the on-going saga of the development of the 2 Litre.

9.11.66. 'Equipe G.T.' badge agreed for bonnet as Distributors did not wish BOND badge. 100 windscreens ordered from Triplex, special quarter lights to be ordered.

Triumph 1300 bumper requires reducing by about 2", this could be



cut and joined in centre and covered by rubber extrusion, but Wilmott Breeden to be contacted regarding shorter version. Rain gutter considered but held in abeyance pending building of prototype. (They obviously did not try the prototype very much in the rain as this was not implemented until the MkII was about to be introduced).

GT6 seats considered but rejected, special item to be ordered from Coventry Hood Co.

1.12.66. Wilmott Breeden will supply bumper shortened by 2 3/4". (This must have been a very short meeting!)

6.1.67. Prototype body shell received plus 2 Litre mechanical components, target date for prototype completion now 17/2/67. The new car will not comply with U.S. Federal Vehicle Safety Standards.

15.2.67. Bonnet section completed and production of master mould proceeding. Main body mould approved.

Mock up or wipers to be made and Lucas contacted. Coventry Radiator to be contacted regarding supply of shortened version of Triumph 1300 grille. Prototype date now 24.2.67. (The 2 Litre was eventually introduced for sale in August 67).

Now for some updates on current topics:
Reproduction dashboards:- Some progress to report on the reproduction of 2+2 and 4S dashboards. I have some provisional costings to hand so if you are interested send a S.A.E. for further details. Briefly these dashboards can be supplied in walnut or Brazilian mahogany finish

veneers and will either be ready lacquered or unfinished. The dashboards on the four cylinder cars are unique to the Equipes, so they are not available from any other source, for the 2 Litre dashboards Bonds adopted the same layout as the Vitesse so the supply of these is not yet a problem.

2 + 2 door glass:- I have sent a template away, but have not yet received a firm quote but a budget figure of £30 has been mentioned.

I have some photocopies available of the article on Fibreglass Reinforced Plastic repair techniques originally produced in the Bond Magazine in 1965. If you would like a copy please send one S.A.E. plus a spare 22p stamp.

I have managed to obtain an early rhomboid shape 'BOND' badge as fitted to the 2 + 2 (this one pre-dates the 'EQUIPE G.T.' bonnet badge used from the 4S onwards and can just be seen on this month's header picture). My example of the earlier badge is not in very good condition and I am considering having a limited quantity of copies made, but before proceeding I need to establish whether the original badge was only in a chromed finish or had any enamel/paint applied. If anyone can help please let me know, also if you are interested in obtaining one of the repros., either write or give me a call. Did you see the L.H.D. 4S advertised in the January Issue of 'Classic & Sportscar' for sale in the U.S.A. for £6500? A little optimistic, I think!

The BOND EQUIPE WEEKEND will take place this year on 8th/9th JUNE at the usual venue in Yaxley, near Peterborough.



"Spit-Bits"



CLEARANCE SALE

MOVING PREMISES. Rather than move our large stock of parts, we've decided to slash the price, up to 50% off. Take a look at some of the parts reduced, even if you don't need them now, you may later on, so buy now while cheap.

Differentials, MkI, II, III, 2 Herald	was £45,	SALE £30.00	GT6, Vitesse, Strom. carbs, pair	was £35.00,	SALE £25.00
1200, 12/50, 2 x 1300 gearboxes	was £45,	SALE £25.00	GT6 III outlet manifold	was £35.00,	SALE £20.00
MkI, II, III, IV and Herald driveshafts,			Spit. MKIV, GT6 III spoiler, original	was £12.00,	SALE £ 8.00
complete with hub, drum etc	was £35,	SALE £25.00	Spit. MKIV, GT6 III front screen	was £25.00,	£15.00
Wood dash sets	was £15,	SALE £10.00	Spit. I, II, III IV, GT6 wheels	was £6.00,	SALE £ 3.00
Petrol tank panels, front and rear	was £10 pair,	SALE £ 5.00	Spit MKIV, GT6 MKIII back light unit	was £8.00,	SALE £ 5.00
Dash support bracket	was £8.00,	SALE £ 3.00			
Spare wheel fixing plate	was £4,	SALE £2.00			
Seat belt, static, with clamp	was £6,	SALE £ 4.00			
Knee pads per pair	was £5.00,	SALE £ 2.00			
Rear of cockpit corner trim panels,					
all colours	was £6,	SALE £ 4.00			
Propshafts, MkI, II, III, Herald & GT6	was £15.00,	SALE £10.00			
Springs, rear MkI, II, III, IV,					
1500 & Herald	was £15.00,	SALE £10.00			
Smiths and Jaeger speedos	was £8.00,	SALE £ 5.00			
Smith and Jaeger Rev. counters	was £8.00,	SALE £ 5.00			
Smith and Jaeger Temp. gauges	was £6.00,	SALE £ 3.00			
Smith and Jaeger Petrol gauges	was £6.00,	SALE £ 5.00			
Mk I, II, III & NIV columns, complete	was £15.00,	SALE £ 8.00			
Headlight stalk, 1300	was £5.00,	SALE £ 3.00			
Indicator stalk, 1300	was £8.00,	SALE £ 5.00			
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MkIV outer door handles	was £15.00,	SALE £10.00			
MkIV wheel trims, black or silver	was £2.00,	SALE £ 1.00			
MkIV bumpers, front and rear	was £65.00,	SALE £45.00			
MkIV h/ight cowls, orig., all colours	was £12.00,	SALE £ 8.00			
Carbs, 1300 per pair	was £25.00,	SALE £20.00			
Carbs, 1500 per pair	was £35.00,	SALE £30.00			
Alternators	was £8.00,	SALE £ 5.00			
Starters	was £6.00,	SALE £ 4.00			
Manifold 1300 outlet	was £12.00,	SALE £ 8.00			
Manifold 1300 inlet	was £12.00,	SALE £ 8.00			
Cables, all, each	SALE £ 2.00				
Distributors, 1500	was £15.00,	SALE £12.00			
Brake calipers	was £15.00,	SALE £10.00			
Steering rack	was £12.00,	SALE £ 8.00			
Complete front suspension units, includes wishbones					
vertical links, stub axle, spring, shocks					
and disc	was £25.00,	SALE £20.00			
GT6 rear hatch door with glass	was £25.00,	SALE £15.00			
MkIV, GT6 MkIII doors	was £65.00,	SALE £35.00			
GT6, Vitesse driveshafts complete	was £45.00,	SALE £40.00			
GT6, Vitesse 2000cc engine	was £145.00,	SALE £100.00			
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Door aperture seal convertible	£9.50
Door aperture seal saloon	£12.25
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Wheelarch to dash seal (small mud flaps)	£2.00
Front Valance seals	£1.00
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Boot seal, as original	£14.00

REAR ROOF TO DECK SEAL (saloons) . £11.75

SEALS — SPIT/GT6 SEALS:

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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
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ALL OTHER SEALS AVAILABLE FOR ABOVE CARS

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Chrome/Locks/Brightwork cont.

Bonnet lock kit (pairs) all models	£9.50
Door mirror Spitfire IV 1500, GT6 III	£10.95
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
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Tailgate lock assy. GT6 I/II	£12.95
Tailgate lock assy. GT6 III	£12.95
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Spitfire locking petrol caps	£11.95
Herald/Vitesse locking petrol caps (chrome)	£5.95
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Spit I II III GT6 I II chrome h/ight rim	£7.50
Window winder handle Her/Vit Spit I II III GT6 I	£3.95
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Door inner opening handle GT6 II	£3.95
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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	£11.00

ALL OTHER PANELS SPITFIRE/GT6 STOCKED

MECHANICAL/SUSPENSION/STEERING

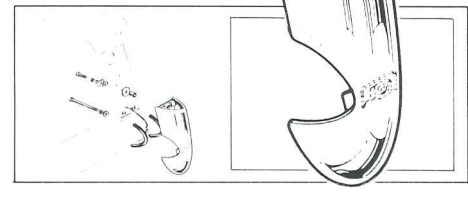
Front Trunnion/Swivel Original Stanpart	£11.00
Steering Rack Exchange	£26.00
Driveshaft all models non-Roto	£45.00
New propshafts from	£65.00
Front vertical link Vit/GT6	£33.00
Front vertical link Her/Spit	£35.00
Front wheel bearing kit including hub felt (state model)	£9.75
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Track rod end, all models	£4.95
Universal joint, all models	£4.75
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Rear shock absorbers, all	£15.50
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Rototflex coupling and bolts (genuine)	£25.50
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Rear leaf spring Spit I/II/III	£48.50
Rear leaf spring GT6 II/III Rototflex	£49.50
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Fuel pump Vit/GT6	£18.50
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Water pump Vit/GT6	£26.00
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Radiator overflow bottle cap	£ 1.20

INTERIOR TRIM

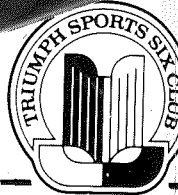
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Spitfire - zip rear window	£60.00
Carpet Sets - Herald/Vitesse, tufted & bonded	£65.00
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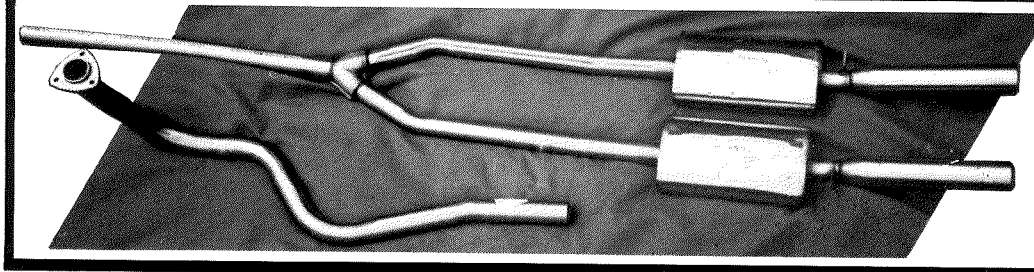
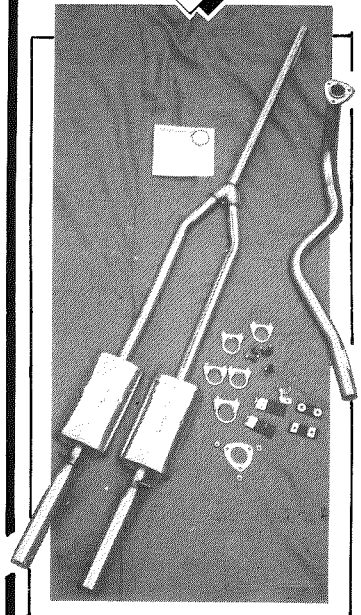
The normal 'sports systems' can be bought as complete systems or as a box only and will fit on to existing downpipes (S/S downpipes can also be bought at a later date if required). Spitfire & GT6 'Sports' boxes are transverse, and Vitesse 'Sports' boxes are in line, ie. similar in layout to original systems.

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BE195	- VITESSE II SPORTS (BOX ONLY)	90.00
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BE206	- SPITFIRE IV SPORTS SYSTEM	140.00
BE207	- SPITFIRE 1500 SPORTS (BOX ONLY)	83.00
BE208	- SPITFIRE 1500 SPORTS SYSTEM	160.00
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BE218	- GT6 II SPORTS (BOX ONLY)	83.00
BE219	- GT6 II SPORTS SYSTEM	140.00
BE220	- GT6 III SPORTS (BOX ONLY)	83.00
BE221	- GT6 III SPORTS SYSTEM	165.00
BE234	FITTING KIT (for all above except FULL SPORTS SYSTEM)	14.50
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INCLUDE ALL REFERENCE NUMBERS AND DESCRIPTIONS INCLUDING P&P

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INFORMATION REQUIRED

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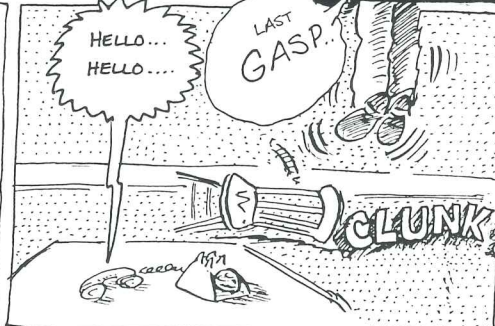
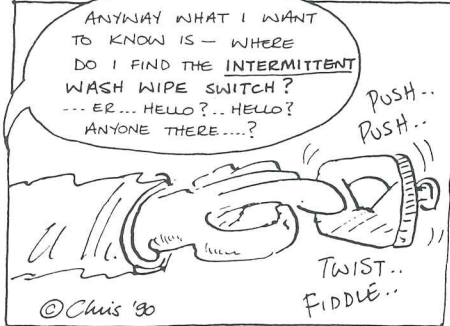
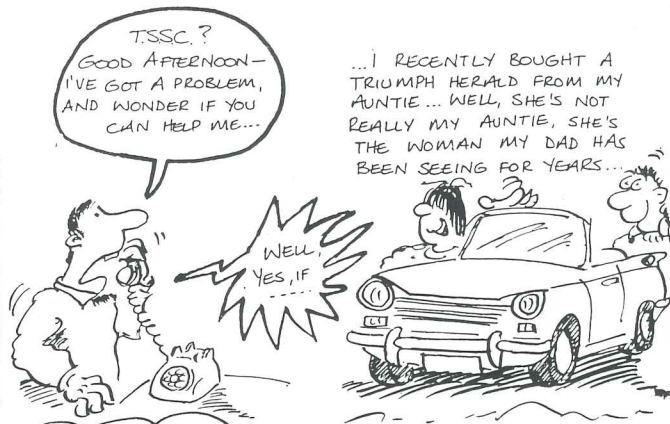
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BY CHRIS SHELDON



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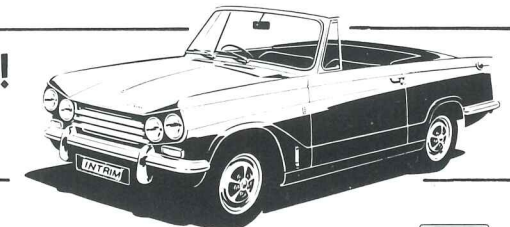
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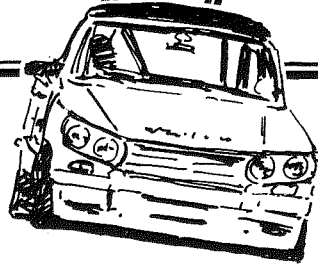
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Autorama

IN AND AROUND THE TRADE SCENE

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or other related products of interest.

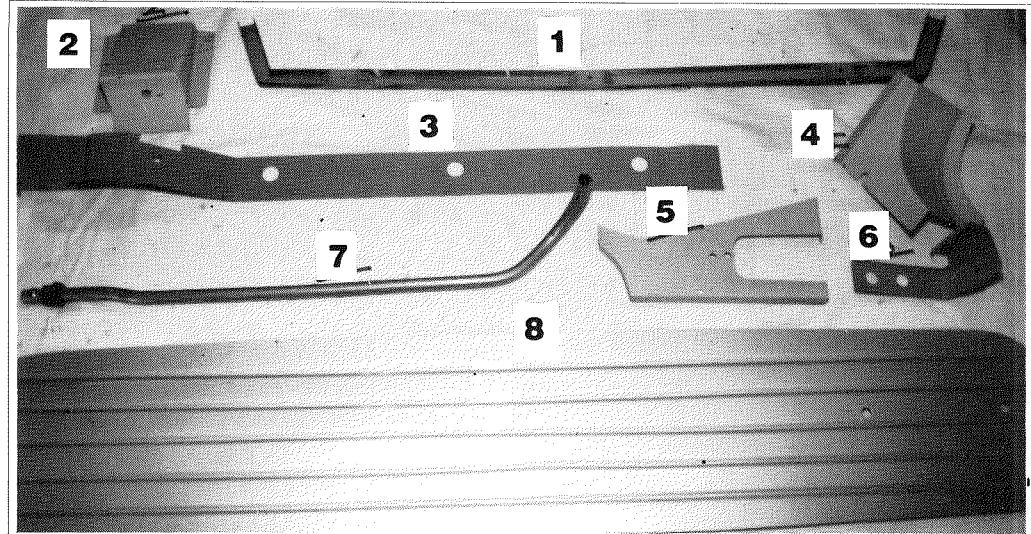


There still seems to be a steady supply of information being sent by our Traders for inclusion in this page. This is a very healthy sign, especially when you consider the current economic climate. More product news is always welcome, so any Traders wishing to take advantage of this page please contact :-

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

One thing that I would request is that either good photographs are sent of the products or preferably, that samples of the actual products are sent to us so that we can take our own photographs. This months products are an interesting range from S W CLASSICS, but the quality of the photograph leaves a lot to be desired (sorry Stan!). S W CLASSICS can be contacted at Brook House, Dartington, Nr Totnes, Devon, TQ9 6DJ, telephone number 0803-865842. I know that Stan Walters makes these sort of repair sections on a 'need to use' basis, ie. items which from experience they need to use in their own restoration workshops. Consequently they should all be useful and well proven items.

The repair items included this week are as follows:-



- 1 Vitesse front inner bonnet bar with captive nuts for grill £10.00
- 2 Vitesse MkII rear arch bump stop bracket again with captive nuts £8.75
- 3 Herald/Vitesse front floor - rear edge repair section £4.50
- 4 Herald/Vitesse 'B' post bottom repair section £8.00
- 5 Vitesse front panel repair section for section adjacent to sidelights £8.00
- 6 Herald/Vitesse bootlid to stay bracket £4.50
- 7 Vitesse/GT6 water pipe (behind manifold) £9.50
- 8 Vitesse MkII bootlid back plate (Supplied painted silver & Lacquered) £38.00

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- 1200 front wing (available shortly) £75.00
- 13/60 front wing inc. rear strip 713267/8..... £45.00 each
- Vitesse front wing..... £65.00 each
- Herald/Vitesse door skins 901338/9..... £30.00 each
- Complete doors available shortly..... T.B.A.
- 948 Herald/Vitesse rear centre valance..... £30.00 each
- 1200-13/60 rear centre valance..... £32.50 each
- ★ Sills 803070/803071..... £15.00 each
- Complete grille assy. complete with badge 807508..... £55.00 each
- Herald 13/60 front panel 812140..... £40.00 each
- Pedal rubbers 122289..... £ 2.00 each
- Early Vitesse carburettor (Solex) front..... £25.00
- Bonnet catch (Chrome) 607663..... £17.50 each

SPITFIRE Mk I + II + III

- Nearside/offside front wings 907154/5 - 903088/9..... £45.00 each
- Rear valance lamp panel 569900..... £30.00
- Battery box 806707..... £10.00
- ★ Rear lamp assy. 208532/217025..... £30.00
- Brake caliper 210988/210989..... £45.00 each
- Windscreen wiper motor 513961..... £55.00
- Bonnet catch (chrome) 607663..... £17.50 each

SPITFIRE Mk IV + 1500

- Windscreen aperture panel 815397..... £125.00 each
- Brake master cylinder..... £30.00 each
- Brake cali. o-side/n-side 159130/1..... £45.00 each
- Rear valance 908970..... £25.00 each
- N-side/o-side sill 903097/8..... £22.00 each
- ★ Sill reinforcement panel, l/hand & r/hand 806634/5..... £ 4.50 each
- Inner sill l/hand & r/hand 806638/9..... £ 7.50 each
- Headlamp support panel l/hand & r/hand..... £15.00 each
- Bonnet hinge tube l/hand & r/hand 91107/8..... £15.00 each
- Rear inner/inner wheel arch l/hand & r/hand 725563/4..... £22.50 each
- Front ¼ valance near side 815391..... £45.00
- Seat recovering set, black cloth houndstooth material, complete car set..... £75.00 set
- As above, brown houndstooth..... £60.00 set
- Mk IV steering wheels 518534..... £25.00
- Knee pad l/hand & r/hand 719391/719401..... £ 5.00 each
- Steering joint 142140/FAM1718..... £12.50 each
- Lucas distributor..... £65.00 each
- Heater valve 724021..... £25.00 each

- Right and left hand rear lamp 216932/TKC941 - 216933/TKC940..... £25.00 each
- Front and rear side marker lamps..... £10.00 pair
- Front shock absorber GSA364..... £20.00 each
- Air filter assy. inc. filters 217822..... £17.50
- Later type water pump (viscous) UKC774..... £25.00
- L/hand & r/hand doors 917569/917570..... £175.00 each
- Body shell complete with bonnet, door boot lid, ¼ valances and chassis..... £4000.00
- Speedometer 218815..... £35.00
- ★ Brake discs 208715..... £11.50
- Stub axle UKC697..... £15.00
- Steering lock 216449/UKC2719..... £30.00
- Front wheel arch inner l/hand & r/hand 909797/8..... £25.00 each
- Front wheel arch outer l/hand & r/hand 909351/2..... £30.00 each
- ★ Steel boot lid 911327..... £105.00
- ★ Front wings 909663/4..... £35.00 each
- ★ Door skins..... £19.00 each
- ★ Sill end plate (front) 706422/3..... £ 2.00
- ★ Rear wing rear repair panel..... £11.00 each
- ★ Rear wing front repair panel..... £ 9.00 each
- ★ 'A' post lower panel l/h & r/h 706288/9..... £ 7.50 each
- ★ Half floor l/hand & r/hand..... £40.00 each
- ★ Front footwell l/h & r/h..... £18.00 each
- ★ Rear footwell l/h 8 r/h..... £22.00 each
- ★ Boot floor..... £32.00
- Door interior release bezel l/h & r/h 819803/4 £ 3.50 each
- Exterior door handle l/h & r/h chrome 915633/4..... £35.00 each
- Exterior door handle l/h & r/h black YKC2837/8..... £35.00

GT6

- N-side/o-side front wing Mk II 908113/4..... £65.00 each
- Crankshaft 308034..... £65.00 each
- ★ Front side/flasher lamp assy. 155416..... £17.50 each
- Occasional rear seat conversion kit, colour black 577443..... £85.00
- R/hand front over rider GT6 MkI 710717..... £10.00 each
- ★ Rotoflex coupling 152273..... £17.50 each
- Steering lock 216449..... £30.00
- Front shock absorbers..... £20.00 each

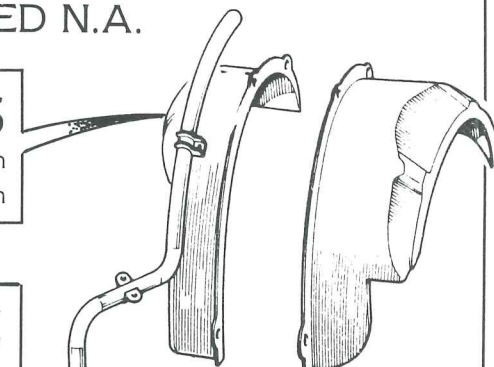
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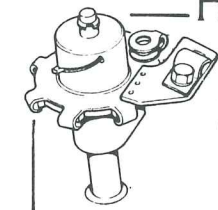
SPITFIRE MK IV/1500 FRONT WHEEL ARCHES

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HEATER VALVE SPITFIRE 1500

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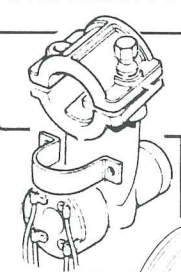
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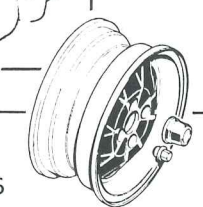
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Herald/Vitesse

Restoration Part 1



Introduction:

Peter Williams

WELL it's taken quite a while to start this series and the job is still far from finished but as work on the car has now stopped for better weather to reappear it seemed a good time to put pen to paper. Over the coming months we'll be covering what will be an in depth series of articles aimed at enabling you DIYers out there to confidently start and successfully complete a ground-up restoration on your Herald or Vitesse at home.

The basis for the series is the body-off restoration of my Vitesse 2-Litre Mk.2 Convertible which as you read this has been sadly missed and off the road for three years. The car is being restored, not to Concours standard which I haven't the patience to achieve and certainly couldn't live with, but I think to a very presentable one such that it could be used everyday rain or shine without worrying about the odd spot on the paintwork. In short I'm rebuilding it to enjoy on the road and not to have it stuck in a garage for eleven months of the year. Having said that I wish I had the time to get my GT6 out again which has been stuck in a garage for eleven and a half months of 1990.!

Due to the obvious similarities, most of the work carried out on the Vitesse should be as useful to

Herald as it will be to Vitesse owners (and certainly at least mechanically to Spitfire, GT6, Bond and Specials owners too). I'll also be using some photos taken during the rebuild of my 948 Coupe. Should any Herald owners be interested in having additional Herald-specific work covered please let me know and I'll do my best to include that too.

★ NEW OWNERS ★

Work on the Vitesse has been carried out on and off (mainly off) over the last two years, delayed due to the previously already started restoration of my Coupe. The Coupe (now gracing the front cover of Brooklands' new Herald road test series book) has now moved on to new owners and I hope it is providing as enjoyable transport for them as it did for me.

As mentioned above, in order to make this series as broadly useful to both Herald and Vitesse owners I'd be grateful for any immediate feedback members may wish to give along the way especially for additional work not shown that they'd like to see.

The work to come:

Prior to taking the car off the road and apart from some obvious damage, I thought that my Vitesse

was at least structurally solid and mechanically in good order. The latter was generally true but as to the former, definitely not! You just can't imagine what a chamber of horrors there may be under the floorboards unless the body is taken off so for any serious restoration body removal is an absolute must. Fortunately it's not difficult - just invite a couple of friends round. Take the plunge. You'll be glad you did.



Figure 1. After over a year on the drive the car looked a little sad to say the least. Both rear wings were to come off and be replaced with fiercely sought after original panels together with one of the wing tops. Both rear outer wheel arches were also replaced: one with an original panel found via a Courier 'Wanted' ad, and the other with a repro panel. Fitting both will be covered in detail. If possible, always try for original panels as you know they should fit. There are some out there, you've just got to find them. As can be seen,

a new door skin had already been fitted during the car's 'resting' period. The bonnet too was due for replacement, achieved 'as new' by converting a new 13/60 unit using a new Vitesse front panel. New valances will be fitted all round together with a new boot lid. The tyre well was holed so a repair patch was welded in. A new soft top will also be fitted and the interior trim refurbished including re varnishing the woodwork.

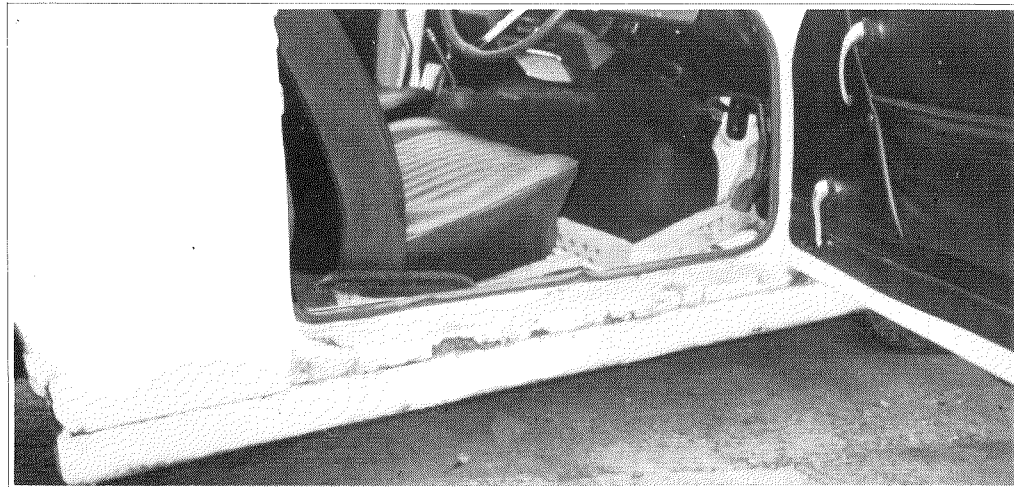


Figure 2. Off- and near-side tread plates showed the damage wrought over the years by the dreaded tin worm. Sometimes perhaps superficially not too bad

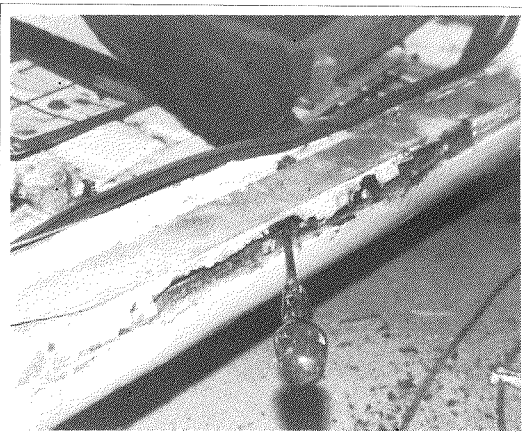


Figure 3 ...but in reality more often than not much worse. As might be expected, the bolt-on sills will also be replaced with new.

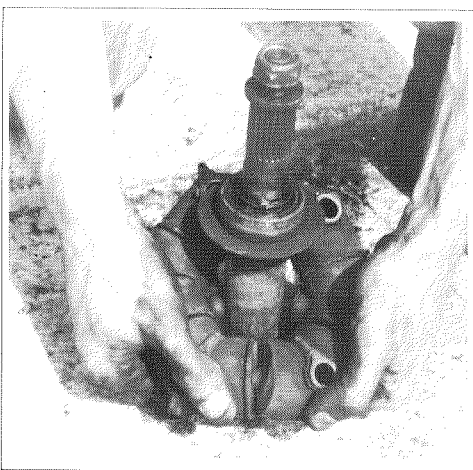


Figure 5. Although the car was in mechanically good order, both rotiflexes were found to be shot and all bushes were replaced with new as a matter of course. New trunnions were also fitted as were new brake cylinders, pipes, shoes, pads and discs. In addition, all steering components were replaced together with new front springs and shock absorbers all round. See future issues for details, all will be revealed in total gory detail.

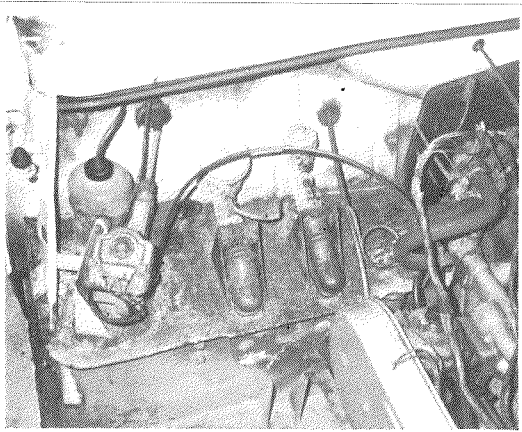


Figure 4. Under the bonnet showed panels to be in good order but in need of general refurbishment.

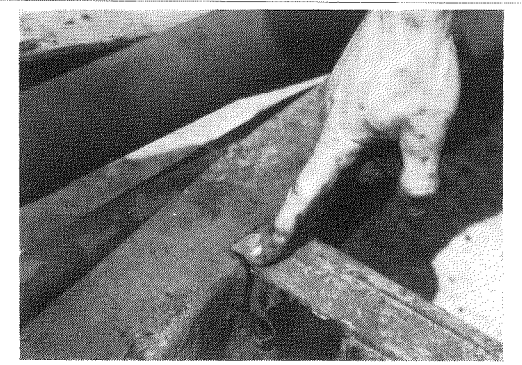


Figure 6. With the body off, the real horrors appeared. Both rear outriggers were well rusted and had obviously been replaced under a previous owner, a key point being that they had not been welded along the top edge considerably reducing structural rigidity of the chassis.

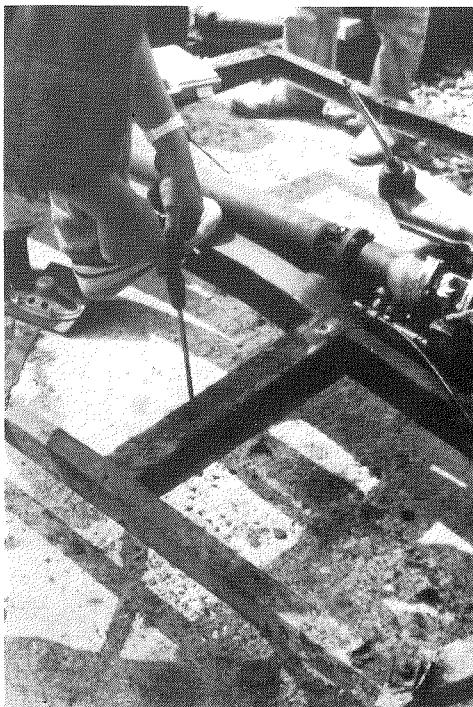


Figure 7. The centre rails too were totally gone as were the siderails. On close inspection, the inside of one of the main chassis rails was well rusted alongside the differential, a typical hidden rust zone.

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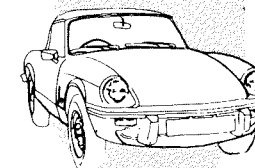
Spitfire Mk.1		£5.88
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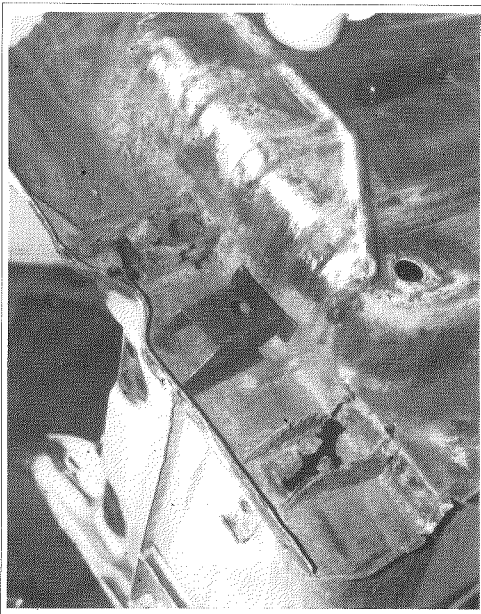


Figure 8. How the body stayed on with cobweb mounting brackets like these is anyone's guess, shown here with a new bracket as seen handed for the other side. What are yours like? Scared to look?

★ TOOLS FOR THE JOB ★

There's no substitute for a good set of tools so just to give an idea of the sort I've found most useful over the years a selection is given below. Like me you've probably got your own favourite screwdriver or spanner (or even a big hammer - my favourite is a copper/hide wire wheel type) but having a range of different types on hand is ideal.

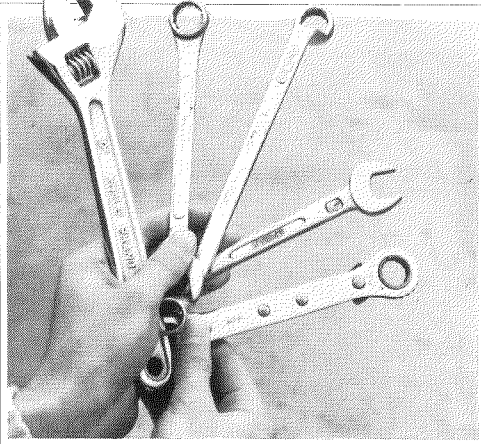


Figure 9. Spanners: adjustable, straight ring/open ended, cranked ring, open ended, ratchet etc. plus of course a full range of sockets.

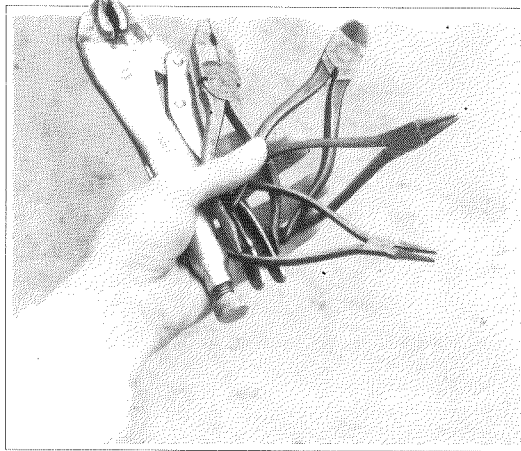


Figure 10. Pliers: vice type of different sizes including a selection of welding clamps (the more the better), 'standard', electricians', wire cutters, pointed, crocodile...

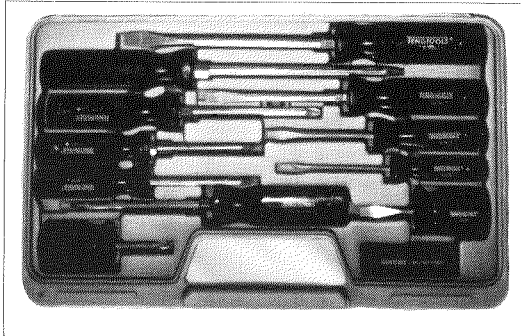


Figure 11. Screwdrivers: flat, Philips, rose head etc. large and small plus an old one to use as a lever or chisel substitute. I've a Teng Tools set which I think is excellent.

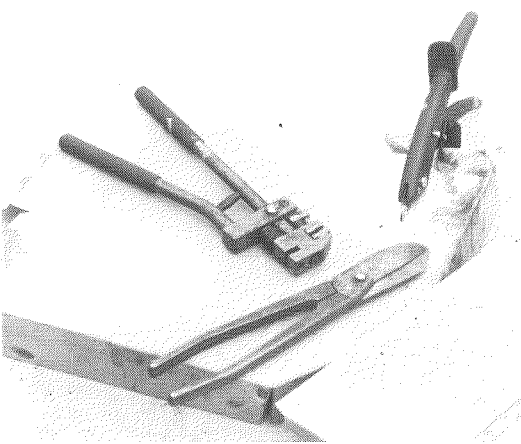


Figure 12. Metal cutting tools and formers. A power nibbler can also be useful but sometimes can be a little bulky for confined spaces.

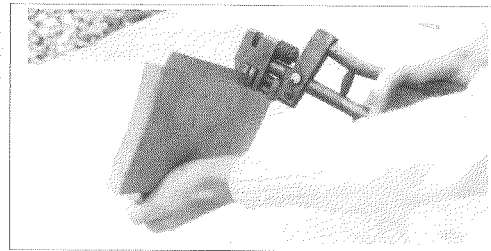


Figure 13. Joddler in action. Double action is best as it can also be used for punching 3/16 inch holes. very useful for preparing joints for plug welding applications.

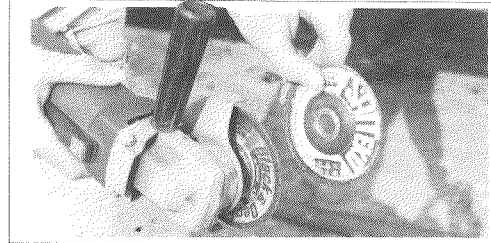


Figure 14. 4 or 4 1/2 inch angle grinder. essential if you're going to do any welding. Use a thin blade for cutting, thicker for grinding.

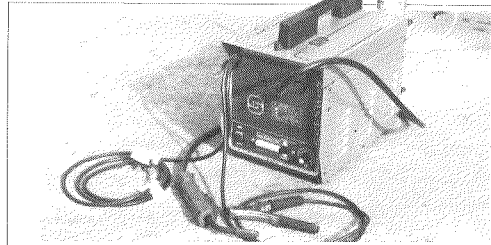


Figure 15. MIG welder: the greatest advance for the DIY body restorer since Professor Potts' patent pink pills. Easy to learn how to use. Go for BOC 'Argonshield' gas bottle/regulators as soon as proficient/finances allow - works out much cheaper than disposable gas bottles. Some type of 'hot' flame is also very useful for brazing and assisting the removal of stubborn nuts etc.

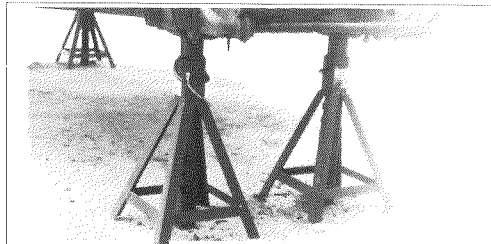


Figure 16. When working under any car and especially on a long term restoration, two pairs of good quality axle stands (preferably tall ones) are an absolute must. These are Jumbo Jacks.

Well that's all for the first installment. Next month work begins in earnest with initial dismantling taking place and the first use of the angle grinder in anger.

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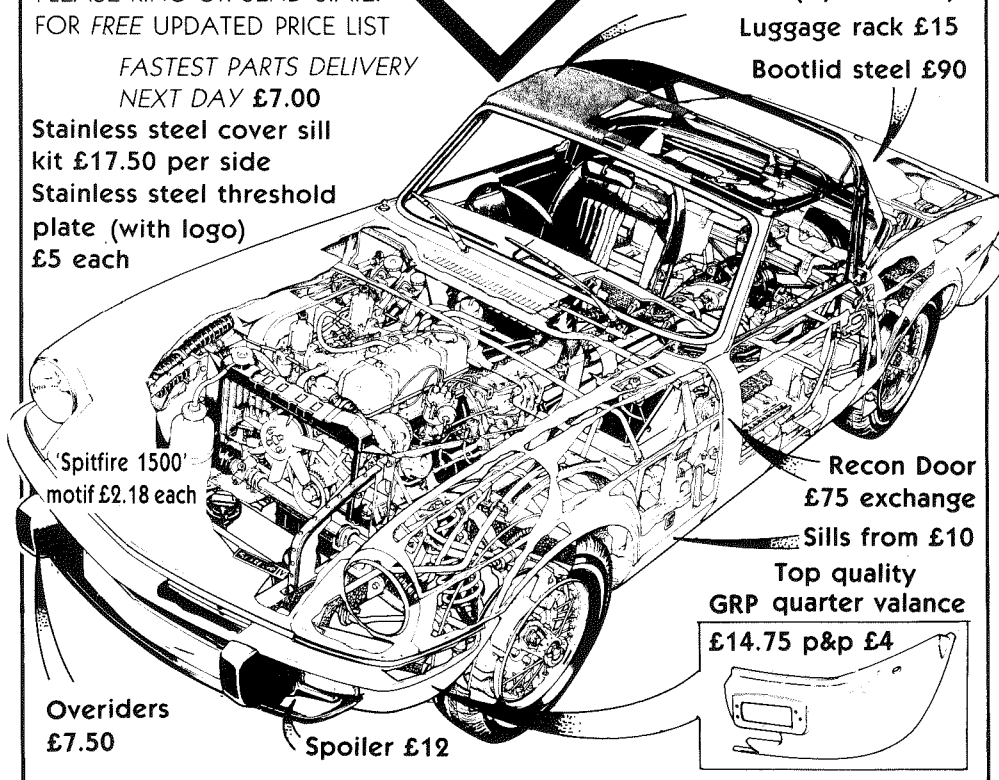
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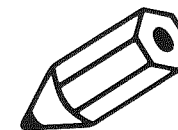
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Pen to Paper



★ MARATHON ★

I have just completed a marathon video watching session. Which videos? The ones supplied by the club archives of course. These include superb footage of various Alpine Rallies including TR2s and 3s, Spitfires, Heralds and Triumph 2000s but no mention of the works Vitesse driven by Vic Elford, who always appears driving a Cortina. Other films were various years of Le Mans again featuring the Spitfires in GT6 bodyform and the experimental team of TR5 cars.

But the most evocative shots came from a film called Introducing Standard Triumph. This features the early Banner Lane factory and the move to Canley and the construction of the assembly hall. This bought back boyhood memories of many visits here with my father. It seems like yesterday that I stood in the body marshalling yard and watched the bare Cactus Green shell of our new Vitesse start its trip down the assembly line, the year 1965, the car FDU 364C — where is it now!! On another visit, it must have been around 1962 because the TR4 was the talking point that day, I went into the tyre fitting shop, where the tyres were being fitted to wire wheels prior to being despatched on an overhead gantry to the assembly line. Here I was astonished at the peace and quiet after the ear splitting noise of Assembly Hall.

Another memory is of a yellow Standard 8cwt van running around the factory with 'Perry and the Jacemakers' painted on the side. This was obviously a pun on Jerry and the Pacemakers, the year must have been about 1964.

★ FIVE POUNDS! ★

1966 saw me back at the factory again, but this time on an organised school outing — I seemed to be the only one in the party who was taking any notice of what was going on, I well remember our guide telling us the Herald/Vitesse chassis lost approximately £11, yes eleven pounds. Mind you I did manage to buy a Herald bonnet in primer in 1972 from the factory — cost £5, fitted to my first Herald 948T.C. 663-BOD — Where is it now?

The man responsible for the Herald lived not far away from us in Kenilworth and many strange versions of production cars were seen with Harry Webster driving, two come to mind, a 4 door Herald and perhaps the most famous of them all,

'The Kenilworth Dragster'. This was a Herald Coupé 6 with a six cylinder 2000 engine fitted — the prototype Vitesse.

Anyway, enough ramblings, but many thanks to Steve Lowe and Mike Costigan for the videos. While on the subject of thanks, one must also go to Roland Drew at Swindon Classics who recently supplied me with a stainless steel exhaust and COMPLETE fixings kit for my early 948 Herald, the fit, quality and looks are just perfect, highly recommended.

ROB JENNER SHETLAND 81/2929

★ QUALITY SERVICE ★

Having virtually finished a two year restoration of a GT6 MKIII, I would like to share my experience of having the car re-sprayed. At the stage of ringing local (and further) spray-shops I found the response variable to say the least.

Some didn't want to know at all (i.e. not an insurance job), some didn't like the idea that I had done the panel work. Some saw £££££ signs ringing up when they realised it was a small sports car of 70s vintage (i.e. can't remember the model but they must be worth a bit!). So the list was reduced to a few companies and from there I had estimators visit me (car immobile).

One in particular 'Peter' from Cambridge Motor Works, Glos., gave me an indication or price and advised me to call him back once I'd finished the 'dreaded' roof lip job (gave me a few tips into the bargain). So a few months past and I gave him another call. Once again he came to visit me, gave the car a good once over and then we agreed spec and budget etc.

The car was completely gutted and flatted all over, and I was wanting a colour change from Magenta to Carmine Red (I owned a Magenta one, years previously). This they duly did in twin pack (my choice), allowing me to take photo's at different stages, and letting me have the use of one of their garage bays for me to re-fit my front suspension and steering etc. They did all this in the spirit of working with me, to a budget we agreed and in a timescale that suited my re-build plan.

The results are first class, so much so, that the first comment from three different people seeing the car was to comment on the paintwork.

I may add I am in no way connected with this company, but found it very refreshing to be given such service.

N Roberts

★ TRADE TIPS ★

I think we should have a (Hands Tips Column) i.e. our Hands Tip of the Month is: I wonder how many members have rung up traders including ourselves and other members to buy a hard top, only to find when they get there, with there Spitfire, there's no front bolts with it. Our tip is

as a temporary measure, they can use the inner bolt that bolts the body to chassis just in front of the seats. It is easy to remove and the ideal length. Not the outer bolts as these are too long.

**SPITBITS
SINGLES FARM**



This car is really my wife's (her name is Catherine). She doesn't like it any more (!) since we bought a Rover 213SE Automatic, so it's my duty to use it - oh dear -

We bought it (the Spitfire) 3½ years ago, 36,000 miles on the clock. It must have spent its life under cover, undersealed from new, very little rust. All things that wear out seemed to have worn out. Differential, engine (replaced with Austin/Rover Gold Seal), wheel bearings, hood, alternator, exhaust system complete, petrol pump, carburetors, radiator repaired, trunions, stub axles and windscreen (unfortunately we have had to replace the bonnet since this photograph was taken, an accident).

What a job finding one, we borrowed a trailer and

travelled to Kirkcaldy, Chic Doig's — the only people who had one.

I cannot make the new bonnet fit flush on the quarter valances, the adjustment under the overrider is as far down as it will go.

Can anybody help?

In my youth I had a McEooy Special (?) 1932 (throttle in the middle), I travelled around the south of England when in the RAF in the late 50s.

It was based on the M.G. M type tourer. Anyone heard of one apart from me?

I sold it for £40 in 1962 — so that is why at 54 years of age I enjoy driving a sports car — anyone else my age doing the same thing.

**B Hamilton. 105 Liverpool Old Road,
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★ GURU?? ★

This is really the story of the jammed gear lever. It started some 18 months ago (or about 3000 miles). There was difficulty in getting the gear lever out of bottom and reverse when manoeuvring. This trouble increased until one could only get it out by switching off the engine. This only happened occasionally and all the time the gears worked perfectly well in normal driving, neither was there any difficulty with the clutch which started to take up not far from the bottom of its travel and release about one third down. The car did not tend to roll when in gear with clutch down and on the advice of one of our favoured suppliers of parts the crankshaft was checked for end float due to failure of the rear thrust washer (or is it bush), but none could be found at the fan pulley. At about the same time as this trouble there was a noise

like a miniature police siren which at first only occurred when starting and later happened all the time. It seemed that it might be associated with the gear trouble.

My guru said that it must be the clutch master cylinder, for if there was leakage past the cylinder piston the clutch may not work properly when held down. It and the lay (slave) cylinder were changed and the result? No improvement.

So on we went for a few hundred miles, until one morning the car did tend to roll with clutch down in bottom. This time a new clutch repair kit was fitted, and the result! Our troubles were over. Curiously, the old clutch lining still had plenty of wear left, although one or two rivets were a little nearer the lining surface than the others. What could the real cause have been?

Oh yes! The noise like a police siren! 'Pull the dipstick up half an inch', said my guru. I did, and the noise stopped. This was real Sherlock Holmes. 'You need a new diaphragm for the engine air pressure control valve, the round thing that sets on top of the engine'. We can always learn!

The car now runs as a Vitesse MkII should.

Laurence Fermaud

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★ ★ The Joys of Wire Wheels ★ ★

I am the proud owner of a red Triumph Vitesse Convertible MkI (1967) which has been lovingly restored, often using TSSC Offers. To give a period finish, just over a year ago, I purchased a wire wheel conversion set from British Sports Cars in London.

The problems started after a few miles, the garage who had fitted the wheels put them on the wrong way round, so that the central nut loosened itself as I drove along the road. Being a law abiding fellow I was only doing about 25mph down a back street when this wheel went flying past me. I thought 'that looks like my wheel!', and sure enough it was. A few heart stopping seconds later, with my life flashing before me I came to a brake disk smashing stop. Luckily the only damage was to my life span and the brake disk which was now very punctured (flat!).

So with the wheels fitted correctly (i.e. the centre nut should tighten to the rear of the car and loosen to the front of car. It's true!), I enjoyed many miles of open top motoring (especially summer 1990).

One afternoon driving down a sunny country lane I felt a rear end twitch and could hear a banging noise. So I stopped and investigated the rear, to find one of the wheels very loose. I re-tightened it and kept a check on it on the way home. Back home I found that the hand brake cable had become stuck and I thought that this may have caused the wheel to loosen. The cable was replaced and more carefree miles were clocked up.

★ !! EXPERT ADVICE!! ★

A month ago the same wheel came loose, so I sort out 'expert' advice from the local Triumph garage, who said that the problem was the wheel studs. So for the sake of safety they replaced all 16 studs. Unfortunately they were not very good at measurements and fitted studs that were all 5-6mm too long. The wire wheel in this case was resting against the studs rather than the adaptor. As the length of the studs varied fractionally the wheels wobbled when the car was driven, there was no identifiable movement by hand, until it had worked itself loose from use.

I took the rear wheels off to investigate the required length of the studs and found a large amount of road muck on the adaptor shoulder and

the inner shoulder of wheel. In theory these two areas should situate together to hold the wheel correctly. I deduced (simple my dear Watson!) that the rear wheels had been fouling against the rear brake drum housing before sitting correctly on the adaptor. Solution was to fit a 6mm packing piece between the brake housing and the adaptor.

★ DO IT YOURSELF ★

So the morale of the story is 'If you want the job done properly, do it yourself', and if you have wire wheels go NOW and ensure that the wheels are sitting correctly on the adaptor, and not fouling on the studs or the brake housing as your life could depend upon it.

Happy motoring to all,

KEVIN 87/19697.

★ CRANKSHAFT ENDFLOAT ★

A warning to all Triumph Sports Six owners, check crankshaft endfloat on a regular basis, especially high mileage engines or you run the risk of serious damage to your engine block.

The correct endfloat should be .004" - .008" thou., if an 1/8" or more of movement is found your engine is probably already seriously damaged and may not be repairable.

The problem arises due to the crankshaft thrust washers wearing and dropping out of their grooves causing the crank to move backwards and forwards excessively.

A simple check is to try to lever the front pulley inwards and outwards observing pulley movement. With engines becoming increasingly rare, this problem must not be allowed to keep killing off our engines. Over recent years I have had excessive endfloat on both of my cars, a Herald 1200 and MkIII Spitfire, also have dealt with a 13/60 and another MkIII Spitfire belonging to their owners, all four cars needing new engine blocks and sometimes crankshafts. **You have been warned.**

Mr R CHAMBERS

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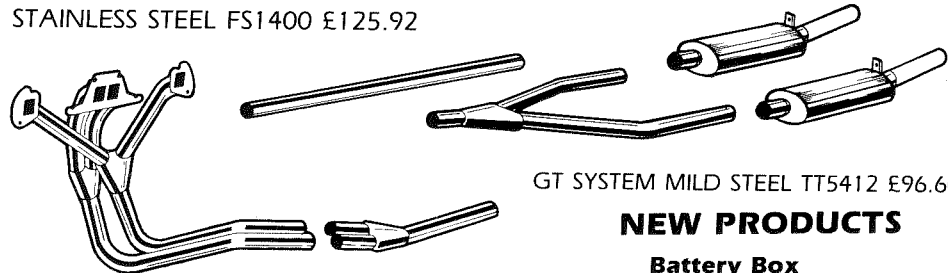
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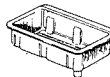


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STARTER CLASSICS, A GROUP TEST

IN September I received a phone call from Brian Palmer, a freelance journalist and a contributor to Classic Car Magazine. He invited me to attend a group test of what he described 'starter classics', to be held at Silverstone in just under two weeks. I have to admit after the initial surprise at getting the invitation out of the blue, the realisation and apprehension of what I had agreed to began to sink in!

I also began to get a feeling of déjàvue as I recalled the article by John Thomason, Behind the Scene (Courier, August 1990, page 78). He too had been invited to one of Brian Palmers group tests, it was therefore with particular interest that I reread his article in order to see what I had let myself in for. I own a Spitfire MkIV (1973) which I purchased in 1985 in what was a rather tired condition, since then with the help of friends that include Tony of T & G Motors, Stainforth, Doncaster, I rebuilt the car to it's present condition, and have had a degree of success at concours. By September I was under the impression that ULT and I were coming to the end of another year, having attended a number of events and rallies up and down the country including a round trip of some 840 miles to Holland.

It was therefore with no small feeling of anxiety that I began checking and cleaning the car, very much aware as John points out you not only represent the TSSC but have the reputation of your individual mark to uphold. Whilst cleaning my car I had to smile as I too had a Classic and Sports Car sticker displayed, since John hadn't got away with it I thought I'd better remove it, before going to Silverstone.

Since the car had been running well I decided there was nothing special I need do. I did however aim to rectify a slight oil leak from the gearbox, which was tracked down to the gasket of the top cover. All went well apart from on the night before the test the overdrive started cutting in, obviously an electrical short and found to be due to a loose

connection touching the gearbox (off came the gearbox cover once more). I also thought the car would benefit from a tune up prior to the test and so duly booked my car into a local garage. On arriving at the club house at Silverstone, it was with great interest that I learned of the other cars to be included in the test. They were a 1965 Mini 850, a 1962 Morris Minor 1000, a 1973 Volkswagen Beetle, an MG Midget MkII, a Triumph Herald 1200 and my Spitfire MkIV. Both Helen (my wife and co enthusiast) and I were really looking forward to the chance of driving the other cars. I must say though we too shared John's trepidation at driving someone else's pride and joy, and believe this to have been true of my fellow testers.

After breakfast Brian outlined the day, it was to run very much as described in John's article, and so after a trial run around the test circuit in our own cars we then exchanged vehicles.

★ FIRST THE HERALD ★

The first car we drove was the Triumph Herald 1200 of fellow TSSC members, the Herald was the product of a recent rebuild and looked very impressive. I have never driven a Herald before and thoroughly enjoyed this opportunity. It's performance I found was respectable bearing in mind the period of the car and the size of the engine, it was though obviously a marked change from my Spitfire. The steering was nice and light and felt very comfortable, the gear change was at first a little unfamiliar but in no time I had gained confidence and felt at home. I don't think it's unfair to say that the Herald 1200 is hardly a car with the sportiest performance, but that said the handling was satisfactory (though I have to confess since this was the first car I drove I didn't exactly push it) and the ride and driving position was most comfortable. In general I found the instruments to be clear and adequate and on the whole both Helen and I found the Herald to be an immensely practical car, loads of character and fun value and one I could easily live with (Helen already wants one).

★ MORRIS MINOR ★

The second car we drove was the Morris Minor and bearing in mind my occupation of District Nurse if you go along with stereotypes, then this is the car I should be driving. Once inside the Minor it gave the impression of being a much larger car and was quite a contrast. In terms of it's performance it's 1000cc engine seemed very pedestrian, but then this aspect must never have been a prime concern as the car was intended to be a work horse. The steering was rather vague and imprecise and as this was my first experience of a car with drum brakes it illustrates the benefit's of discs!! and I have to comment that stopping is preferably an-

anticipated. The handling had the usual tendency to oversteer, but the ride was satisfactory, the interior was somewhat spartan but was comfortable and offered a good driving position but the lack of seat belts was certainly a cause for concern in view of the drum brakes. The instruments, though sparse, were adequate and the car had lots of character which is supported by the loyal following the Minor enjoys. The Morris Minor obviously represents an important milestone in motoring history, it's Issigonis design is however one for whom beauty is definitely in the eye of the beholder. It may well afford an interesting and enjoyable experience to drive over short journeys but the dull performance would I feel make it rather tedious on long journeys.

★ VOLKSWAGEN BEETLE ★

Our third car was the Volkswagen Beetle, and for me this was the surprise of the bunch. This 1972 example had a 1300cc body and gearbox but was fitted with a 1600cc engine and was a credit to it's owner. The performance was very good, easily equating with that expected from more contemporary cars. Acceleration was more than adequate and smooth, assisted by a gearbox that was easy to operate though the gear change was a little notchy. The steering and brakes were precise and reassuring, however the unusual height of the clutch and brake pedals take some getting used to. In terms of it's handling the Beetle appeared to sit squarely on the road and gave a predictable, safe and comfortable ride. Having covered over 100,000 miles the Beetle felt very solid, rattle free and would provide excellent practical motoring, though perhaps I suspect a little too practical, verging on the uninspiring.

★ MG MIDGET MKII ★

The was the fourth test car, and as a confirmed Triumph Spitfire enthusiast I have to come clean and say I didn't want to find anything that I liked about the car. Helen and I donned our obligatory disguise and it was with interest that we approached the Midget, a car which has traditionally been compared and measured against the Spitfire. The performance and handling were quite good from it's 1098cc A Series engine, it was though noticeably noisier than my Spitfire and above 50mph I felt it quickly ran out of breath. A point which soon became apparent was how unfortunate it is the Midget never had overdrive, a desirable optional extra which the Spitfire benefited from and one I would miss. Bearing in mind the age of the car the brakes were just adequate, the steering was however vague with a tendency to wander, but the car did give quite a comfortable ride. Inside the car the controls were

straight forward and it was nice to have an oil gauge fitted as standard. In respect of the cars overall comfort, I know the Spitfire isn't a car with lots of room but the Midget is most appropriately named. There was much less room and although the Midget had the benefit of nice leather seats, the Spitfire definitely has the edge on comfort. I do have to admit though I did enjoy having the chance to drive the Midget and this was a nice example. The Midget obviously has a dedicated following and offers all the fun of traditional rag top motoring, but for me the Spitfire is still the far more desirable of the two.

★ 1965 MINI 850 ★

The final car of the test was a 1965 Mini, in standard spec. and in lovely condition. Perhaps by now I had become more confident, but having driven Mini's before I was determined to enjoy such a nice early example. The good old A series engine in this timeless Issigonis designed car combines to provide a car that is great fun to drive, this was no exception. It was quite torquey from low speeds and proved to have nippy performance. The steering was light with a slight wander, the brakes though functioned adequately and caused no problems. The Mini's gear change had the typical long throw with a poorly defined gate separating 1st 2nd/3rd 4th planes (it also plays nice tunes!!). Road holding was tremendous and as often quoted had great chuckability, the ride though can only be described as b b bouncy (how to get sea sick without leaving dry land). In terms of comfort the Mini is basic and functional but then what do you expect, it is

however a great fun car that you can't help but like. As for my car I have to confess it misbehaved proving yet again when something goes wrong it is always at the most inconvenient time. Having had an uneventful journey to Silverstone it started running a little irrationally, holding back at about 2000 revs. On inspection, I found the points had closed up, but having adjusted the gap it did not completely cure the problem. I subsequently found a faulty plug lead was responsible and so ULT somewhat blotted her copybook. I must admit in the frustration of the moment, and not wanting to let the side down I wondered at the sanity of allowing your car to be dissected and scrutinised in this way. But then, we did have a most enjoyable day and these irritating problems happen to the best, the point of the exercise is to participate and do your best. Finally, whilst writing up our comments, we were all asked to select a favourite car (other than your own car). This was a difficult but not impossible choice for although they each had something to offer, for it's character, practicality and sheer driving pleasure both Helen and I agreed it had to be the Triumph Herald. While we were driving home discussing the ups and downs of the day I have to concur with John Thomason, you do appraise your car anew, perhaps a little more critically. Though the day for us had it's trials and tribulations it was great fun to have had the opportunity to have driven such a diverse group of cars, and if anyone else is given the invitation my advice would definitely be, have a go!

V. H. THOMPSON

★ FACTS AND FIGURES ABOUT THE CARS INVOLVED IN THE GROUP TEST ★

1965 MG Midget MkII

Owner: Karl Laban
 Engine: Four-cylinder (pushrod, ohv)
 Capacity: 1,098cc
 Power: 59bhp at 5,750rpm
 Top speed: 91.8mph
 0-60mph: 14.9 secs
 Fuel consumption: 29.2mpg
 Suspension: F: ind coil and wishbone
 R: semi-elliptic leaf
 Weight: 17½cwt
 Length: 11ft 5½in
 Price new: £622 (1964)
 Price now: £4,000

1973 Triumph Spitfire MkIV

Owner: Victor Thompson
 Engine: Four-cylinder (pushrod, ohv)
 Capacity: 1,296cc
 Power: 63bhp at 6,000rpm
 Top speed: 91.3mph
 0-60mph: 14.8secs
 Fuel: 30.2mpg
 Suspension: F: ind coil spring and wishbone
 R: ind swing axle/transverse leaf
 Weight: 19.5cwt
 Length: 12ft 1in
 Price new: £1,060 (1971)
 Price now: £4,000

1966 Triumph Herald

Owner: Nina Hutsby
 Engine: Four-cylinder (pushrod/ohv)
 Capacity: 1,147cc
 Power: 48bhp at 5,200rpm
 Top speed: 77.5mph
 0-60mph: 22.8sec
 Fuel consumption: 28.4mpg
 Suspension: F: ind coil and wishbone
 R: ind swing axle/transverse leaf
 Weight: 20cwt
 Length: 12ft 8½in
 Price new: £580
 Price now: £3,500

1965 Mini 850

Owner: David Anderson
 Engine: Four-cylinder (pushrod, ohv)
 Capacity: 848cc
 Power: 34bhp at 5,500rpm
 Top speed: 72.4mph
 0-60mph: 27.1sec
 Fuel consumption: 40.3mpg
 Suspension: F: ind wishbone/hydroelastic unit
 R: ind wishbone/hydroelastic unit
 Weight: 15½cwt
 Length: 10ft ½in
 Price new: £478 (1966)
 Price now: £2,500

1973 Volkswagen 'Beetle'

Owner: Les Sandell
 Engine: Four-cylinder (pushrod, ohv)
 Capacity: 1,584cc
 Power: 50bhp at 4,000rpm
 Top speed: 79.7mph
 0-60mph: 18.4sec
 Fuel consumption: 23mpg
 Suspension: F: ind strut/coil/transverse link
 R: ind semi-trailing arms/transverse torsion bars
 Weight: 20cwt
 Length: 13ft 5½in
 Price new: £875 (1970)
 Price now: £3,000

1962 Morris Minor 1000

Owner: John Ford
 Engine: Four-cylinder (pushrod, ohv)
 Capacity: 1,098cc
 Power: 48bhp at 5,100rpm
 Top speed: 76mph
 0-60mph: 26sec
 Fuel consumption: 36mpg
 Suspension: F: ind torsion bar/wishbone
 R: semi-elliptic leaf
 Weight: 18cwt
 Length: 12ft 5½in
 Price new: £539 (1963)
 Price now: £4,000

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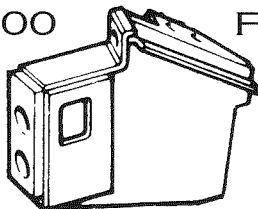
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All in Several Years Work

The Story or Our Triumphs,

by Robert and Andrew Pearce

Part 5 — Workhorse in the Stable

By Robert Pearce

At the end of July, while his Spitfire was still being rebuilt, Andrew got a job at Culham. This meant he had a 25-mile journey to work without a car, unless he borrowed Mum's. I had been thinking for some time that an extra car would be useful for when I wanted to do something about the bodywork on the Vitesse, so I looked around for a nice cheap Herald. At a Hants & Berks meeting I heard of a 948 saloon which took my fancy, but it had already gone. I looked in The Courier and noticed a 1200 saloon with overdrive and a 13/60 estate for sale with a Reading number. It took me a moment to realise that the number was actually local to where I

worked, and thus these were the two Heralds I often saw on the way in. Unfortunately the 1200 was engineless, but the estate seemed solid and a reasonably good runner so I decided to buy it. I arranged to collect it on the Friday.



That week was not a good one for cars in our family. On Thursday, Andrew encountered a Montego on a country lane which took the front right wing off Mum's Orion. On Friday morning the long hot summer ended abruptly with heavy rain and on the way into work I misjudged the braking, locked up the wheels and found myself approaching a roundabout at around 50mph. There are some cars in which I might have made it

round, but in those conditions a MkI Vitesse is not one of them. The impact with the centre mound took out the front left tyre and I didn't have a spare. It also bent a half shaft, but I didn't find that out until I went back to collect the car after work. Fortunately the chap I was buying the Herald from had a spare Vitesse half shaft, which I purchased when I collected the Herald. I had originally intended to drive the Herald home for Andrew to use,

but with a halfshaft to change Andrew caught the train over and we spent the weekend doing it. When Andrew drove back home on the Sunday, the Herald cut out coming off the dual carriageway, but we weren't too concerned as it started again fairly readily. He had decided to catch the train to work and just accept being a bit late, mostly because the crossply tyres on Henrietta (as a previous owner had christened her) made the handling a bit odd. Mum tried her out for shopping trips and found her less unpleasant than she had expected.

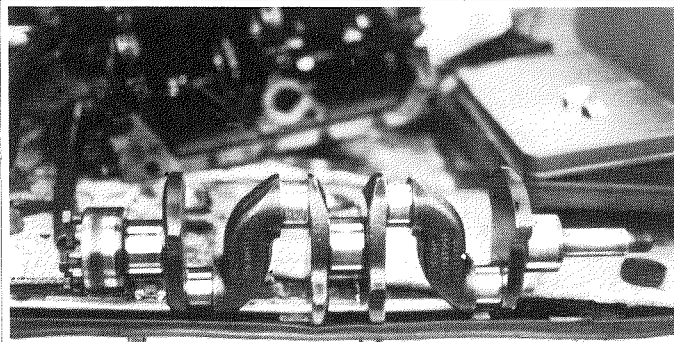
★ FIVE CAR FAMILY? ★

However, our car luck was not improving. Two weeks after Henrietta joined the stable, the gearbox in my Vitesse packed up. This was only a week before the Spitfire weekend in Holland and Andrew's Spitfire, although ready to drive, was not yet MoT'd. We decided that I would use Henrietta while the gearbox was sorted out, but two days later as Andrew was driving to Slough her engine gave up. We decided after having to have her removed from the motorway that we should both join the RAC! When the Spitfire failed the MoT on the Tuesday this left us as a five-car family with not a single one on the road.

As a general rule I don't believe in 'jinxed' cars, but Henrietta had apparently got through three engines already, and the one that had just failed was supposed to have been a good reliable unit. There had to be some explanation...

★ The Case Of The ★ ★ Mysterious Dead Herald ★

Our investigation of the mysterious case of the dead Herald began at Chalfont Park Sports Club. The car had been taken there after being recovered from the scene of its death on the local motorway, and a post-mortem examination seemed a good start.



The deceased had clearly suffered breathing problems as smoke emanated from the air filter. Once the filter had been removed and the internal organs of the carburettor were exposed, we could see that it was blowing back on one cylinder. The loud knocking reported by one known eye-witness (Andrew) made us suspect a valve, so the examination progressed to the head.

The head, although in need of decoking, appeared healthy and could not be seen as the cause of death. We turned our attention back to the smoke we had observed. If the valve operation was correct it must have emerged, as observation confirmed, from the crankcase breather pipe. This suggested a problem with the piston rings, and sure enough one was broken. We thought we were close to solving the mystery and we changed the piston rings and big ends. This merely resulted in the engine refusing to turn. The vehicle was towed to Slough where it could remain while we tried to repair it. Once there we removed the engine and began to strip it down, suspecting the crank may need re-grinding.

★ TERMINAL DAMAGE ★

Once removed, the crank showed severe and, as it turned out, terminal damage to number 3 journal. Unable to exchange the crank we decided to replace the whole engine and obtained a 1500 Spitfire unit advertised in the Courier classifieds. Fitting a 1500 engine to a Herald is easy, except for one point. The 1500 Spitfire clutch is larger than the Herald's and uses different splines on the gearbox shaft. There are three ways around this, fit a Spitfire gearbox, find a suitable clutch plate for the Herald 'box' or use the 13/60 flywheel and clutch. We chose the last as we did not have a 1500 flywheel or clutch. This is not, however, as simple as it seems because 1500's from '75 on used larger bolts to attach the flywheel. Andrew got the holes bored out at work while I obtained the bolts. All

other external parts of the 1500 engine are identical to the 1300 except the fan belt pulley which is larger (for driving an alternator). We decided to keep the Herald manifolds for simplicity and economy (nothing to buy — or so we thought).

Once installed and filled with oil and water we tried to start the new engine. It spluttered a lot but wouldn't fire. After a couple of days I realised I hadn't checked the distributor alignment and it could have been 180° out. Unfortunately it wasn't and that bright idea came to nothing. We changed the points, condenser,

coil, HT leads and spark plugs all to no avail. We took the air filter off and, to our horror, observed that this engine too was blowing back. Off came the exhaust in case the silencer was blocked but it made no difference. We couldn't believe this engine was dead, so we took the manifolds off to check.

★ BEHAVED THE SAME ★

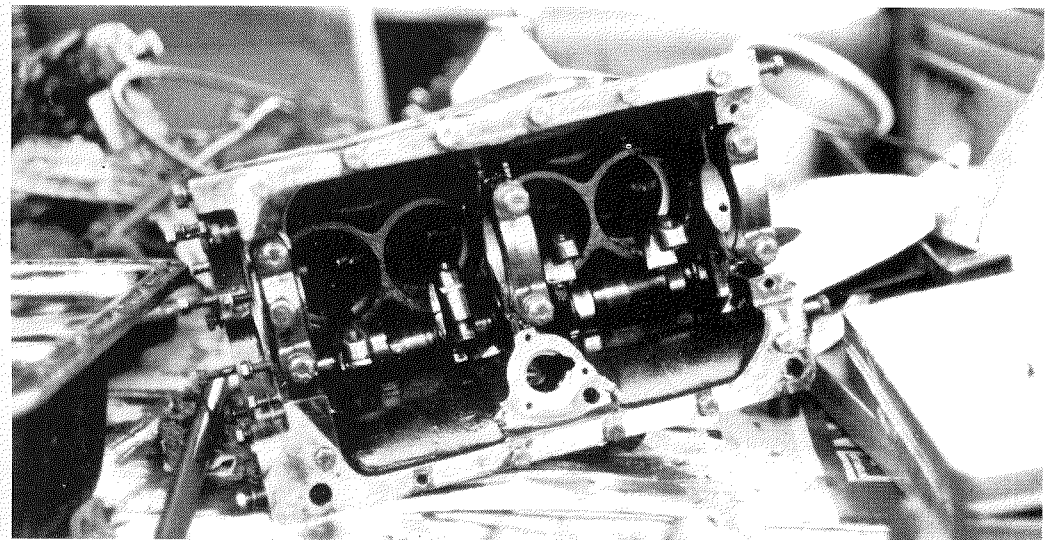
At first, numbers 3 & 4 cylinders appeared to be blowing back, but very soon they stopped and began to all behave the same. The engine seemed alright at least, but a new mystery was added to the existing 'jinx'. If the engine was sound but went wrong with the manifolds attached, it seemed the problem was in the manifolds. This would explain the jinx as I knew the manifolds had been on this car before its previous engine (and conversely had not been on the engine when in its previous car), but what could be so badly wrong with a manifold as to destroy an engine?

At this point Lady Luck assisted in our investigations. While I was examining the manifold a trickle of water splashed out of the inlet heater pipe. I decided to tip it all out, but when I did so water poured out of the manifold itself. Could a leak have developed, filling the engine with water vapour instead of petrol vapour?

Work on Henrietta was suspended for a few weeks because the recovery of Mark's Spitfire from the drive of a house where I was no longer resident took priority. Shortly after Christmas however we were able to obtain a replacement manifold from a local scrapyards. We also took the carb but foolishly forgot the exhaust manifold (the studs were dead on the old one). Having fitted the 'new' manifold with the old carb (the one from the

scrapyard needed cleaning) we tried the engine again. There was no change. Finally we used our brains (about time too!) and the compression tester. There was almost no compression on any cylinder, and it appeared to be head related rather than piston rings. I had been suspicious of the rocker gear but that did not explain the whole problem. Removing the head did. What it was that possessed us to put the head back without properly cleaning the mating surfaces I will never know, indeed I had been so convinced we were not that stupid that I hadn't even thought of checking. I gave it a good clean up, but we didn't have a correct head gasket at the time so I decided to smear a little grease over both surfaces to prevent them rusting while we got one. Then Andrew asked how sure I was that this was indeed the problem and I changed my mind. We refitted the head with the old gasket (which was still intact) just to check compression. When we found sufficient compression we tried reconnecting everything and turning it over. The engine now fired up instantly and ran as sweet as a nut — for three seconds. Well we didn't really expect much more than that with a re-usable head gasket coated in grease and we weren't too surprised to find there was no longer sufficient compression. At least we were hopeful of getting it going the next weekend with a new gasket. In the event we could get no compression even then so in desperation we fitted the 1300 head, from which we had already used the rocker gear in any case. This time, the results were excellent and despite the exhaust being held on by two mole grips Henrietta ran beautifully all the way back to Abingdon to be prepared for the dreaded MoT.

To be continued



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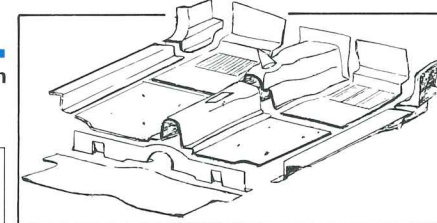
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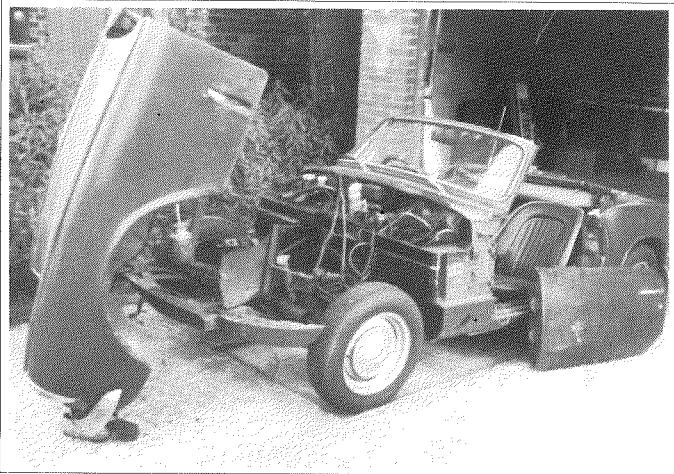
'More Readers Restorations'

I OWN a 1970 MkIII Spitfire first registered 18.1 71, registration number SDL468J, chassis no FD88855 which I purchased on 25.5.90 for the prod sum of £100, complete with 2 engines, one in bits and neither fitted. The car has been standing for several months, hood down, in Newcastle Under Lyme (dare I say the real Newcastle?).



It was reasonably sound until I started to hit it with a lump hammer and large parts of the arches, boot and doors fell to the ground. The doors and bonnet were placed on/in the car as my wife towed it some 2 miles to my house for a thorough survey. Well, most of it was there bar the dash, engine, carpets, so I decided upon a speedy 'get stuck in' restoration in time to catch the end of summer and the TSSC International at Stafford! Could it be done?

I have previously restored a 13/60 convertible and an MGB roadster which I hastily sold to rejuvenate finances and a deposit on my first house and so was



We've seen it all before, haven't we!!!!

confident that I could do most of the mechanical and boring bits myself, entrusting welding and spraying to professionals. The first job was to strip out the interior and bin the rotten carpets, hood and door panels which were beyond repair. I decided to rebuild the 1500 engine I had as at least I could attain the condition of head, pistons and bearings and I felt I had a fair chance of getting a good runner.

So I bolted it all together, painted it, and in a deserted avenue, got a passing gipsy to assist me in fitting it onto the engine mounts in return for a block with a hole in it which bought the car to a rest in the first place. Radiator in, exhaust and ancillaries secure and £2 in the tank, I turned it over and after backfires, twisting the distributor and swopping leads, it swung into life sounding quite sweet, through the non original silencer the last item the owner had invested in!

Clutch OK, into gear and up and down the avenue it went but pouring steam from the exhaust and an unfillable radiator, I decided the block wasn't sealed, off with the head, skimmed and a new gasket, and the engine was as sweet as a nut.

★ HOLY WHEELARCHES? ★

Meanwhile, much poking around with a screwdriver had unearthed two rotten door bottoms, four 'holy' wheelarches, no boot lip and the front valence in the dustbin. Oh how I love restoring cars for fun!

In went a dash and out came the MIG welder in care of my friend. Bren's skilful hands fabricated new arches, door bottoms, boot lip, inner sills and two new floor wells. All were welded into place.

Meanwhile, door trim and carpets arrived in huge boxes to wait for the car to catch up.

Welding completed, I completely stripped the car of bumpers, lights and hood frame, ready to be shipped off to Gemini Spayers for a respray in Red (Porsche Guards Red actually, shock horror!) and although shocked by the amount of preparation still needed, they did a fantastic job and got a great shape back into the boot and arches and charged me only £300 for the privilege, although they were friends of my brother who is in the trade.

★ FAILED ON MoT! ★

Whilst it was away I scoured all chromework and lights and awaited the big refit, the car arrived back on the 17/8/90 and on the 18th was rebuilt and ready to roll minus the hood, which was a TSSC one from Stafford. It looked and sounded great and on the 20th it went for its MoT which it failed on just 2 items, one a wheel bearing and the other a trunnion which I replaced.

★ £1260 POORER ★

Then, tax and insurance later, my wife and I were bowling along country lanes catching the last of summer's rays, having taken only 3 months from start to finish and £1260 poorer into the bargain.

Jonathan Rowley

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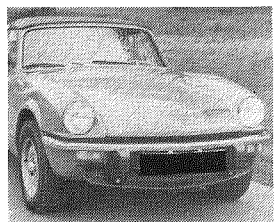
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AN AFFAIR WITH SPITFIRES

I bought my first Triumph Spitfire in 1973, it was a MkIII and Powder Blue in colour. I actually traded in an Austin 1000 for it from a garage in Retford in Nottinghamshire.

It was a great fun car and the roof was always off on every fine day, summer or winter. It ran without problems for a couple of years. The most frightening incident occurred during the first week I owned it when travelling to supervise a country youth club.

★ HUMP-BACKED BRIDGE ★

As I took a small, hump-backed bridge and immediately following a 90° left hand bend rather too quickly, the rear wheels locks up together, inwards, and I almost turned the car over. Driving was always done carefully over such objects after that incident. When the gearbox started getting very stiff, for a reason I could not fathom at the time, I sold the car to a young lady who seemed quite happy with this Spitfire.

Having got 'hooked' on the Spitfire 'image' my next affair with a Spitfire began in 1984, when I was working in North Yorkshire. Her name was PAT (reg no. PAT 299R), and I purchased her, privately, from Cottingham in East Yorkshire. She ran successfully between North Yorkshire and Buckinghamshire, up and down the Motorways, for several months. This was an Inca Yellow Spitfire 1500, with hard and soft tops. On one of the long motorway runs, heading south, PAT suffered a catastrophic disintegration of the clutch plate (as I discovered later). She had an ignominious ride on a breakdown truck from Oakham, just off the A1, down to Aston Clinton, near Aylesbury, in Buckinghamshire. Being forced to repair the car myself, through limited financial finances, I used the Haynes Manual and following the instructions, separated the engine from the gearbox. I managed to remove the gearbox from within the car without removing any seats.

★ WORKED LOOSE ★

My conclusion from this episode was that the prop-shaft junction with the ring on the main gearbox shaft had worked itself loose. The vibration from here had been transmitted to the flywheel and clutch plate. The latter had shattered into four pieces, with scattered pieces of clutch pad. Repairs took only a few hours and I accomplished the task on my own, needing only an extra pair of hands to help mate up the gearbox to the engine on re-assembly. PAT then ran successfully for a few more months. Then one Saturday when travelling between Leeming, in North Yorkshire, and York, I was just entering the city boundary when the right front end of the car collapsed. The vertical link on the RHS had snapped at the trunnion junction (I suspect this was probably due to lack of lubrication). As the car veered to the left and the right hand tyre and wheel leaned rapidly upwards, the chassis hit the road. I managed to stop the car in the middle of the road on the left hand side, nicely blocking that side of the road. Much to my embarrassment a police car soon arrived and he as very sympathetic, once I had explained the problem. A breakdown truck took me back to Leeming. Over the next few days I learned how to strip down and replace the vertical link and

trunnion. Soon afterwards I moved to Lincolnshire and PAT was not subjected to any more long journeys. PAT ran successfully then, without any problems until the Autumn of 1987. I had neglected her and did not pamper her body as much as I should have. As PAT was always left out in the cold, winter and summer, this did not help. I realised that the demon rust was taking its toll rather badly and I should have heeded the warning of my local garage who had advised me to get rid of PAT, as she would soon become a liability. Too late, I had to take PAT off the road for a thorough investigation. Body rot had set in too badly and it soon became obvious that PAT's problem was terminal. Her final demise was to be, after a complete strip down, to be given to the fire service to use as a practice vehicle for cutting up, this was in August 1990.

By this time I had become rather disillusioned with the Spitfire, because of my experiences with PAT. However, the affairs were not yet over, I was still really quite hooked on Triumph Spitfires. Being a regular reader of the TSSC magazine and a member since 1985, I always read the magazine with great interest every month. So in July this year, 1990, I saw a Triumph Spitfire 1500 advertised down at Fareham in Hampshire. By this time I had moved to Hampshire with my job. I went to see the advertised car and realised straight away that I still found Spitfires irresistible. The car was in beautiful condition both inside and out.

The one problem appeared when the bonnet was lifted; the engine block had a vertical and horizontal split spreading out from the distributor shaft. As I was to discover later, this was probably brought about by the number three piston becoming detached from the crankshaft during driving. I had kept the engine out of PAT and had it rebuilt. So my newly acquired Triumph Spitfire 1500 (reg no. RAP 914X), was transported on an A-frame to my house. Within a week or two I removed the broken engine and replaced this with the rebuilt engine, and this I managed entirely on my own, using an engine hoist of course. I soon had the car and engine running smoothly. After a check of the brakes I then took the car for an MoT test. I am pleased to report that my car passed 'with flying colours' — no problem. She is now running beautifully and looks superb. I intend to look after this car and keep her in immaculate condition.

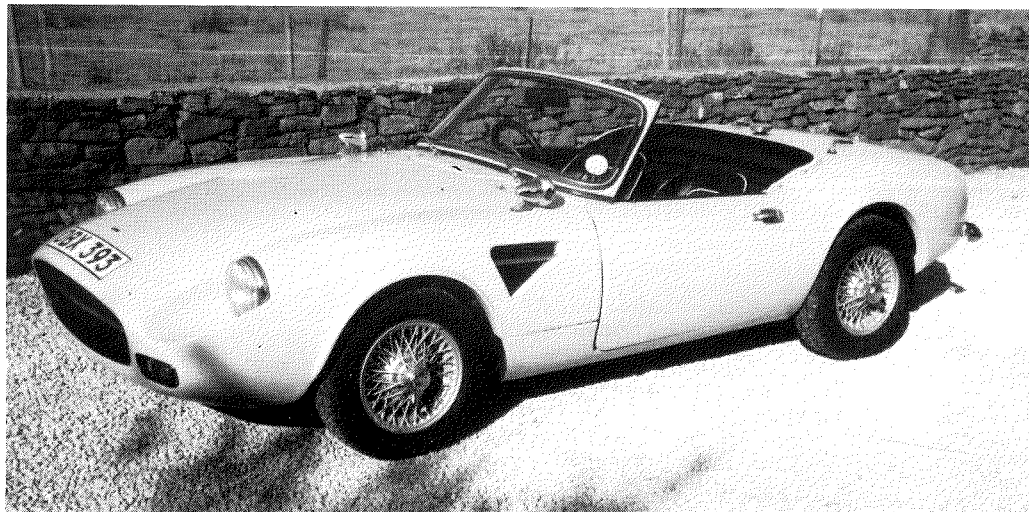
The Spitfire 1500 is a terrific fun sports car, quite unique in its styling. I will always be seduced by the sexy lines of good looking Spitfires. When you read this article I shall be living near Lincoln. I notice that Triumph Spitfire-wise not a lot seems to be going on in that part of the country apart from there being a major supplier of Triumph spares, namely Rimmer Brothers.

Well I have one or two ideas for an event in Lincolnshire, involving a meet of Triumph Spitfires, in 1991. Next month, I'll give you some more details, as my plan formulates.

Here's to a happy New Year for all Triumph Spitfire owners.

Keith R Dixon

Behind The Torn Curtain



Don Chadwick's superb Vincent Hurricane ready for the stand at Woodvale. (after the D.D.R. trip)

THE original idea was to take our Vincent Hurricane (1300cc, overdrive, extra rear spring leaf, Spax adjustables) on its 3rd European camping trip — this time for a 'Pils in Pilsen'! As time progressed, we decided to include a brief visit to the D.D.R. before it was 'taken over' by West Germany.

Visas were required for Czechoslovakia, but not for the D.D.R., and a small extra charge on the 'green Card' covered these countries.

The Hurricane has quite a generous boot and everything can be stowed away in a reasonable fashion. The tent lives in a PVC sausage which lies on a mini tonneau at the rear of the seats.

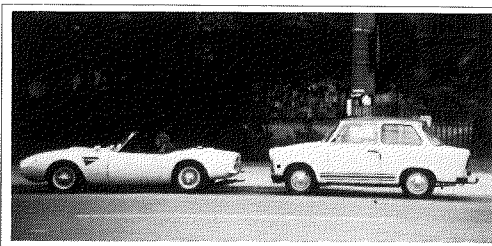
Day 1 saw us leave home near Blackburn in Lancashire, for an easy trip to Hull for the overnight ferry to Zebbrugge. This was a very enjoyable trip, even though we were the last to leave the disco and retire to our mini cabin!

Sunday morning we left Zebbrugge at 8am (no customs or immigration!) and drove along the deserted motorways to Liege and then to the Ardennes to see some friends camping near the Luxembourg border. This was a delightful drive, hood down, sunshine all the way, cruising 65-70mph with the manually operated electric fan on to keep the temperature down.

Monday morning we left the site about 11am and used the deserted motorways to travel via Thionville (for some railway photography), Metz, Nancy to Strasbourg, then crossing the Rhine we left the motorways and made very slow progress

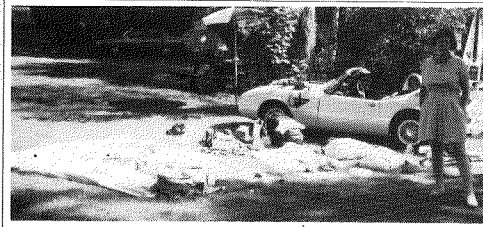
through the Black Forest and Frauenstat, then on to the Schwabian Alps to a railway station called Geislingen. A very nice camp site was used which was excellent apart from the train noise! Once again our car attracted many admirers and we made our first contact with tourists from D.D.R. complete with 'Trabbie'!

★ BEAUTY AND BEAST! ★



The following day after an hours railway photography we set off cross-country for the Czech border at Farth in Wald, North East of Nuremberg. We crossed the Danube north of Passau and began the climb slowly to Furth. The camp site here was good but a little busy with an excellent open air

pool nearby — we managed to get into this free because it was only half an hour to closing. It had been another glorious day of unbroken sunshine but on some fairly slow winding roads.

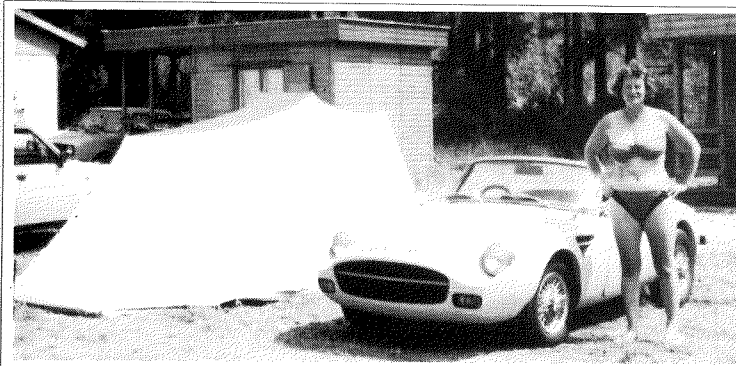


Yes, it does all fit in!

The following day we provisioned at Furth, a very nice little town and then onto the Czech border some 3 miles distant. We had to queue for about 10 minutes before we completed formalities and changed our money — we then set off into the unknown — the queue to leave Czechoslovakia was about 5 miles long! Every one a Skoda or Lada! Driving was a pleasure under, a cloudless sky, everyone driving at 55mph (the national limit) without any idiots in XR3i's sitting about 1 foot behind.

The road surfaces were good but garages disguised as semi detached houses were few and far between. The country seemed to have the peace and style of Britain in the 50s — the people were curious but friendly.

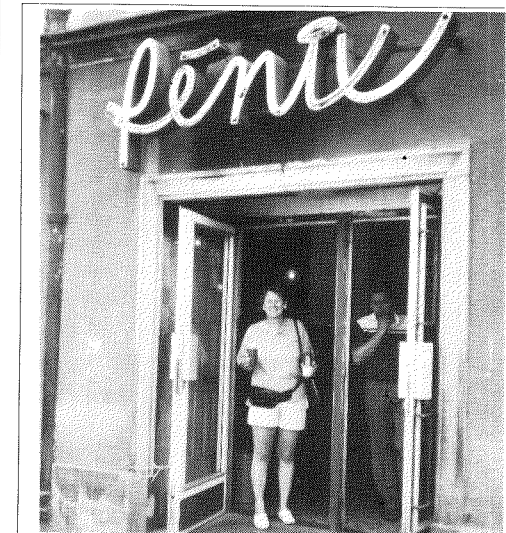
★ HURRICANE NEAR PILSEN ★



On the Czech site near Pilsen — rather stoney!!!

We camped at a site near Pilsen in the woods by a lake. It was very stoney and hard underfoot but with a small bar selling excellent beer at 10p a pint! When darkness came many bonfires were lit and the Czechs and a few East Germans sat around talking quietly, roasting sausages and singing Czech folk songs — again an almost 50s atmosphere. A couple of groups were sat around listening to Jim Reeves records on a radio station which specialised in playing 50s and 60s music. I had lifted the car

bonnet earlier to check the oil and water etc — this had generated a curious crowd (including the womenfolk) and one gentleman spoke English (very few do) and he had invited us to their bonfire. We duly arrived at a truly enormous bonfire and were plied with vodka which was swilled back with gay abandon by one and all. Not wanting to be outdone we brought over our quality 5 Star Cognac which we had purchased in the west, to our dismay this was treated in the same manner — head back and down in one!



A real Pils in Pilsen!!

The next day after a slow start we took the train to Prague, some 60 miles distant. Language is as major problem, very few speak any English and all the signs and instructions are totally undecipherable. Even so we managed to purchase railway tickets and after a 2 hour journey arrived in Prague. The countryside was pleasant rather than

spectacular with few towns of any size. Prague is a beautiful city totally unspoilt — if a little grubby, but the new Metro was superb. We ate in the station 'restaurant' which was like something out of Brief Encounters (2 x ½ litres lager, 2 soups, 2 meat and dumplings for £1.80!!)

The station was like the crossroads of Europe with many nationalities packing trains to Dresden, Warsaw or Budapest. We arrived back on site in time for a few beers again! We spent the next day swimming, shopping, lighting bonfires and making plans for the trip to the DDR — receiving advice

over a few beers from an East German couple who had arrived on the obligatory 250MZ motorcycle but insisted on being photographed sat in the Hurricane! Sunday dawned hot and sunny — again! We travelled some 80 miles on deserted roads without passing any petrol stations to the border crossing recommended by the East Germans. Disaster! A six foot tall 5 foot wide lady border guard complete with 'shades' told us 'You cannot cross here. It is only a crossing for Czechs and East Germans'. The nearest approved border crossing was at 'Teplice', some 50 miles to the East. We eventually reached it and crossed at 6pm.

★ FUEL GAUGE LOW ★

The East German guards were just as interested in the car as the Czech ones but the fuel gauge was now just above empty so petrol was a priority. We set off towards Dresden on the assumption that we would at least find petrol there. We descended an attractive wooded valley following a railway line which was host to a real steam train — not preserved but genuine 'Deutch Reichbahn' narrow gauge! On the outskirts of Dresden we finally reached a petrol station — and joined the queue! Some 30 plus cars were waiting for fuel from 3 pumps (no self-service), 90% of the cars were 'Trabbies'. After some 30 minutes we set off for the planned campsite some 20 miles away, south of Karl Marx Stadt — the roads in this border region were appalling, perhaps to dissuade visitors. Fearful of damage we crawled along to be overtaken gleefully by several 'Trabbie' drivers. After getting totally lost several times on the outskirts of a largish town we were encouraged by a helpful chap

who tore around in his Lada making it difficult in our laden state to keep up! We arrived at a site on a large lake at 8.30pm — it was like Blackpool under canvas, complete with disco. We left for another nearby site. Again after asking some locals in pidgin German we discovered our camping map was wrong and the site was some 40 miles north.

★ 60 WATT LIGHTS ★

It was now almost dark — the nearest hotel was in Karl Marx Stadt, some 25 miles away. We reached the outskirts at 9.30, it was dark and the cobbled roads totally deserted, gleamed in the light of 60 watt street lights. The trams run down the centre of the roads and the look on the faces of the passengers as they gazed down at us (hood still down) was of total surprise.

We managed to get a room at the only hotel in the Karl Marx Stadt, the 23 storey Hotel Kongress in the city centre. It is an East European Hilton with very plush public rooms, just dated bedrooms! I managed to park the car right outside the entrance for security. The sight from the 17th floor in the morning mist of hundreds of 'Trabbies' crawling to work around the city was worth the cost of the room (and excellent continental breakfast — 5 courses including soup) of £60. We spent the morning shopping in the pleasant city centre and 'train spotting' at the station, much to the amazement of the station staff. We were directed to an excellent site some 5 miles distant by the staff at the tourist office (whose walls contained the only graffiti we saw — 'Helmut go Home!')

To be continued.

RECOVERING NICELY!

WITH last year's summer holidays now just a memory, most people are now planning their holidays for this year. With this in mind I have to tell the saga of our holiday to Holland for the International meeting in Arcen.

The first four days were enjoyably spent with the Essex group at Bohemen - Resort Vaals. Friday the 31st August was the day we were to transfer to the site where the International was being held at Arcen. The first mistake was to separate from the group and to motor into Aachen to fill up with petrol. I was in my GT6 with my wife Mary, followed by my daughter Karen and her husband

two seconds to nearly write it off. Fortunately there were no personal injuries, only pride. But I did nearly take Karen and John's Spitfire out with me when I spun in the road, missing them by inches so they told me afterwards. The German Police were great and were very helpful, acting as interpreter between us and the owner of the other vehicle. When they found out we had R.A.C.



John in their Spitfire. The second mistake of the day was I got lost, I should have let Karen and John lead the way.

The weather was really atrocious, with the rain reducing the visibility somewhat, well that's my excuse. The third and final mistake was when I was involved in a car accident on the Aachen by-pass.

It had taken me two years to restore the car and

cover they contacted the affiliated club who arrived with a recovery vehicle. At this time Karen and John continued on to Arcen to let the rest of the group know what had happened and we went with the recovery vehicle to their depot in Aachen.

★ COMMISERATED ★

At the depot the police who had followed us there explained to the manager that we needed to con-

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tact the R.A.C. at Calais Control Centre. They then said good-bye and commiserated me on the damage to my lovely car. A pleasant young lady at the R.A.C. told us to hire a car from Avis to get us back to Ostend and to contact her again when we arrived and to give her our crossing times. The manager after giving us coffee, phoned the Avis office and they collected us and took us to their office to pick up the hire car. I felt really gutted leaving the car behind, not knowing if or when I would be seeing it again. On our arrival in Ostend we phoned the R.A.C. again and they arranged for a hire car to meet us in Dover for us to complete our journey.

★ FOOTMAN JAMES ★

On the Monday after the accident I was on the phone at 9 o'clock to Footman James to tell them about the accident, but I was unable to get a reply. I then phoned the R.A.C. at Croydon, I was put through to Mr. Jenkins in the Euro-Recovery Section. He explained that he could not repatriate the car without the insurance company's permission, because it had been involved in an accident. He told me to complete all the forms and to return them to him so that once he had insurance clearance he could arrange the recovery. Once more I phoned Footman James, still no reply, so I phoned Dominion Insurance's Leicester office, having explained the situation to a lady in the claims department, she said she wasn't quite sure what to do, but she would phone me back. Within ten minutes I received a call from Mrs Evans who works in the claims department at Dominion's London office. I gave her the details of the accident and the amount of damage to the car (twisted chassis and suspension, crumpled bonnet and wing and a cracked carburettor and damaged lights etc.). After telling her how much I thought it would cost to repair, she was doubtful if they would bring the car back. I told her I had R.A.C. Euro Cover and they were willing to bring the car back and pay 50% of the recovery costs, if the insurance

company was agreeable, she said she would check everything out and phone me back when a decision had been made. There was nothing else I could do for the next few days but to worry if the car would be coming home. Good news on Thursday, six days after the accident. Mrs Evans phoned to say the car would be repatriated and she had given the R.A.C. the authorisation required. I then started to wonder if the car would be returned intact as I had left £200 worth of tools in the car and several people had told me horror stories of cars being returned with components and wheels missing. Eleven days after the accident, my once so lovely GT6 arrived home on the back of a car transporter.

I was surprised to find the car was just as I had left it, nothing was missing, not even a tube of Polo's. I phoned Mrs. Evans to tell her that the car was back and there was a local firm, John Downs, who specialise in restoring veteran and classic cars. She asked me to get them to do an estimate and she would arrange for their assessor to contact me, to meet with John Downs at my house. On day 28, authorisation was given by the insurance assessor for John Downs to go ahead with the repairs.

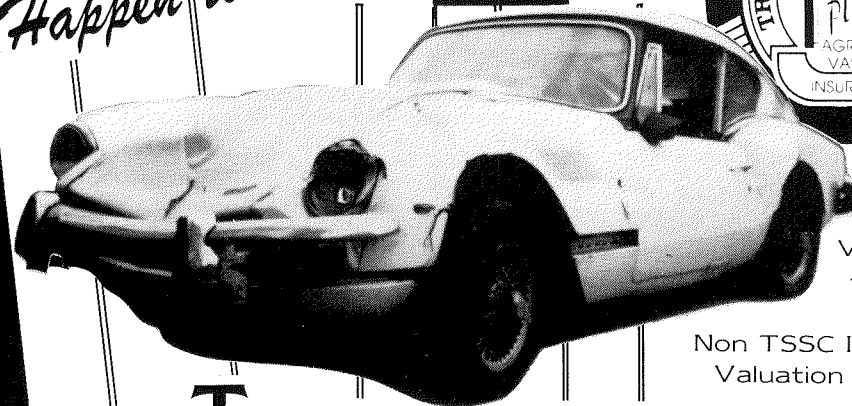
★ CALLED FREQUENTLY ★

John Downs invited me to call round whenever I wanted to see how the repairs were going. I called round frequently, and was always made welcome. At last I have my GT6 back again, three months after the accident, it feels great driving it again. My thanks to the R.A.C. and Dominion Insurance Company for their fast and efficient service. To John Downs (Engineering) Ltd. for their excellent repair job and to Essex Club Members who were willing to go back to Germany to collect my car if the insurance company hadn't brought it back.

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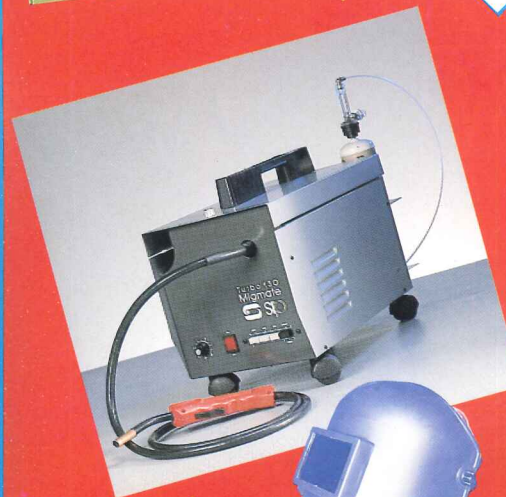
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