

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

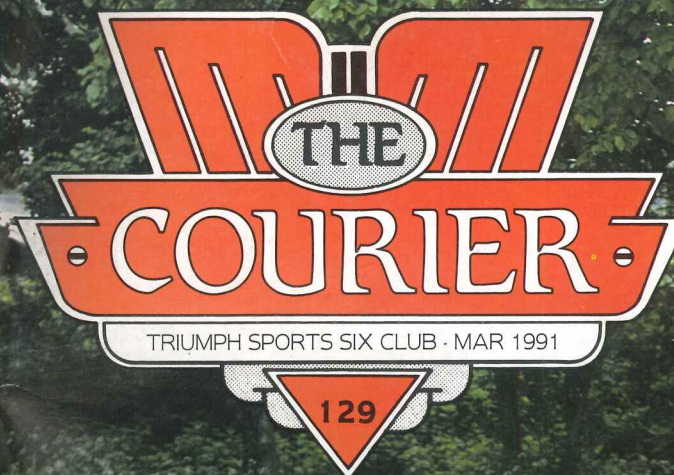
Chrome Wire Wheel Kit -
4 Chrome Wire Wheels, 4 Splines, 4 Spinners, 16 Fixing Nuts £445.00

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

 **British Sports Car Centre**

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



TRIUMPH SPORTS SIX CLUB - MAR 1991

129





CAR COATS



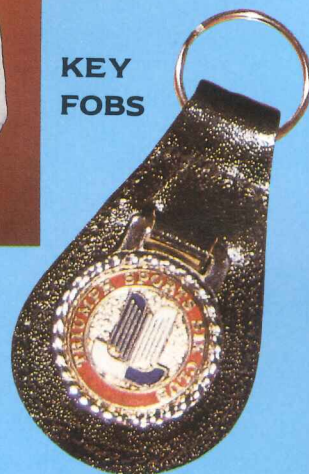
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SWEATSHIRTS
T SHIRTS**



**V NECK
JUMPERS**



TIES



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FOBS**

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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. 129 MARCH 1991
Price £1.25 Free to Club Members

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Bernard Robinson

TYPESETTERS

John Fairey, Joyce & Jo Sunderland

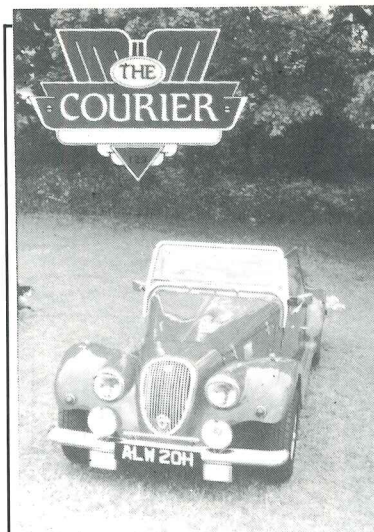
TRIUMPH SPORTS SIX CLUB - PO Box 28,
Market Harborough Leics LE16 7FX
TEL (0858) 434424 FAX (0858) 431936

COMMITTEE MEMBERS 1991

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

For a full list of TSSC Officials see page 82

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**Cover
Photograph**

**MOSS
ROADSTER AT
SEM 1990**

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



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CHECK IT OUT !

Comment

At last,

Up and running from the new T.S.S.C. premises!!

All systems are now go and as we enter the 1991 Show Season, a comprehensive T.S.S.C. Calendar of Events appears on page 8 of this months Courier. The International Weekend, a must for all T.S.S.C. members will be held at Stafford Showground on 13th & 14th July 1991.

We have had some changes at the club HQ. John Muggleton now takes over our TSSC Offers department and works alongside Angie Hill who now looks after all aspects of T.S.S.C membership. Trudi Squibbs will oversee both these important positions as office manager.

In coming months the T.S.S.C. trade and shop area will open — encouraging you to visit the T.S.S.C. HQ, where T.S.S.C. offers, regalia, books etc can be bought.

We now have a full warehouse capacity, brimming with stock! There is still much to do, hope to see you at Alexandra Palace or Bristol in March.

Bill Sunderland



**TSSC
OFFERS
FOR
SPITFIRE
HERALD
VITESSE
GT6
BOND EQUIPE**

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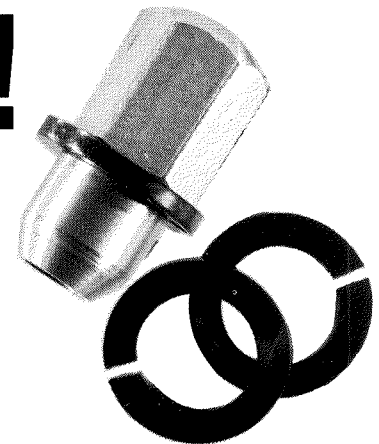
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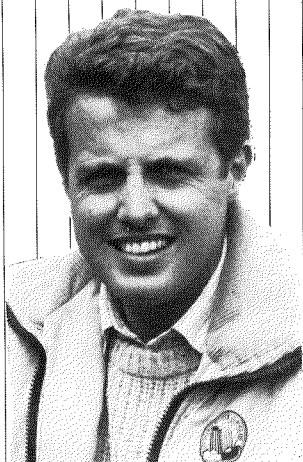
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Top Quality Stainless Steel Road Wheel Nuts.
No More Chipped and Rusty Wheel Nuts.
Made to Original Spec. and are now available
complete with original Nylon Washers. A must
For that Finishing Touch.

PRESIDENTS INTRO



John Griffiths

MOVING FORWARD WITH CONFIDENCE

WITHIN a few days a number of you will be attending the Club's Annual General Meeting at the Leatherhead Leisure Centre.

The AGM relates to the year ended 31 August 1990, so in essence doesn't take in the move to our new premises at Lubenham. However I am sure much will be said about this significant milestone in the Club's history, particularly as it was 1990 when the Council Team came to the decision that we could finally afford to take this quantum leap forward.

From the accounts that were published in last month's Courier, you will have seen that we had another good year on paper, which gave us the confidence to go ahead with the purchase. In real terms the result was perhaps not as good as we would have liked as the club achieved no growth in the level of profitability over 1989. What we have to accept is that the current year is going to be even more difficult with the Club having to cover increasing costs whilst battling against the inevitable consequences of the recession.

Notwithstanding the above, we are confident of our future and are 100% committed to maintaining the quality of service you have come to expect from the TSSC. The new premises gives us a fresh chapter to start. It will not only provide a better working environment for the 'TEAM', but give us the opportunity to introduce improved services for you, the members. At the moment the 'TEAM' are busily getting settled in, but I don't expect it will be long before we can announce some exciting new service improvements as a result of the move!

TSSC SPECIAL OFFERS

Following on from the above, a change has already been made to our Special Offers operation. As many of you will know, Jonty Wild has been managing this part of the Clubs service to members for some time now. He has however, along with us decided to stand down and develop an alternative career which we hope he will be highly successful with. Jonty has been a staunch member of the TSSC from very early times and through his enthusiast love of the cars and rapport with members has given a considerable amount to the Clubs character of today.

So what do we plan for Special Offers now? During development of this Service we have had some ups and downs and on occasions you have had to, quite rightly, criticise us for our service. We are, as I mentioned above, totally committed to providing you with a consistent, high value, quality service in all areas of the Club operation. Bill as Club Manager, is currently reorganising the way we deliver this service. Whilst in the short term you may see fewer items for sale, the value for money aspect and service standards will be improved.

I hope you will continue to support the Club in this venture which has already become a favourite of many.

INSURANCE SERVICE

On the insurance front, things continue to go very well with more and more members getting 'peace of mind' agreed value cover.

The old Valuation form still has our Chelmsford address, but don't worry if you have sent your form there as all our mail will be re-directed by the Post Office for the whole of 1991. Next month an updated Valuation form will be enclosed with THE COURIER, sporting our new address in Kington Langley, near Chippenham. Please also note our new telephone number:

HOURS: DAILY 024975-8807

Please note: From 1st March, we will only be accepting valuations with the full payment of £12. We are still getting some for £10 and even £5! These will all be returned for full payment.

and SAN 674L a MkIV. If you ever saw a couple of cars ready for driving enjoyment this must be it. The overhead shot particularly entices you to get behind the wheel, start the eager engine, flick the short gear lever into first and with pressure on the accelerator and release of the left leg let the transmission bite as the power is delivered instantly to the rear wheels. Sorry I am getting carried away!



WINTER WEEKEND AT FOSSE MANOR HOTEL

As usual we all had a superb weekend and our thanks go particularly to John and Pam Cudmore for all the preparation work they did on our behalf. From the Friday after dinner speaker (Brian Blackwell of the Standard Register speaking surprisingly on Standards!) to the trip to Bath on Saturday and Blenheim on the Sunday, it was great. The hotel (Bob and Yvonne) do a superb job and make everyone feel so welcome. Even their entertainment choice this year, namely FRED THE TED was excellent, with classic support for our long term favourite Denzil Penburthy of Cornwall. What a shame there wasn't more! What's more, John has already kindly agreed to organise the

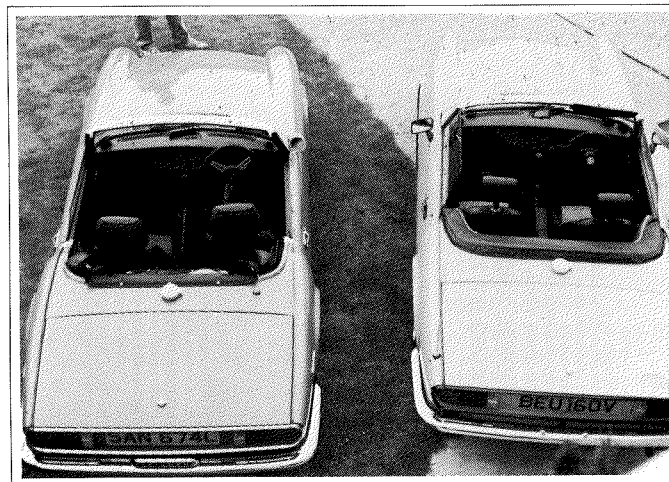
January 1992 event! This year there was room for more TSSC members to attend. For such a good event it is a shame more of you don't come along. Still there is always next year!

Hot off the press is talk of another Hotel weekend in say September/October in the Lake District. I think poor old Mick Maidment got talked into this one! Watch is space for developments.

IN CLOSING

Well that's it for now. Let's hope the AGM is a good, fine day so we see 100's of Club cars, many no doubt making their first appearance of 1991 and some perhaps following long and extensive rebuilds.

A PAIR OF SPITS



Alan Lenton of Gloucester sent me these two superb photographs of his Spitfires with his Valuation submission. BEU 160V is a 1500

TEL: 024975-8807



THE TRIUMPH SPORTS SIX CLUB

NATIONAL & INTERNATIONAL EVENTS 1991

This is the official TSSC Events Calendar and contains details of the following:

- All TSSC organised events.
- National and Local Shows which the TSSC is attending.
- Overseas Events and Major events organised by other clubs, to which we have been invited.
- TSSC Competition Events.

Whilst every effort is made to ensure that the details contained in this calendar are correct no responsibility is accepted for errors or changes due to unforeseen circumstances. For additions and amendments contact The Club Headquarters — Tel: (0858) 434424 or Fax: (0858) 431936.

OFFICIAL NATIONAL AND LOCAL EVENTS ORGANISED BY THE TSSC

SAT/SUN 16/17 MARCH BRISTOL CLASSIC CAR SHOW — Watershed, Bristol. Contact TSSC Swindon Area (0793) 613922.
 SAT/SUN/MON 30/31 MARCH APRIL CLASSIC CARS WORLD — Olympia, London. Contact Club HQ (0858) 434424.
 SAT/SUN 13/14 APRIL COLLECTORS CAR SPECTACULAR — County Showground, Stafford. Contact Alan Mesdale (0782) 394301.
 SAT/SUN 4/5 MAY SCOTTISH NATIONAL VINTAGE CLASSIC SHOW — Royal Highland Showground. Contact Ian Robertson 031 553 4732.
 SAT/SUN/MON 4/5/6 MAY ISLE OF WIGHT CAMPING WEEKEND — Contact Jason Hawkins 0953 853208.
 SAT/SUN 11/12 MAY S.E.M. (SOUTH OF ENGLAND MEET) — Leatherhead Leisure Centre. Contact Mike Crewes 0344 885541.
 SUN 19 MAY NEW FOREST RUN — (Wessex Area) Contact Jonathan Longhurst.
 SAT/SUN 25/26 MAY NORTHERN IRELAND CAMPING — Gortin Forest Park. Contact Paul Robinson.
 SUN 2 JUNE BRAEMORE WESSEX VEHICLE PRESERVATION — Contact Wessex Area, Jonathan Longhurst.
 SUN 9 JUNE BROCKENHURST AND COUNTY/CLASSIC CAR SHOW — Contact Wessex Area, Jonathan Longhurst.
 SAT/SUN 8/9 JUNE SIXTH BOND EQUIPE WEEKEND — Three Horseshoes, Vaxley, Peterborough. Contact Peter Jacklin 0733 232818.
 SAT 15 JUNE ANGLIA TRIUMPH SHOW — Meldreth Manor, Huntingdon. Contact Neil Oakman 0763 260819.
 SUN 16 JUNE BEAULIEU CLASSIC CAR SHOW — Contact Wessex Area, Jonathan Longhurst.

SAT/SUN 28/30 JUNE 3RD DERWENT VALLEY PEAK RUN AND CONCOURS — Matlock Bath. Contact Anthony Richardson 0332 671808.
 SUN 30 JUNE SUMMERLEE HISTORIC VEHICLE FESTIVAL — Costbridge, Lanarks. Contact John Malcolm 0292 56624.
 SUN 7 JULY INTERNATIONAL GT6 DAY — Hatton House, Warwick. Contact Sharon Espin 0775 88335.
 FRI/SAT/SUN 12/13/14 JULY TSSC INTERNATIONAL WEEKEND/STAFFORD COUNTY SHOWGROUND — CONTACT CLUB HEADQUARTERS FOR DETAILS. TEL: 0858 434424

SUN 4 AUG LEICESTER NATIONAL — GT6 SILVER Jubilee Rally — Stamford Hall, Lutterworth. Contact Diane Hanes 0533 716463.
 SAT/SUN 17/18 AUG 'ITS A KNOCKOUT' — Rushmore Arena, Aldershot. Hants. Contact John Thomason.
 SAT/SUN 24/25 AUG CIRCUIT OF NORTHERN IRELAND RUN — Contact Paul Robinson.
 FRI/SUN 23/25 AUG DOUNE CLASSIC CAR RALLY — Doune Motor Museum, Stirling. Contact Brian Samson 0592 203710.
 SUN 25 AUG SPIRIT OF BROOKLANDS — Brooklands Meet. Contact Mike Crewes 0344 885541.
 FRI-MON 30 AUG-1 SEP INTERNATIONAL SPITFIRE WEEKEND — Arcen, Holland. Contact Brian Waters 0525 713448.
 SUN 8 SEP WAC (WORCESTER AREA CONCOURS) — Contact Bill and Bev Dixon 0905 358781.
 SAT 26 OCT BONFIRE NIGHT — Northern Ireland Area. Contact Paul Robinson.

SAT/SUN 9/10 NOV 8TH NATIONAL CLASSIC CAR SHOW — Contact Club HQ 0858 434424.
 FRI/SUN 17/18 JAN 1992 TSSC WINTER WEEKEND — Fosse Manor, Stow On The Wold. Contact John Gudmore 0693 891 55.

NATIONAL AND LOCAL EVENTS TO WHICH THE T.S.S.C. HAS BEEN INVITED

ANY AREA WISHING TO ORGANISE A CLUB STAND AT ANY OF THE FOLLOWING EVENTS — PLEASE CONTACT THE CLUB HEADQUARTERS FOR FURTHER DETAILS.

SAT/SUN 4/5 MAY BURY ST EDMUNDS STEAM RALLY — Contact Neil Oakman 0763 260819.
 SUN/MON 5/6 MAY ESSEX MOTOR SHOW — Essex Showground
 MON 6 MAY ANNUAL CREAM FAIR — CREAM, Surrey.
 SUN 5 MAY HAYNES PUBLISHING GROUP CLASSIC TOUR (100 Mile Route) — 0953 40804.

SAT/SUN 18/19 MAY BODSTONE BARTON MOTOR RALLY — North Devon. (vehicles over 20 years old).
 SUN/MON 26/27 MAY CAR/CARAVAN AND CAMPING EXHIBITION — Peterborough.

SUN 2 JUNE 10TH BIRTHDAY OF LEICESTER TR GROUP — Stamford Hall, Lutterworth, Leics. Contact Neil Matley 0533 364838.
 SAT/SUN 1/2 JUNE MOTORWORLD 91 — North Weald Airfield, Epping, Essex.
 FRI/SAT/SUN 7-9 JUNE AUTOHOME RALLY — Holdenby Hall, Northants.
 SAT/SUN 15/16 JUNE 9TH ALTERNATIVE AND KIT CAR SHOW — Newark Showground, Notts.
 SAT/SUN 22/23 JUNE ROADSHOW 91 — Suffolk Agricultural Association Showground.
 SAT/SUN 14/15 SEP THE WHICH KIT? KIT CAR SHOW — East Of England Showground, Peterborough.

COMPETITION EVENTS

TSSC RACE CHAMPIONSHIP
 Contact Jim Pearson, 20 Belmont Road, Wallingford, Surrey.

10 MARCH — LYDDEN HILL
 19 MARCH — SNETTERTON
 29 MAY — MALLORY PARK
 27 MAY — SNETTERTON
 15 JUNE — SULTON PARK
 22 JUNE — PEMBREY, WALES
 28 JULY — BRANDS HATCH
 11 AUGUST — LYDDEN HILL
 18 AUGUST — CADWELL PARK
 7-8 SEP — PEMBREY, WALES
 29 SEP — LYDDEN HILL

GET YOUR LICENSES NOW FOR - 1992 RULE CHANGES DUE



SAFETY FIRST



TSSC SEAT BELTS

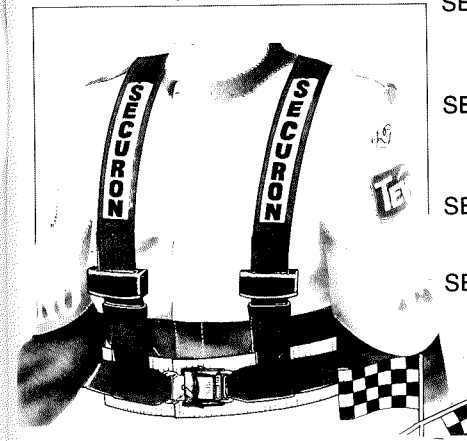
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0858 434424

OFFERING A FULL RANGE EACH BELT

SE050	Static front seat belt, Herald/Vitesse Bond saloons	£14.75
SEO50C	Static front belt, Herald/Vitesse Conv.	£15.75
SEO51	Static front belt, Spitfire / GT6	£14.75
SEO52	Inertia front seat belt, Spitfire / GT6 / Vitesse / Herald / Bond saloons	£24.95
SEO57	Inertia front seat belt, Herald / Vitesse / Bond convertibles	£25.50
SEO53	Static rear lap belt (all models)	£14.75
SEO54	Static rear seat belt, Herald / Vitesse saloons	£14.75

NEW RACE RALLY HARNESS

Harnesses are manufactured in red, blue or black webbing. There are static and automatic models, 3 and 4 point mounting. The harnesses can be used on their own alongside a conventional seat belt generally using the car's existing anchorage points. On most models the rear half is detachable through an easy action quick release buckle and can be tucked away to allow use of the rear of the car when the harness is not in use. Harnesses have the 'Securon' motif and easy action quick release buckle with a comfort pad on the lap belt. Each harness is individually display-packed complete with components including mounting/eye bolts and fitting instructions.



SE651	Race Rally, harness 4 point mounting with snap hooks, quick release rear sections.	EACH
	Colours, red, blue, black	£59.95
SE601	Race Rally harness 3 point mounting with snap hooks and quick release rear sections.	
	Colours red, blue, black	£49.95
SE600	Race Rally harness 3 point mounting with anchor plates.	
	Colour, black only	£29.95
SE680	Padded shoulder bars, for use with Rally harness or normal seat belts (pair)	£14.95

P&P on all above orders £2.00 each belt

USE TSSC OFFERS ORDER FORM
 IN CLASSIFIED & AREA NEWS REVIEW
 OR PHONE **0858 434424**

NEWS REVIEW

POLICE HERALD

I am looking to buy an ex-Metropolitan Police Triumph Herald. The Met. Police used Heralds from 1961 to the early 70's, both 948 and later 1147 saloons. As they were listed as General Divisional Transport, I believe they would be used as Panda cars.

I can be reached on 0925 572527 most evenings.

Chris Todd

PIRELLI TYRES

At present Pirelli Limited are reviewing their Vintage, Veteran and Classic car tyre range with a view to incorporating a more competitive and comprehensive range.

It is my responsibility to investigate Pirelli's potential involvement within this market. To do this successfully I require information regarding purchase of these tyres and the influencing factors in choice of tyre.

Specific areas of concern are:-

1. What make and model of car you own.
2. What size of tyre the car runs on.
3. Is originality a major factor.
4. Availability of particular tyre sizes.
5. Where you buy your tyres from.
6. Pricing.
7. Quality/Durability.

I would be interested to hear your views on the above and any other comments that you would like to make. I am liaising with the Beaulieu Motor Museum Reference Library and the staff there will be informed of the consequences of my investigation. Please write to:- Miss Joy Vernon, Pirelli Ltd., Derby Road, Burton on Trent, Staffs. DE13 0BH.



SPORTING BEARS MOTOR CLUB - DRIVING FOR CHARITY

Members may like to know about the above Club who's aims are to organise events to raise money for children's charities. Further information can be obtained from:-

**Chris M Glasbey, Club Secretary,
Sporting Bears Motor Club,
P.O. Box 259,
Sawston, Cambridge.
CB2 4PJ**

BEAUJOLAIS REVENGE

SPE Racing will be joining S.O.S., the Stars Organisation for Spastics, for the Beaujolais Revenge to raise money for the charity's independent living fund.

Steve Elliott and Matthew Pickering, of SPE Racing will be embarking on a perilous journey to deliver a consignment of Dunkerton's Cider to the Chateau Tilques, about an hour from Calais. If high seas, French farmers and London's traffic on a Saturday afternoon weren't enough to deter our intrepid team, they have opted to travel in their fire-breathing 5.1 litre Ford powered Herald coupe, with no heater, side windows or suspension! They must be hoping for warmer weather and smooth French roads!

Supporting their heroic effort, are businesses as diverse as K.Tee Tyres, The King William in Countesthorpe + D.E.E. Services, to name but a few. Money raised from the trip will go to S.O.S.'s independent living fund, which finances homes in the community for people with disabilities, this may include lowering of work units plus widening of doors for wheelchairs and the provision of special equipment. We CHOOSE to ride round on wheels, help us to help those, that HAVE to. Any donation, no matter how small, will be appreciated and may be sent to T.S.S.C. or S. P. Elliott, 87 Kirkdale Road, South Wigston, Leicester, LE8 2SR.



ENNISCORTHY VETERAN & CLASSIC CAR CLUB Ltd

P Leacy 054 35144 (ev), P J Martin 054 47992 (ev)
E Kavanagh 054 33601 (day)

Our club stages its second annual Spring Run on April 7th, 1991. It will commence at the Talbot Hotel, Wexford (12 miles from Rosslare), 10-30 on Sunday April 7th. The morning run will be a drive from Wexford to Enniscorthy for dinner. The morning run will also have a treasure hunt which was very popular last year. After dinner we will return to the Talbot for awards to each entrant. Security is arranged for Saturday arrivals. The Talbot offers B&B for £21 (punts) p/person sharing, evening dinner at £11 per person. The hotel will also have musical entertainment on Saturday evening. — For further information and official entry forms, please contact Patrick Leacy, 19 Paterick St, Enniscorthy, County Wexford, Eire.

COP SHOP Mike Crewes

ARE YOU WELL TYRED?

When was the last time you checked your tyres? At this time of the year getting a decent grip on the road is probably at its most difficult. The tyres really have to work well. Just like you or me, a tired tyre doesn't work that well.



TREAD

The law states that there MUST be visible tread for the entire tread width around the entire circumference of the tyre. (Reg. 27 Road Vehicles (Con and Use) Regs. 1986).

The only reason that tread appears on tyres is to allow water, dirt, etc. to move away from the tyre surface to allow it to make contact with the road surface thereby grip it. As you can see, the less tread there is, the less water, dirt, etc., can escape, making contact with the road very dodgy indeed.

DEFECTS

If the tyre has any foreign body (nail, glass etc) in it or any cut or tear anywhere in it, then again this is an offence under Reg. 27 Road Vehicles (Con and Use) Regs. 1986. Any bulge in the tyre is a breakdown in the tyre manufacture and is also an offence. All these defects could lead to a blow out, which at speed will probably lead to loss of control of your car. In any pub there is always the budding 'super-driver' who will relate stories about 'the blow I controlled at 80 - no problems, three spins and two hedges later I had it licked'. The point is that very few 'blow outs' can be controlled, particularly at speed, and a good tyre will never 'blow out' - only a defective one will.

A 'blow out' occurs when, for whatever reason, tyre pressure is lost. The weight of the vehicle pressing on the tyre makes the tyre walls rub on themselves at the bottom. This causes the tyre to overheat and break down, eventually it may 'blow out'. Incorrectly inflated or overloaded tyres may also lead to this phenomenon.

MIXING TYRES

Most people know that cross-ply and radial tyres cannot be put on the same axle. However, there is a combination that is allowed which few people remember. If you fit cross ply tyres to the front axle(s) of a motor vehicle, then you may fit cross ply or radial tyres to the rear axle(s). If you fit radial tyres to the front, then only radial tyres may be fitted to the rear (Reg. 26). An axle, for those who don't know, runs across the vehicle. It is a line (imaginary or otherwise) connecting corresponding wheels on opposite sides of the vehicle. Most cars have two axles; one at the front, and one at the rear. (Now that has exhausted my technical knowledge, I'll move on). An easy way to remember which tyres can be fitted where, is to remember that the radial tyres offer better performance. If radials are fitted to the front and cross ply's to the rear, this means that the best performance tyres are on the front. In a corner the car will try to go straight on, but providing you steer it, it should go around the corner. If the front tyres perform better than the rear tyres, the front will tend to grip better than the rear. The rear will then try to go straight on, and may well succeed resulting in loss of control. If radials are on the rear and cross ply's on the front then the situation is reversed, now the front wheels want to go straight on.

This is corrected by applying more steering, automatically in most cases. No you shouldn't be able to see the sense in — RADIALS REAR. I hope I haven't confused you.

Well that briefly is the law regarding tyres. Check them carefully, if they look worn, they usually are! Remember to check the inside of the tyre tread, worn runnings or badly adjusted steering tracking will wear tyres more quickly. If you fit low profile or wider tyres without adjusting suspension camber angles, your tyres will also wear quicker. As a rule tyres usually wear evenly, if they don't suspect a defect somewhere else, this could be an added danger.

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.

CAMBRIDGE TRIUMPH SPARES

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

10% discount to all members!!!! Please remember to mention this when you telephone, as correcting this afterwards is not always possible. For the benefit of new COURIER readers, we give 10% discount off our normal retail prices to all members who quote their TSSC membership number.

However, prices below are not subject to further discounts as these prices are already reduced. Please call us for a full price list, sent free by return. Just remember, Spring will soon be on us, get your car ready now!!

Happy rebuilding, TONY BATES

And so to business, the following ORIGINAL parts for sale, dug out from the loft! (ALL ORIGINAL NEW 'STANPART')

814092 Vitesse front panel assembly	£155.00
812140 Herald 13/60 front panel assembly	£65.00
814083 Vitesse 2 Litre MkII front grille	£65.00
816602 Herald 13/60 front grille	£15.00
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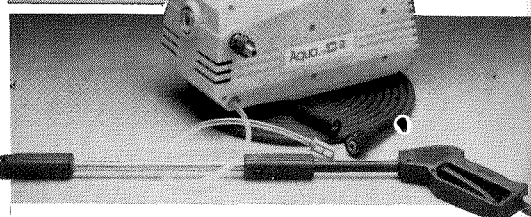
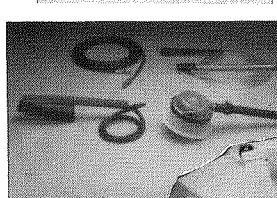
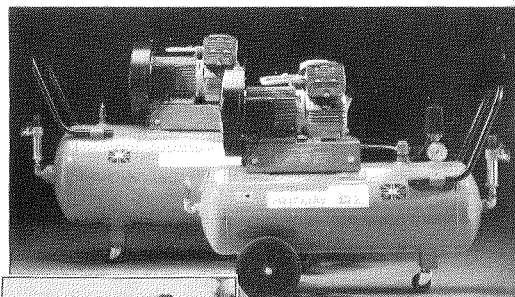
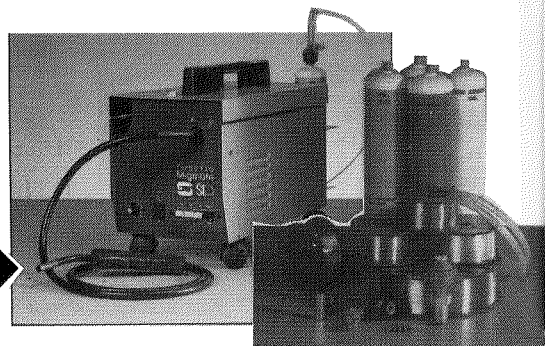


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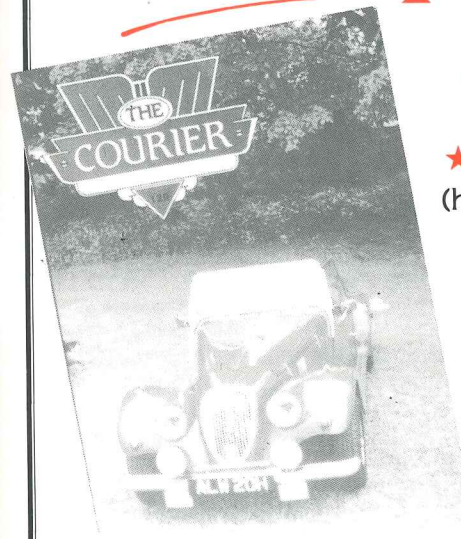
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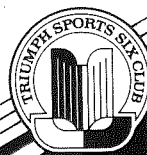
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Autorama

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PRICE WARS

Dear Sir,

I feel obliged to put pen to paper to express my views on the difficult subject of discount offered or given to TSSC members from various traders advertising in the Courier magazine.

As a regular trade advertiser we normally state that all our prices are subject to a discount, pending an order of any size, to any member who places an order with us. To this end we introduced a parts discount scheme from December 1990 stating that membership would entitle the card holder to a MINIMUM of 10% off prices illustrated in the Courier and those shown in our parts catalogue.

We grant free membership if any one order is over £250 and that the card is valid for one year from commencement. As many of you know, this amount is relatively small if a full rebuild is carried out, or even if in the final stages of trimming 10% can be a considerable saving.

The idea of offering this scheme to TSSC members is certainly not unique to us as I believe other companies in the classic car field also offer a similar benefit to owners or restorers. It does, however, enable us to state exactly what terms we are prepared to offer over the telephone and our sales counter to any TSSC member. While we realise that price and availability are paramount to many or all of you, we shall endeavour to offer what we believe is a competitive and efficient service and hold our prices stable for March and April.

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Yours Sincerely
Clive Manvers (proprietor)



TRIUMPH TUNE

1991 TriumphTune Performance Manual

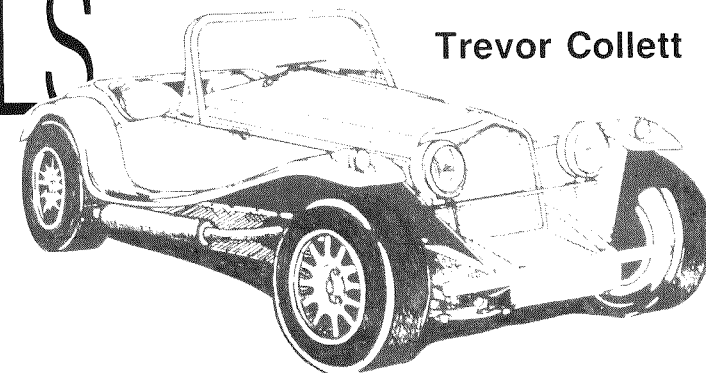
We are pleased to announce the publication of the 1991 TriumphTune Performance Manual. Now in its eighth edition, the tuning manual for the Triumph sports car owner requiring modern day performance from his classic sports car/sporting saloon. The manual covers the TR2-TR8, Spitfire, GT6 and Dolomite model ranges. Listed for each specific model are components covering engine, exhaust systems, carburation, gearbox and drive train, suspension and bodywork. Tuning any vehicle can be a time consuming and sometimes complicated task. Consequently the manual, written by the UK's leading Triumph tuning expert Terry Hurrell, is designed to guide the Triumph owner through the basic tuning his/her vehicle to suit specific needs. Much time has been spent on developing components and kits that make the tuning task easier and assure that money is not spent on unnecessary modifications.

A must for any Triumph enthusiast, the 1991 TriumphTune Performance Manual is available from: TriumphTune, 22-28 Manor Road, Richmond, Surrey. TW9 1YB. Tel: 081 948 6668. At a cost of £3.50 (inc. P&P) the catalogue comes with a £2.00 voucher redeemable against goods. For any further information, please contact Terry Hurrell at the above address.

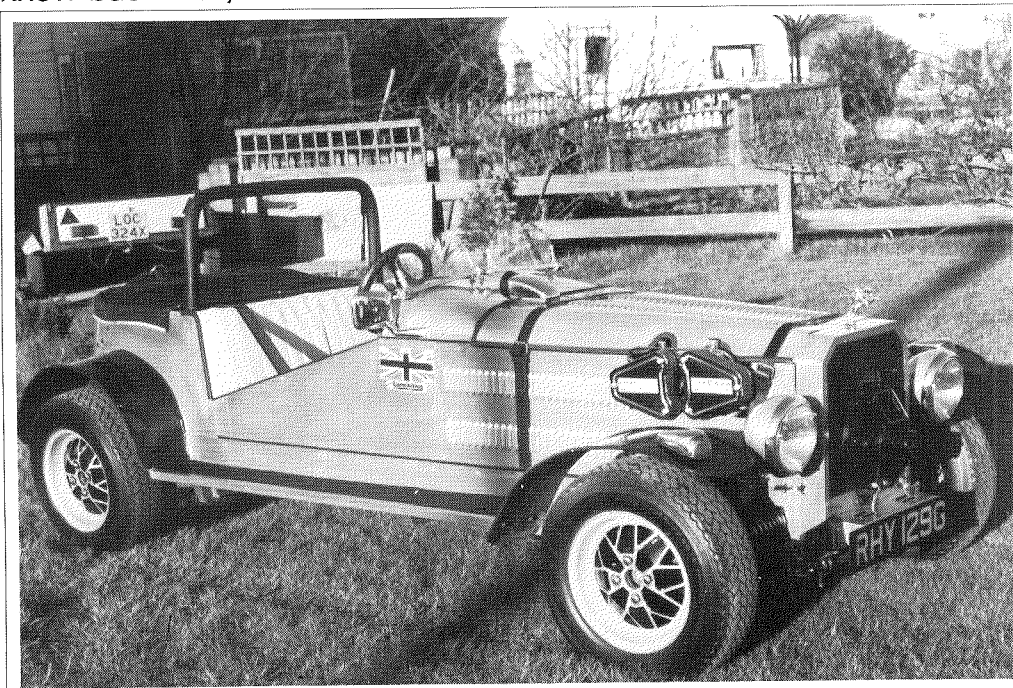


SPECIALS REGISTER

Trevor Collett



MY article on the AWE Roadster has prompted a very interesting letter from John Houghton, who lives near Ilminster in Somerset. John has pulled off something of a coup by buying a kit car and getting it on the road before the official public launch of the car — it's not what you know but who you know.



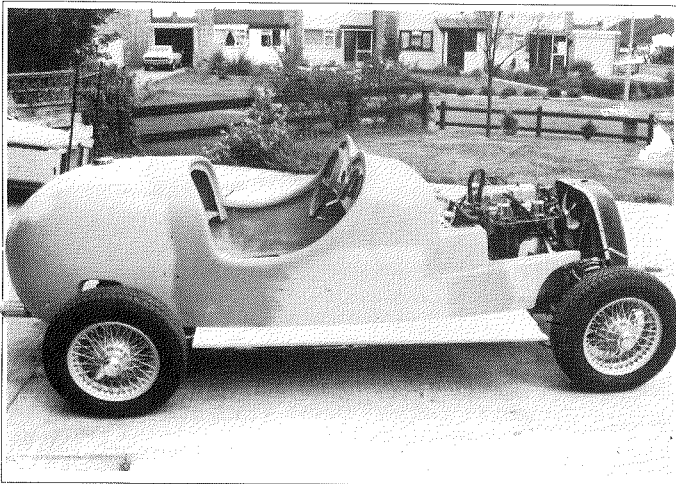
John Houghton's Stanbury TT

John was not new to kit cars when he embarked on the AWE project having owned and rebuilt a Stanbury TT, pictured here. The Stanbury, a Herald based car, has never made much of an impact on the kit car scene; I have not seen it advertised for a while, I wonder if it's still available, I will try and find out. Back to John's car, otherwise

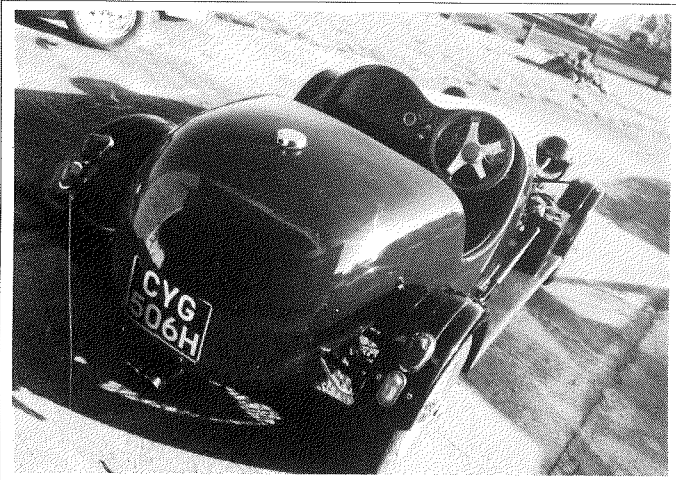
known as 'The Cherry Bomb'. John purchased an accident damaged Spitfire with a view to using the chassis as a base for a special of his own design but being a friend of Alan Wilkinson, who was developing the AWE Roadster, on a Herald chassis, he persuaded Alan to sell him the necessary bits. John takes up the story:-

I brought the panels home over a period of some months, as and when he had time to make them, but realised that I would have to alter them where necessary to fit my Spitfire chassis. At the same time I made the outriggers and side rails which consisted of 16-gauge steel formed in an arc to follow the contours of the body. I made the curved side rails simply by welding straight pieces of steel to the right angle that had been pre-cut to the required length as supplied (to create a 'U' section), which was then cut by hacksaw every two or three inches and bent to the right contours of the body. When the correct shape had been obtained, all the cuts were welded using a MIG welder. This in turn was welded to the chassis cross members and I was now ready to fit the body.

I placed the rear section of the body in position first, followed by the side panels and bulkhead, and marked the exact positions. These were cut and glass fibred into position. The front grill surround was bolted into position to centralise the whole body and the main bonnet hinge was fitted between the bulkhead and the radiator surround. Three quarter inch marine ply, cut to shape and fitted into the rear section of the body above the spring, was glass fibred to the body and bolted to the chassis, a Spitfire petrol tank was fitted crossways on the marine ply so that the filler cap was centralised in the rear body section. The glass fibre floor was fitted and bonded into position, marine ply was then bonded into the bulkhead to give extra strength for the steering column to be mounted. The steering column was then placed in position and at this stage the master cylinders were mounted together with the pedal box. This was to ensure that the bulkhead did not flex when the pedals were depressed.



AWE during construction



AWE rear end

Now that the body was in place it was rubbed down and filled ready for spraying. To do this I had to remove the body, make a stand to fit a friend's trailer and transport the entire body in one piece to the spray shop. On Friday evening, I off-loaded the body into the spray shop and by the early hours of Saturday morning the primer/filler coat had been applied, not getting home until 2am. Up again at 7am the same day, back down to the spray shop to rub the primer/filler smooth ready for the top coat. This was applied using four coats of Glasurit Two Pack in Seat Red. The spray was finished late Saturday night and left to dry overnight in a heated environment. Sunday morning back down to the spray shop again complete with trailer to collect the finished article — it looked fabulous. The body was bolted back onto the chassis, the steering mechanism coupled up along with the hydraulics and fuel tank. The walnut veneered dashboard blank was purchased and cut to shape and fitted into position, the instruments and support bar were all fitted at this stage. The wiring was made using a stripped down

Spitfire loom and altered to fit the Special. The sponge filling for the seat back was improvised from a Granada rear seat whilst the seat squabs themselves came from a Commer PSV vehicle and the upholstery was home made on my wife's sewing machine. The gearbox tunnelling cover was as used on a standard Spitfire.

The bonnet was shaped and fitted and the side panels together with louvres was rivetted onto the hinges (three in all). With the bonnet fitting correctly, it was removed and sprayed. On this particular Special, I fitted running boards, lights taken from a 1920's Talbot, a pair of chrome horns from a 1938 AC, and a fold-flat windscreen from a 1927 BSA. The rear lights are as fitted to a Jaguar and the indicators D-shaped trailer side-lights as fitted to lorries. The steering wheel is taken from a Lancia with a Triumph Herald boss welded onto it. All the instruments are standard Spitfire, with the exceptions of the indicator switch (A30), light switch (Dolomite), horn button (Jaguar starter button).

CONCLUSION

In all, a very easy kit to build and one you can alter to your own requirements. The quality of glass fibre is very good and extremely strong. The total time taken to build the car was approximately seven months working on and off during evenings and weekends. It's debut was on 8th April 1990, at the TSSC Somerset Area Mothball Run at Sparkford where it was extremely well received, especially as both versions of this particular kit were on show together. Roadholding is superb,

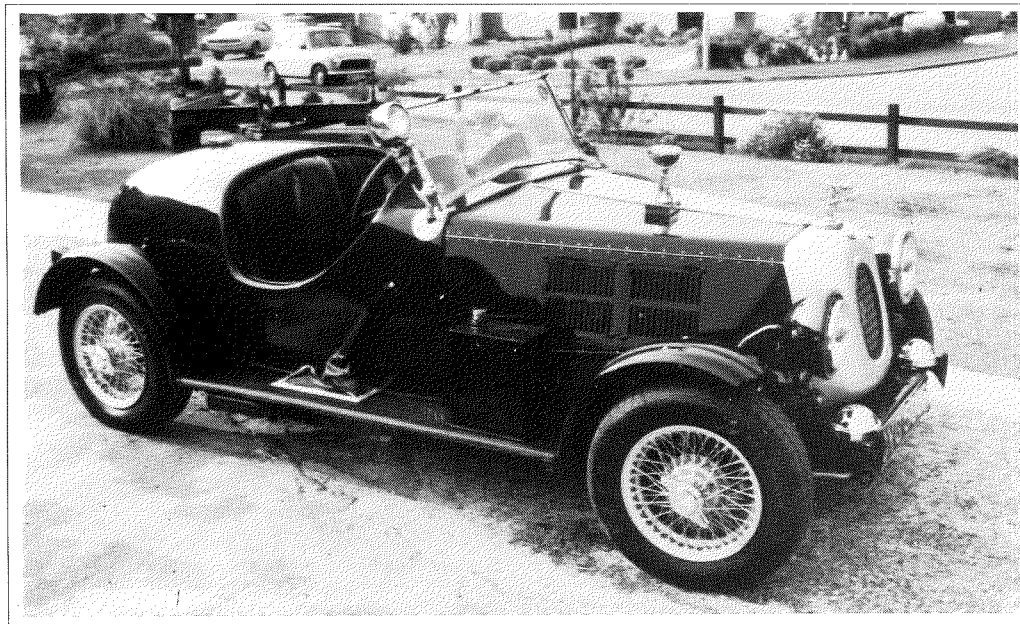
fuel consumption is good, the driving position is very comfortable. This year I have covered 2800 miles with only one problem which was due to a faulty radiator.

The cost of building the Cherry Bomb was less than I had budgeted for. The basic body cost under a thousand pounds, wheels and tyres £450, engine rebuild £479. Everything else was bought as I needed it, but I had change out of a £3000 budget. The improvements are an on-going thing and as I am always looking at ways to perfect this superb kit, more costs will be involved but I feel it's worth it!

TREMENDOUS INTEREST

At the TSSC South Wales meet at Caldicot, the car won first prize in the Specials section even though it arrived on a trailer due to a radiator fault, which has since been rectified. It holds tremendous interest wherever it is shown and to cap it all a short story to finish off. Whilst parked in Ilminster one day an elderly gentleman was overheard telling his wife that 'he remembered these cars when he was young' and even after looking at it for over five minutes to this day he still does not realise that it is an imitation.

Thanks John and good luck with the car: I, and a lot of other members I'm sure, look forward to seeing The Cherry Bomb in the flesh. Those of you inspired to build your own AWE should contact Alan Wilkinson Engineering, Watercombe Lane, Lynx Trading Estate (West), Yeovil, Somerset BA20 2EB. Telephone 0935 26491.



John Houghton's AWE Roadster

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Herald	£9.00

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Spitfire/GT6	£12.50
Lower Screen to Body	£9.50
Herald/Vitesse	£14.00
Herald/Vitesse Rear	£12.50

NON ROTOFLEX

Driveshaft	£45.00
Wheel Bearing Kit	£10.50
Rear Trunnion Kit	£8.00
Universal Joint	£4.75

DOOR GLASS

Spitfire Mk.1-3	£22.50
Spitfire Mk.4/1500	£27.50
Herald/Vitesse Saloon	£19.50
Herald/Vitesse Conv.	£27.50

EXHAUSTS

Herald 1200	£26.75
Herald 12/50	£29.50
Herald 13/60	£31.00
Spitfire Mk.1	£32.00
Spitfire Mk.2	£27.00
Spitfire Mk.3	£37.00
Spitfire Mk.4	£40.50
Spitfire 1500	£49.00
GT6 Mk.1	£43.00
GT6 Mk.2	£59.00
GT6 Mk.3	£66.50
Vitesse 1600	£37.50
Vitesse Mk.1	£49.00
Vitesse Mk.2	£49.00

OIL PUMPS

Herald/Spitfire	£29.50
Vitesse GT6	£29.50

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Herald/Spitfire	£10.00
Vitesse/GT6	£10.00

REAR BRAKE DRUMS

Herald/Spitfire	£22.00
Vitesse/GT6	£22.00

BRAKE PADS

Herald/Spitfire	GBP 166	£5.00
Vitesse/GT6		£9.50
Herald/Spitfire	GBP 574	£7.00

REAR BRAKE SHOES

Herald/Vitesse	£8.00
Spitfire/GT6	£8.00

BRAKE CALIPER RE-CON

Herald/Spitfire	Exch From £27.00
Vitesse/GT6	Exch £29.00

PETROL PUMPS

Herald/Spitfire	£10.50
Vitesse GT6	£17.50
Spitfire 1500	£15.50

HEAD GASKET SET

Herald/Spitfire	£8.50
GT6/Vitesse Mk.1	£19.50
GT6/Vitesse Mk.2/3	£12.50

ENGINE SUMP SET

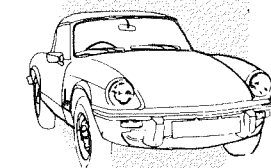
Herald/Spitfire	£5.50
Vitesse/GT6	£8.00

SEALS & RUBBERS

Door Draught Excluder Spitfire	£9.90
Door Draught Excluder Herald/Vitesse	£9.90
Door Draught Excluder GT6	£17.50
Door Draught Excluder Herald/Vitesse Saloon	£11.50
Herald/Vitesse Hood Side Rubbers	£9.90
Spitfire Hood Rubbers	£8.50
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Doorglass Weather Strip Inner	£3.90
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Herald/Vitesse Handbrake Gaiter	£7.90
Bonnet Stop Cone	£1.00
Brake/Clutch Rubber Gaiter	£4.25
Gear Stick Gaiter Spitfire/GT6	£8.90

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ALL PRICES EXCLUDE VAT & CARRIAGE



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Bonnet Cone Stop	£1.00
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Rear Adjustable	£31.50

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Herald/Spitfire	From £39.50
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RADIATORS RE-CON EXCH.

Herald/Spitfire	£55.00
Vitesse/GT6	£69.50

RADIATOR HOSE KIT

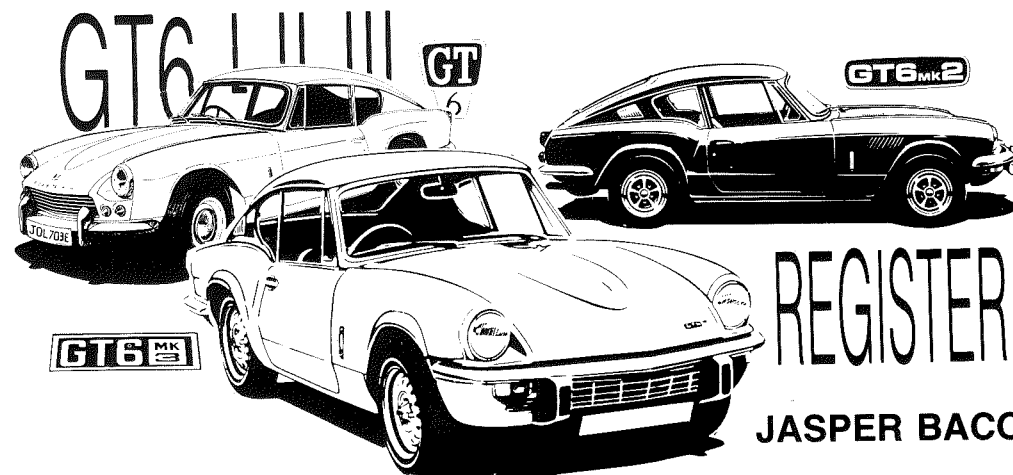
Spitfire Mk.1	£5.88
Herald/Spitfire	£4.25
Spitfire 1500	£4.65
GT6	£7.37
Vitesse 1600	£6.87
Vitesse 2 litre	£4.95

WATER PUMPS

Spitfire/Herald	£24.00
Vitesse/GT6	£24.00
Spitfire (Viscous)	£32.00
Radiator Overflow Bottle	£4.50

REAR SPRINGS RE-CON EXCH.

Spitfire	£29.50
Herald/Vitesse	£32.50
GT6	£29.50



REGISTER
JASPER BACON



THIS month we have a photo of the three 'marks' sent in by Joachim Holl from West Germany. Joachim owns the Mk1, Roy Kahl the Mk2 and Paul Hentze the Mk3. The picture was taken at the Asendorf Oldtimer Weekend, 10th June 1990.

OVERDRIVE SERVICE

In my travels I've come across people with allergies to gearbox internals, fair enough! I say, but a lot of overdrive problems are easy to sort out, taking the gearbox cover off may be the most tedious part of the job!

Most GT6s are fitted with D-type overdrives, although in later years, some cars have been fitted with J-type units, which are of stronger design, therefore making them more sought after. Both units are fairly similar with regard to servicing.

CLEANING THE FILTER (diagrams overpage)

With the gearbox cover removed, drain the oil from both the gearbox and overdrive unit. The filter is situated behind the plate on the left hand side of the unit, above the drain plug. Arm yourself with an old toothbrush and a jar of petrol, clean around the plate before removal. Preventing dirt from entering an overdrive unit is essential. With the plate removed, gently pull the filter out from

its housing, with it should come four rubberised ring magnets at its base.

Carefully brush all sludge from the filter and the housing with your toothbrush and flush it with the petrol.

Clean the magnetic rings and replace them together with the filter by pushing firmly back into the housing. Replace plate and gasket.

British Sports Car Centre

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

All prices are correct at time of going to press, although subject to change without prior notice.

TRIUMPH PARTS CENTRE

Spitfire Panels

Front wing Mk IV	£37.50
Front wing Mk III	£40.00
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Sill outer (genuine)	£21.60
Sill (pattern)	£ 8.00
Inner sill	£ 7.60
Sill strengthener	£ 4.25
Door skin from	£14.70
Rear wing MkII	£84.00
Rear wing MkIII	£39.60
Rear inner outer arch	£27.00
Rear valance MkIV	£20.46
Rear valance MkIII	£28.44
Boot floor pan	£40.32
Floor pan, one side	£29.16
Floor cross member	£ 8.64
Rear lamp panel	£56.70

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	£45.00
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

Trimnings	
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	£23.50
Suspension kit less ball joint	£16.25
Steering rack (exchange)	£24.38
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Front shock absorber	£15.00
Rear spring	£64.00
Vertical link	£35.00
Trunnion	£12.99
Top ball joint	£10.13
Anti roll bar link	£ 8.50
Track rod end	£ 6.32
Wheel bearing kit (front)	£ 9.74

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Pads Spitfire & Herald	£ 5.67
Pads GT6 & Vitesse	£10.00
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Rear wheel cylinder from	£ 7.50
Handbrake cable (front)	£ 2.15
Handbrake cable (rear)	£ 2.40
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	£37.50
Clutch 2000	£43.00
Universal joint	£ 6.15
Differential (exchange)	£140.00
Wheelbearing kit rear from	£ 9.74

TELEPHONE ORDERING



ALL PRICES PLUS VAT UNLESS OTHERWISE STATED

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

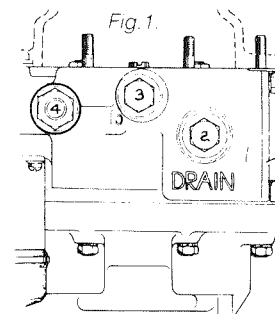
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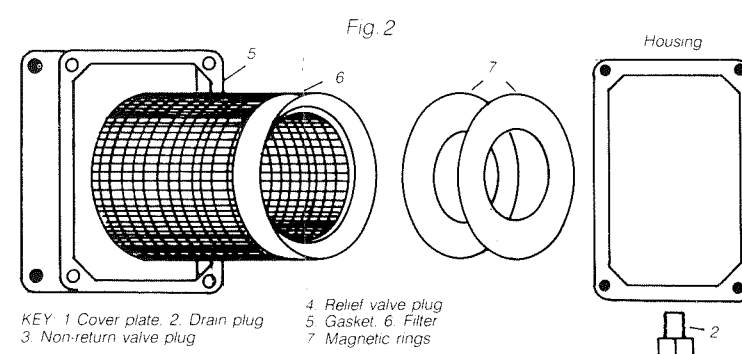
Telephone 0622 842612/842539

Fax 0622 842318

SOC/291



O/D Casing from under car



KEY: 1 Cover plate. 2. Drain plug
3. Non-return valve plug

4. Relief valve plug
5. Gasket. 6. Filter
7. Magnetic rings

SERVICING THE OPERATING VALVE (Fig.3)

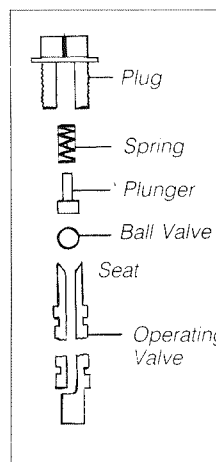


Fig. 3. Operating Valve

The operating valve plug is located on top of the over-drive casing on the right-hand side above the solenoid lever housing.

Clean around and unscrew the plug, use a magnet and remove the spring, plunger and ball valve. The operating valve can then be carefully drawn up using a piece of stiff wire passed down its centre. Problems here are usually due to a blockage in the small hole at the bottom of the operating valve that goes to the central drilling.

Check that the ball valve is seating properly on the operating valve, if not, place the ball on a block of wood and give the operating valve a gentle tap. Next: clean the valve seat in the casing, locate the ball valve on the seat and gently tap the ball with a copper drift. Do not tap too hard or the ball will close the mouth of the valve seat. In my experience, it has never been necessary to reseat the valve. Replacement is the reversal of dismantling, with emphasis on cleanliness.

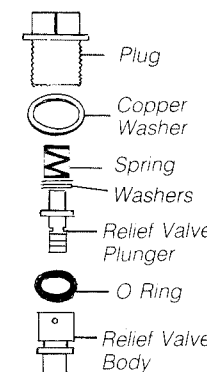


Fig. 4 Relief Valve

STICKING CLUTCH (Fig.4)

If the overdrive does not disengage, the fault may have resulted from a sticking cone clutch. This can usually be freed by giving the brake ring several sharp blows with a hide mallet from underneath

the car, when jacked up on axle stands. Do not reverse or even push the car backwards until the over-drive is disengaged, or serious damage will be done to the unit.

SERVICING THE RELIEF AND NON-RETURN VALVES (Figs.4/5)

The valve plugs are located on the underside of the overdrive casing; as per Fig.1. The procedure is similar to the operating valve service, again cleanliness is emphasised. The non-return valve has a hard steel ball which seats on the non-return valve body, the seat should be examined for chips and dirt and if necessary tap the ball firmly into its seat with a soft drift. The relief valve has a

spring loaded plunger which locates into a body which will have to be withdrawn from the casing with a piece of wire. Reassembly is a straight forward reversal of the removal sequence, re-fitting the copper sealing washers. On the non-return valve, to hold the ball use some vaseline to seat it on its spring during reassembly.

ADJUSTMENT OF THE SOLENOID OPERATING LEVER (Fig.6)

Remove the plate located on the right hand side of the unit, by the solenoid. Find a 3/16" drill bit to use as a setting pin. Observe that the operating lever has an eye (at mid point) which lines up with a hole in the casing. With the solenoid energised, the holes must line up so the setting pin can easily be located. If not: switch off solenoid, line up the operating lever, switch on and screw the adjusting

nut until it just contacts the lever. Remove the pin and recheck the setting after switching on and off a few times. Check that current consumption is about 2 amps. A reading of 20amps indicates that the solenoid plunger is not moving far enough to switch to its holding coil. If this is the case, switch off, realign the siting holes and hold the solenoid plunger

against the blanking plug on the casing; the distance between the operating lever should be about 3mm, from the adjusting nut on the plunger. This distance is adjusted by varying the thickness of the washer between the blanking plug and the

casing, or as on some units there is an adjusting screw in place of the plug. Recheck the alignment of the holes. Inconsistency here suggests a faulty solenoid. Continuous high current will cause the solenoid to fail.

CHECKING THE WIRING

The wiring for the overdrive passes through a pretty hostile environment with engine heat, oil, dirt and general chaffing, the insulating will eventually become brittle and break up. So the answer here is to check and replace as necessary.

Early cars are fitted with a column switch, with use the contacts wear down. The remedy is to raise the contacts with a blob of solder. Later cars have the switch on the gear knob, the problem here is that the wires going up the gear stick chaff at the entry hole.

The switch is protected by a relay situated on the bulkhead behind the battery box (this is required to stop the overdrive switch from burning out). Function of the relay can be tested by deduction, having checked the solenoid, wires, contacts and both the switches. Overdrive is restricted to 3rd and 4th gears by means of an inhibitor switch mounted on the gear box in front of the selector. This is actuated by an arm attached to the end of the selector shaft. It is possible to by-pass this switch and have overdrive on all four gears; but it is not recommended as serious damage will befall the overdrive unit if it is engaged in reverse gear.

The wiring for the overdrive varies slightly; on early cars the wiring taps into the SW coil terminal from the overdrive switch to the relay (Fig.7). On later cars the wiring goes to terminals 1 and 2 of the ignition switch.

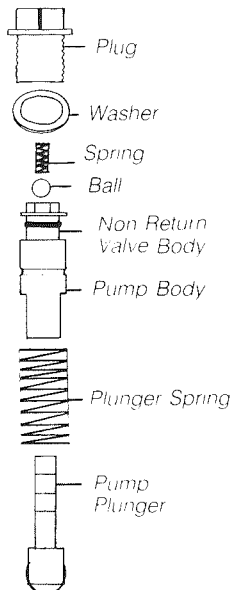


Fig 5. Non Return Valve

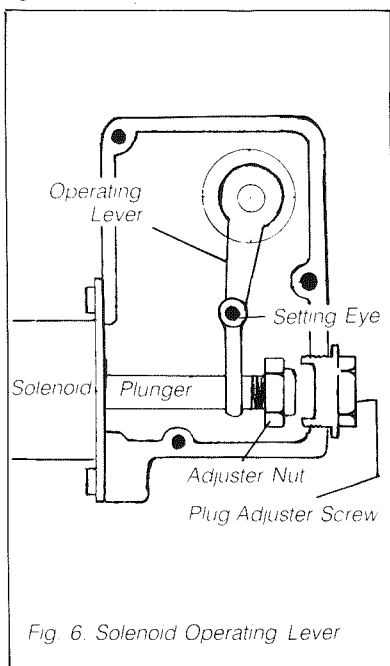


Fig. 6. Solenoid Operating Lever

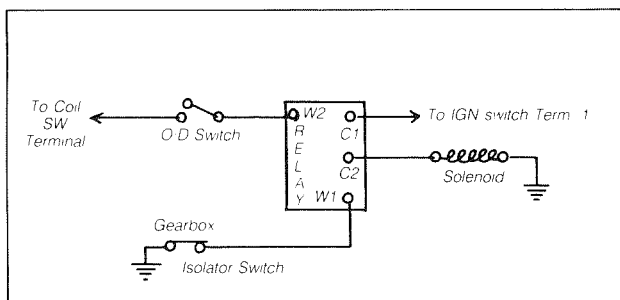


Fig 7. Wiring Early Cars

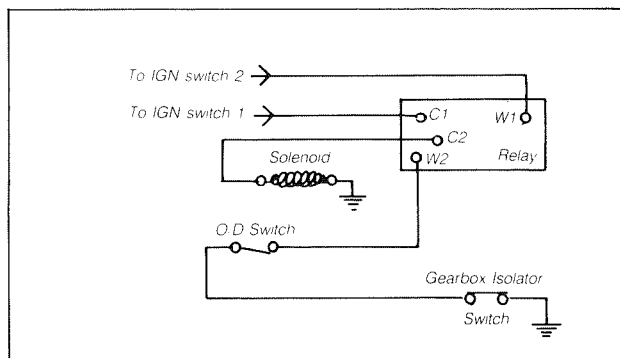


Fig 8. Wiring Late Cars

BOND *Equipment* -REGISTER-

Peter Jacklin

IF you have a photograph of your car and would like it included in this spot, then send it to me with some brief details.

I have located a supplier of reproduction boot hinges for the 2 Litre Convertible (the type as used on the Riley RME, not the later Reliant item). The final cost is dependant on the quantity purchased, but is likely to be in the order of between £50-£60 per pair. If there is sufficient interest I am prepared to make the necessary arrangements but it will have to be on a cash with order basis as a considerable total sum could be involved. If you are interested, please let me know as soon as possible.

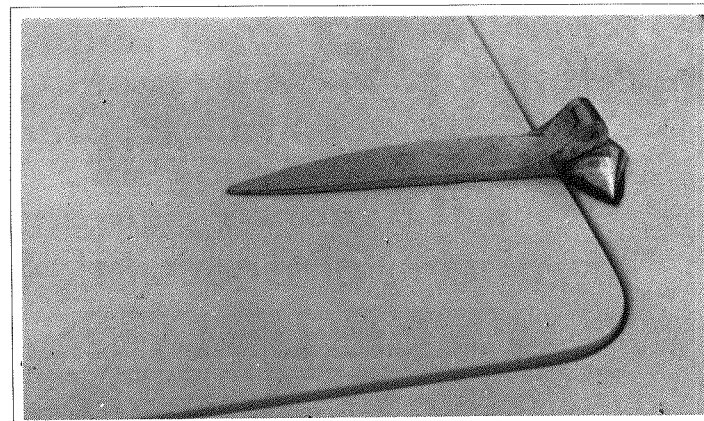
A fellow Club member is looking to replace his 4S bonnet following an accident. I cannot seem to locate one from my list of spares for sale, if you can help, please let me know. Other spares information — continuing the bonnet theme, I know of at least three 2L bonnets available, either at a nominal cost or one which is available free. Also for the 2L, some spare windscreens, one reputedly brand new and still wrapped! Plus other glass for the same model.

If the lady who rang me regarding a door glass for her 2L convertible is reading this item, would she please make contact again as I have some good news.

Now the continuation of the 2 Litre development story;—

1.3.67 The master mould for the bonnet and main body will be ready W/E 6/3/67. First prototype date now 3/3/67.

A sample rain gutter is being sought. Simulated leather finish steering wheel to be tried. Walsall Wheels to be asked if different finish to spokes available to reduce reflection on windscreen.



Modified version of Vitesse rear seat back to be obtained.

22/3/67. Delay in delivery of moulds, now 31/3/67. First prototype now 8/4/67.

A convertible version to follow soon.

2/5/67. Prototype now to be on road by 27/4/67.

Specialised Mouldings to deliver complete body mouldings on 8/5/67 and on receipt of these, a second body will be laid up and a production prototype vehicle built up on a Herald chassis. Leather steering wheel OK, but Walsall Wheels to be asked to supply without 'Les Leston' badging. Lucas to be asked to supply horn push in plain black. More next month.



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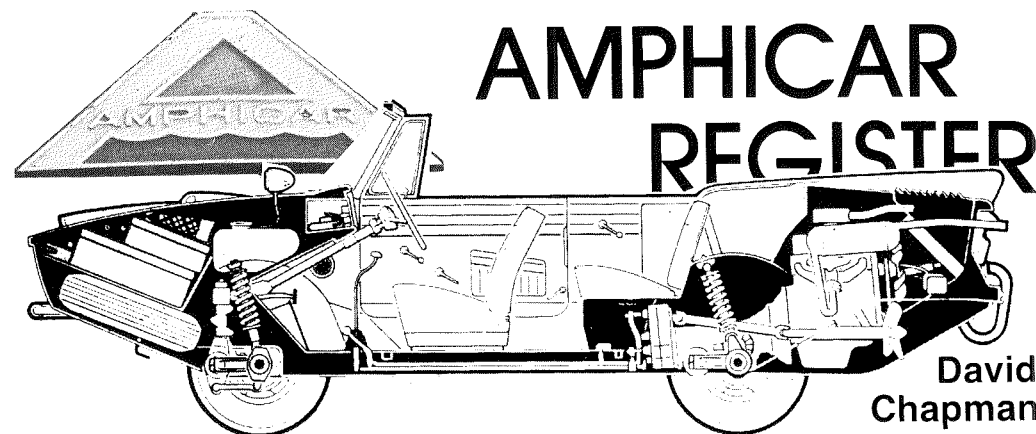
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4 cyl £60.00, 6 cyl £70.00 + parts and VAT

★ 1 MINUTE TUBE STATION ★

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LIKE most Amphicar owners I have long been a fan of Stainless Steel. The fact that anything made in quality stainless will last forever without any maintenance for me more than justifies its additional cost and the difficulty of machining and cutting it.

When the time came to fit a new exhaust system to my Amphicar I didn't seriously consider using any other material as the combination of rapid temperature changes, condensation and the risk of water going up the exhaust when on the river can reduce a mild steel system to a pile of rust dust in a matter of months.

REQUESTED EXTRA HEAT INSULATION

Through the club I contacted Bells of Swindon who make Stainless Silencers for all the Club cars. Initially I took them a pattern and some photographs to work from. I also explained that I wanted the system as close to original specification as possible but with the addition of extra heat insulation around the silencer body to help reduce the problem of build up in the engine bay causing fuel vaporisation (remember in the Amphicar the silencer is less than 12 inches from the carb!)

Bells found a way of doing this and when I took the car down to Swindon a couple of weeks later for the system to be fitted, they had already partially made the silencer box and also the 'dummy' system that they build for themselves so that in the future they can build systems off the shelf. After we had made up the brackets and fitted the silencer box, we started on the downpipe which on the Amphicar is 'U' shaped and has limited clearance. Once this had been completed we removed the manifold from my 1200 engine and fitted a 13/60 exhaust manifold and made a downpipe to connect this to the silencer box. This is because there are some Amphicars around with the 8 port 1300 engine and so by having a downpipe for both, Bells can provide a system to fit any Amphicar.

TAPPET NOISE SO BAD!

On the drive back from Bells, the reduction in overall noise and the reduction in temperature around the engine was very noticeable. In fact, tappet noise now sounded so bad, the next weekend it was off with the rocker cover to adjust them back to the correct clearances!

In summary, the Bells system is superb. The workmanship and quality of the installation is first class throughout and for a very reasonable cost I have solved all my exhaust system problems for the foreseeable future.

Although I can only recommend the Amphicar system from personal experience, I would suggest that anyone who needs an exhaust for a club car strongly considers a Stainless Steel System from Bells.

P.S. Silicon Brake Fluid is superb! I'll tell you why next time!

**WELL, THERE YOU HAVE IT. AN UNSOLICITED
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SYSTEM 3 DAYS DELIVERY. RING OFFICE FOR DETAILS.**

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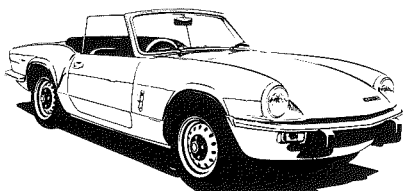
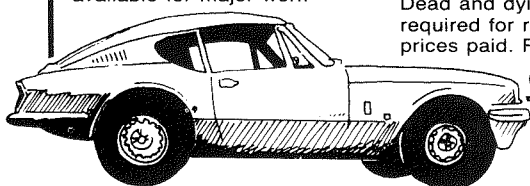
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13/60 front wing..... £40.00
Spitfire 3 front wing..... £40.00
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CL-AUTO/1190



SPITFIRE IV John Thomason 1500 REGISTER

THIS months heading photo is sent in by Carl Gunns of Birstall, Leicester.
The Inca Yellow 1500 has only 16,900 genuine miles on the clock and
has had some success in club concours. Carl is glad now that he didn't part
exchange it for an MGB!

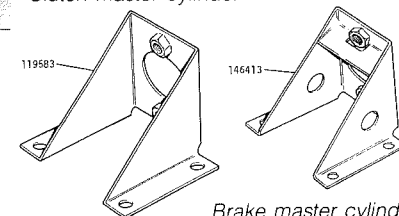


KNOW YOUR SPITFIRE

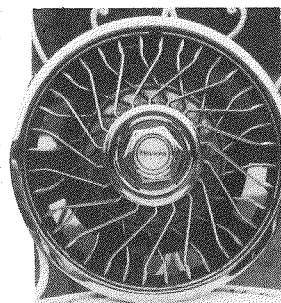
Thank you all for your entries
to January's photo quiz. Photo 1
shows the extremes some
people went to try and find the
parts! Although there were a
number of correct entries, un-
fortunately there could only be
one prize winner. Well done
Andrew McClellanb of Lorton,
Cumbria.

Fig 0.

Clutch master cylinder



Brake master cylinder



A subtle difference between the
clutch and brake master cylinder
brackets, photo 6, caught a
number of you out. The brake
master cylinder bracket has an
additional small reinforcement
bracket. Fig 0.

MYSTERY WHEEL TRIM

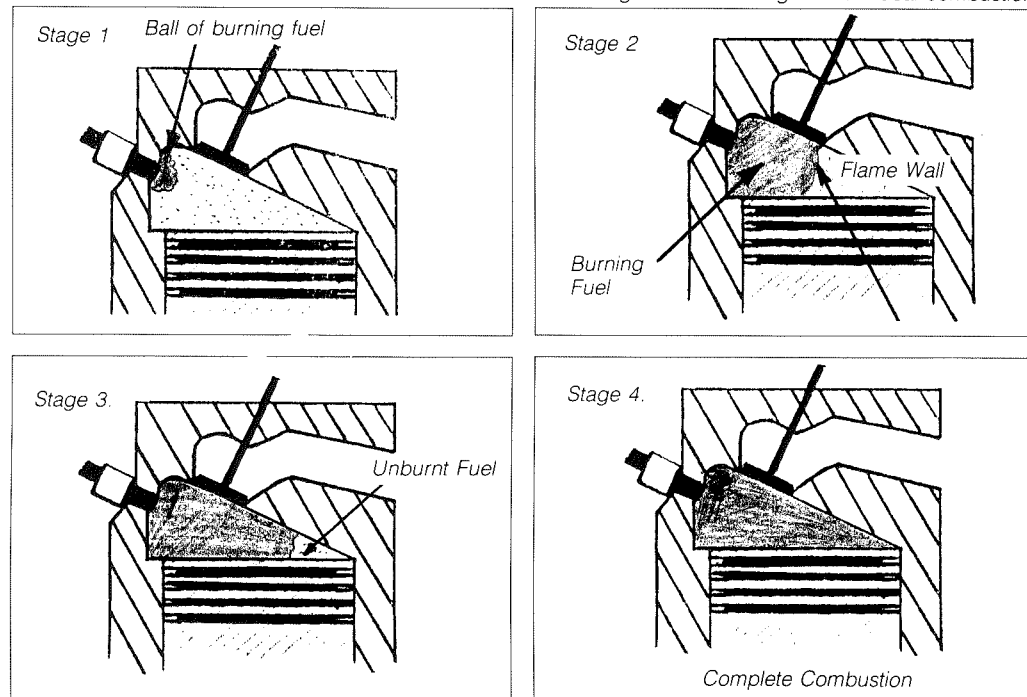
Mr J Allen sends in a photo of a mystery wheel trim fitted to his Spitfire
1500. Apparently these trims were fitted to Spitfires in France as a B.L.
optional extra. Unfortunately Mr Allen has lost one of his set and would like
to try and locate another. If you can help, please let me know.

Is Your Spitfire Green or just B.R.G. or Java Green or . . .

With environmental issues becoming more and more topical and threatened MoT legislation being introduced to force us all into considering emissions, I thought a very basic understanding of what it's all about may be useful.

Petrol is produced from crude oil by complicated distillation, fractionation and cracking processes. It is a blend of various types and proportions of fuels obtained from the above processes. Fuel chemists consider the energy content, volatility, anti knock, anti gum and toxicity characteristics when producing the blend.

Fig.1. The four stages of an ideal combustion



One of the more important characteristics of petrol is its Anti-Knock or Octane Rating. Burning fuel in the combustion chamber undergoes 4 stages as shown in Fig.1. Initially a small ball of blue flame is produced around the spark plug. The fire ball stretches outwards into the air/fuel mixture and finally a flame wall sweeps across the chamber, burning rapidly and creating great heat and pressure. With the fuel burning rapidly and evenly in this manner maximum power is produced. However, should the mixture burn too quickly, then the rapid build up of heat and pressure, will compress and heat the ambient mixture to such an extent that it will ignite itself before the flame wall reaches it. Fig.2. Such detonation or 'Pinking' as it is more commonly known is harmful to the engine as it produces shock loads on the pistons, con-rods and bearings. It results in the engine overheating, high fuel consumption and loss of power.

N.B. Detonation or pinking, usually associated with hard acceleration or climbing a hill, should not be confused with pre-ignition which is more random. Pre-ignition is caused by hot spots of carbon that form on the piston or combustion chamber or by an overheating exhaust valve or spark plug. Fig.3.

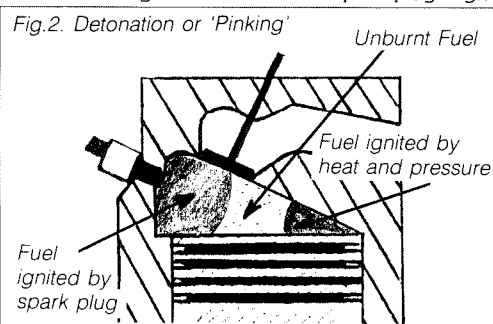
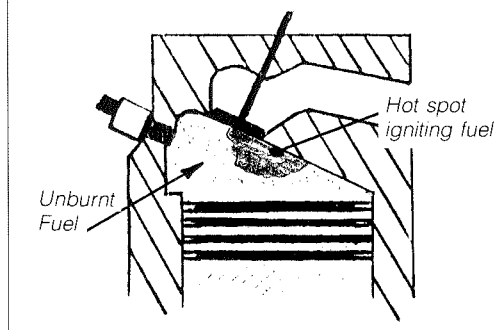


Fig.2. Detonation or 'Pinking'

Fig.3. Pre-Ignition



Detonation in an engine is influenced by: high compression ratios (i.e. higher pressures within the combustion chamber), the shape of the combustion chamber etc., and the Octane rating of the fuel used.

The octane rating of a fuel refers to its anti-knock or detonation characteristics on a scale of 0-100. The old 5 Star petrol, for which the shape of the combustion chambers on early Triumph engines were designed, had an Octane rating of 99. Today's 4 Star has a rating of 97, and the now extinct 2 Star had 93. Different octane ratings are achieved by the addition of various chemicals. These reduce the rate of combustion and thereby the rapid build up of heat and pressure in the combustion chamber which can cause detonation.

ACTING AS A LUBRICANT

For many years the most popular chemical used to control detonation and increase octane rating has been Tetraethyle lead — hence **LEADED PETROL**. The Tetraethyle lead also has the advantage of depositing a microscopic coating of lead within the combustion chamber, acting as a lubricant and preventing overheating valves. For engines originally designed for 5 Star or for those that suffer detonation due to the gradually reducing octane rating of 4 Star, various additives are available, e.g. Aldon Automotive's Octane Booster which essentially increases the Octane rating by adding more tetraethyle lead.

However, today the damaging effects of lead pollution in the air has lead to the move towards fuels with no lead content — hence **UNLEADED PETROL**. The move has also been pushed by motor manufacturers wishing to remove other exhaust emissions by the use of catalytic converters that would otherwise be destroyed by the lead in leaded petrol. To control detonation and maintain Octane ratings in unleaded petrol, different blending processes and additives based on Manganese compounds have been used.

EMISSION CONTROL

There are many factors contributing to air pollution, Fig.4., of which the car is one. The car engine and fuel system are responsible for producing a number of gaseous pollutants, the 3 most important being, Hydrocarbons (H.C.), Carbon Monoxide (CO) and Oxides of Nitrogen (NOX).

Attempts to reduce these emissions resulted in the introduction of emission control equipment. Unfortunately the use of such equipment has the detrimental effect of reducing engine performance. The main reason why the 1300cc Spitfire IV was fitted with the larger 1500cc engine, was to counteract the power sapping emission control equipment demanded by the American market. There are 3 main sources of emissions on the car: the exhaust, the crankcase ventilation system, and the fuel system. Of these, exhaust emissions are the greatest and since they will be tested at the MoT in future, are potentially the most worrying to the Spitfire owner.

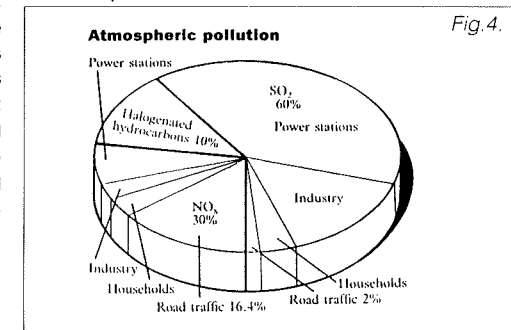


Fig.4.

1. Crank Case Ventilation

There is always a certain amount of pressurised gas and unburnt fuel, particularly on a worn engine, that leaks from the combustion chamber, past the rings and into the crankcase. As the gases and fuel become hot and are churned around by the rotating crankshaft, a potentially explosive gas will be formed unless allowed to escape. On Spitfires I and II these gases were allowed to simply vent to atmosphere via a breather pipe on the side of the crankcase (block) and the oil filler cap on the rocker cover. Fig.5. (see over). However this was no longer acceptable once it was realised that these gases were polluting the air and contributing to Smog.

On the Spitfire IV and 1500, a positive crank case ventilation system was adopted. In this system the crank case fumes rise to the rocker cover where they are fed back to the carburetors to be burnt in the engine, Fig.6. The 2 rubber ventilation pipes are carefully connected to the constant depression side of the carburettor throttle. Thus under normal

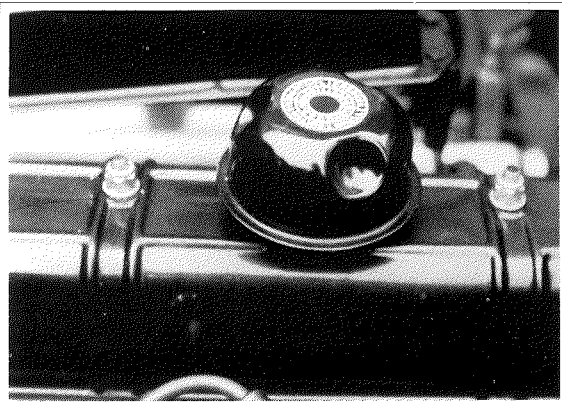


Fig.5. (above) Ventilation of crankcase fumes direct to the atmosphere via oil filler cap and (right) block breather on early Spitfires.

engine operation the fumes are actually sucked out of the crankcase and rocker cover without the need for a valve to prevent excessive crankcase depression.

N.B. The ventilation pipes in Fig.6. should be air tight. If they are not additional air can be sucked into the carburettor, upsetting the mixture, causing poor running and increased exhaust emissions.

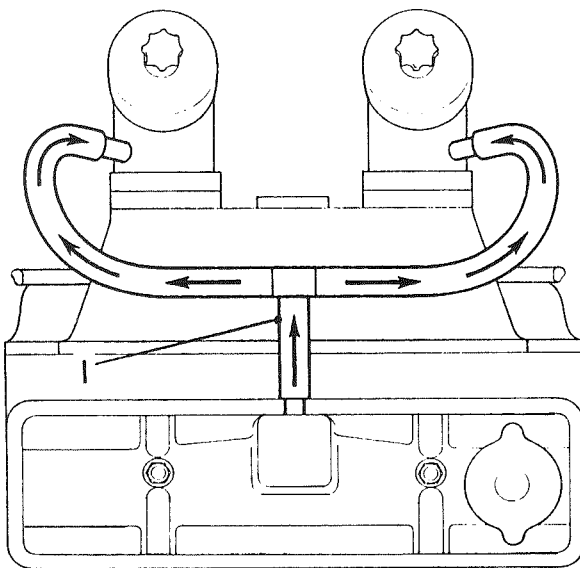
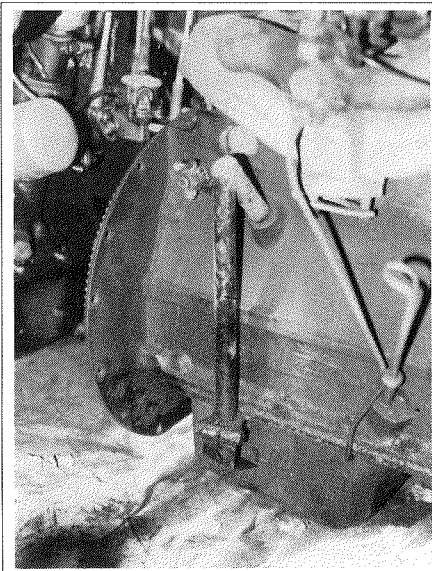


Fig.6. Positive crankcase ventilation on Spitfire IV and 1500.

The price paid for this form of emission control is a loss of power. Some of the air fuel mixture that would otherwise enter the combustion chamber is now replaced with crankcase fumes. In addition the carbs become 'gummed' up with oil deposits. The situation becomes worse as the engine ages with worn piston rings.



2. Fuel Sytems and Carburetors

Believe it or not, evaporation losses from the fuel tank and carburettor can account for 10% to 15% of the hydrocarbon emissions from the car. Unfortunately on the UK Spitfire, very little is done to control these emissions.

On the Spitfire the fuel filler cap is used as the fuel tank breather, and vents any petrol fumes straight to the atmosphere. The breather is cleverly built into the filler casing, Fig. 7, and is not sealed by the rubber on the cap.



Fig. 7. Fuel tank breather built into filler cap.

N.B. American spec. filler caps seen around autojumbles do not have this breather (the cap is sealed as part of an elaborate emission control system), and if fitted to a UK car would seal the tank, allowing pressure to build up in the tank.

Have you ever suffered from a strong smell of petrol coming from the boot or back of the car? If you look behind the boot panel and on the top of the petrol tank you should see a small vertical pipe. Fig.8.

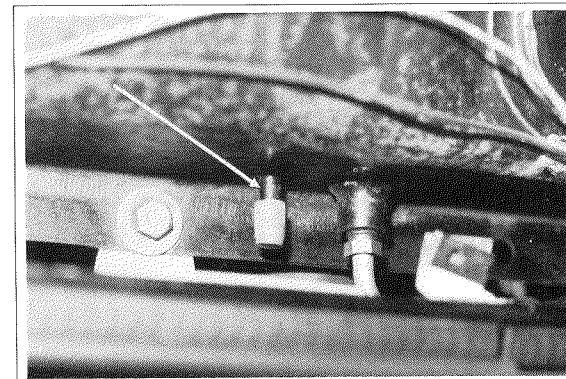


Fig.8. Petrol tank vent pipe for US spec. cars that should be sealed on UK cars.

The pipe is there for US spec. Spitfires with emission equipment (common tank). **IT IS NOT A BREATHER PIPE.** On UK Spitfires it should be sealed/covered with a small rubber end cap. With age this perishes, falling away, leaving the pipe open and allowing vapour to escape and when the tank is full, petrol to splash out. (Experimenting on my car I found that half a jam jar of petrol splashed out). Unfortunately the end cap is no longer available and so I fitted one of the small rubber caps found on the end of replacement brake pipes.

IN THE ATMOSPHERE!

On Spitfire IV and 1500s up to commission numbers FH 85,800, petrol vapour was allowed to escape to the atmosphere via the small vent holes on top of the float chamber tops, Fig.9. After commission number FH 85,802 these simple vent holes were replaced with pale green pipes sometimes referred to as overflow pipes. These passed the petrol vapour/liquid down to the road. However the vapour still ultimately ends up in the atmosphere!

The carb heat shield fitted to Spitfire 1500's prevent fuel vaporisation primarily for reasons of mixture control, but obviously also reduce the amount of petrol vapour evaporated off. Insulation blocks can also be placed between the manifold and carburettor flanges to provide a heat barrier and prevent the carburettor heating up. Obviously a leaking carb, especially around the throttle spindles, will increase emissions as well as causing an increase in fuel consumption!

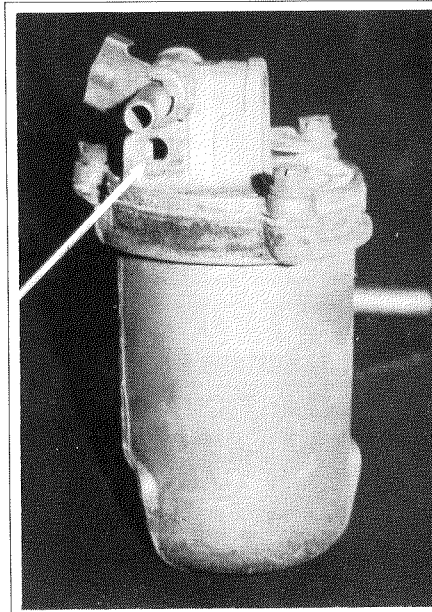


Fig.9 Vent hole on early SU float chambers. Tin cover removed for clarity.

3. Exhaust Emissions

Emissions from the exhaust, contain all of the major air pollutants i.e. Hydrocarbons, Carbon Monoxide and oxides of nitrogen. For the combustion of petrol vapour and air to take place in conventional engines (e.g. Spitfire), the petrol vapour and air must be mixed together in a chemically correct ratio of 14.7:1 by mass. This air/fuel ratio is known as the Stoichiometric Ratio. Ratios lower than 14.7:1 are termed rich mixtures whereas ratios above 14.7:1 are termed weak mixtures.

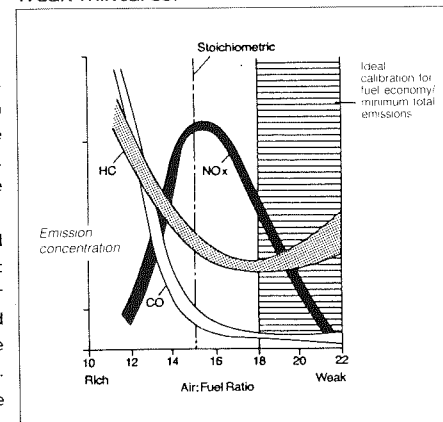


Fig.10. Effect of air/fuel ratio on emissions.



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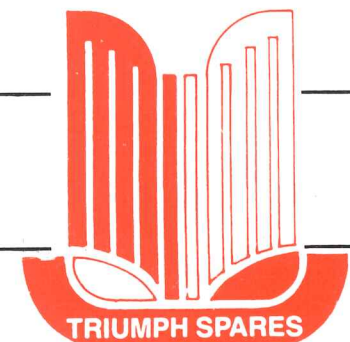
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Today a new breed of engines, known as lean burn engines, are being designed to run on air/fuel ratios greater than 18:1 giving greatly reduced exhaust emissions and fuel consumption. Unfortunately this has come to late for the Spitfire engine. However, even working at an air fuel ratio of 14.7:1 a number of things can be done to improve combustion efficiency and eliminate the amount of unburnt fuel leaving the combustion chamber.

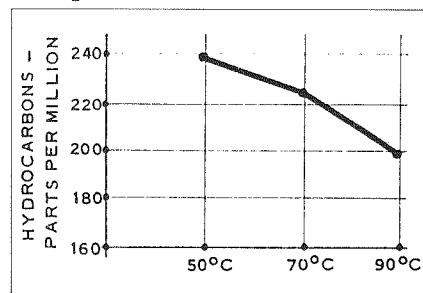


Fig. 11. Effect of engine operating temperature upon emissions.

a. Operating Temperature

An engine operating below normal operating temperature will have areas within the combustion chamber that are relatively cool. These cold surfaces can quench the combustion flame before all the air/fuel mixture is burnt. Operating at higher engine temperatures, increasing the temperature of the metal of the combustion chamber thereby reducing its quenching effect on the combustion flame. Fig.11.

The maintenance of a high engine temperature to improve combustion and hence fuel combustion is one of the reasons for thermostatic electric radiator fans and higher pressure radiator caps. The Kenlow fan fitting instructions give similar advice when setting the thermostat. Check also that you have the correct thermostat fitted.

Having said the above, the Spitfire is not renowned for running cool!

b. Ignition Timing

At idle, there is sufficient time during the power cycle for complete combustion of the air/fuel mixture to take place. As engine speed increases, there is less time for combustion and so the ignition timing is advanced, i.e. the spark occurs earlier to give more time for combustion. This is the function of the centrifugal advance

mechanism of the distributor. Under light throttle or over-run conditions, very little air/fuel mixture is drawn into the combustion chamber. Such a mixture burns more slowly and incompletely, increasing emissions. Advancing the spark by means of the vacuum advance unit on the distributor gives more time for combustion to occur, reducing emissions and fuel consumption.

However, advancing the ignition timing makes the engine more prone to detonation. Conversely retarding the ignition or disabling the vacuum advance to reduce detonation, will increase emissions. As always it is a compromise and depends upon your own priorities.

c. Carburettor Adjustment

Maintaining correct carburettor adjustment is probably the key method of limiting exhaust emissions. A rich mixture causes increased emissions and fuel consumption, whereas a weak mixture reduces power.

The basic mixture control on the SU carbs, fitted to the Spitfire is achieved by the needle profile and piston control spring. The factory undertook a great deal of testing to arrive at a needle profile giving the best compromise between exhaust emissions/fuel economy and power.

Once a needle profile has been chosen, mixture adjustment at a particular engine condition, usually idle, ensures correct adjustment over the whole range.

Mixture settings are determined by the use of an exhaust gas analyser which amongst other things measures the Carbon monoxide CO levels in the exhaust. Using a graph similar to Fig.10, mixture levels can then be determined from the CO levels.

For the Spitfire IV and 1500, a CO level of 2½% to 4¼% at idle is specified.

Spitfires after commission number FH 85,802 were fitted with emission controlled SU carbs. These carbs are usually made to closer tolerances and are designed to run at slightly weaker mixtures at idle and low speeds. They also include additional features such as temperature compensation in the form of the infamous Waxstat jets.

The effects of temperature upon mixture control is very important and is the reason why it is always stressed that carburettor adjustment, especially on non-waxstat SUs, is undertaken with the engine at its normal operating temperatures. As the temperature in the engine bay increases, the fuel becomes hotter, making it less viscous. This means that more fuel can flow through the orifice between the needle and jet, causing a richer than necessary mixture. The function of the Waxstat jet is to compensate for changes in fuel temperature by varying the size of the orifice. (Courier 119).

In addition to ensuring the engine has reached its normal operating temperature, ignition timing should also be checked before adjusting the mixture. Ignition timing also affects CO levels and so if not correctly set will influence mixture adjustment. The needles and jets do wear giving a richer mixture. Faulty waxstats and worn throttle spindles will also make mixture adjustment difficult. Apart from increasing emissions, poor fuel economy will result.

Remember, a Spitfire with good fuel economy means lower emissions.

A number of methods are available to the enthusiast for setting carburettor mixtures, e.g. slightly lifting the carb piston or using Colour Tune. Another method, with the benefit of being able to check exhaust emissions before the MoT, is to invest in an exhaust gas analyser, costing £70 to £150 depending on quality.

My local area are to invest in such a device which

can then be hired out to local members for £1-£2, either for servicing or for an emission check before the MoT. Perhaps other areas may like to consider the idea? Next month, we look at American Spec. Spitfires, in particular, all the emission control equipment, including the famous Catalytic Converter.

Now, as promised from last month,

UPRATING SPITFIRE BRAKES

The standard braking system of the Spitfire is perfectly adequate for normal use/standard engines, provided it is well maintained and the rear shoes are regularly adjusted.

The fitment of hard brake linings will give a slight improvement. As discussed in part 1, the fitment of a brake servo will make the brakes easier to operate giving the impression of better braking. However it will not improve overall braking efficiency and is likely to make locking the brakes more easy.

For abnormal (?) use or modified cars, then the fitment of the larger GT6/Vitesse brakes is the logical route. The GT6/Vitesse has 9.7" discs and 8" drums compared to the 9" discs and 7" drums of the Spitfire (N.B. The Vitesse 1600 has smaller calipers than the Spitfire).

Unfortunately at the front it is not just a case of bolting on the larger calipers and discs because it won't fit! The GT6/Vitesse disc/hub runs on larger wheel bearings and the caliper mounting holes are more widely spaced. Consequently to fit GT6/Vitesse discs and calipers you also require the GT6/Vitesse vertical link, stub axle, wheel bearings and hub. Many owners therefore use the complete GT6/Vitesse suspension unit and replace the coil springs accordingly.

At the rear, ideally you need a complete rear suspension unit from a non rotoflex, late GT6 MkIII which has the longer half shafts but without the

troublesome automatic brake shoe adjusters. This will bolt straight on.

Otherwise all you need is a back plate from a non rotoflex GT6/Vitesse (ie, Vitesse 1600, 2 Litre MkI or GT6 MkI), the larger drum, the larger rear wheel cylinder, and of course larger brake shoes. The remaining rear brake components are common. Now all you have to do is strip down your existing rear hubs in order to swap the back plates for the larger GT6/Vitesse ones.

In order to maintain the same brake pedal feel, it is recommended that the larger GT6/Vitesse master cylinder replaces the smaller ½" Spitfire unit to compensate for the larger caliper and wheel cylinder pistons.

Finally, I suspect that there aren't many Spitfires around that don't have rusty bulkheads around the clutch and brake master cylinders due to spilt or leaking brake fluid. A solution that somebody with the right contacts (the club or trader?) may like to take up, is the manufacture of a small tray to collect spilt/leaking fluid. Ideally a coloured plastic injection moulded or simple pressing, such a tray could be neatly fitted between the bulkhead and master cylinder mounting bracket and made to look like original equipment. Any comments?

A Plea For Help

Each month I receive letters from members asking for details of specialists/garages in their areas that can be recommended for good quality work on our cars. Unfortunately I only have a knowledge of my local garages and must rely on the club handbook for other areas. If members can **RECOMMEND** garages for work in their area, such as 'J. Bloggs who does a good respray', perhaps they could let me (or the club) know, so that a register can be made for each area, that can be passed onto other members. At present Mrs M Broderstad (0793) 824718 is desperately looking for an enthusiast in the Swindon area to maintain her Spitfire.

A date for your Diary — 17th — 18th August THE 3RD T.S.S.C. 'IT'S A KNOCKOUT'

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Door aperture seal (Furflex) GT6	£13.75
Front valance seal, Spitfire I/II/III, GT6 I/II	£1.00
Front valance seal, Spitfire IV/1500, GT6 III	£2.00
Boot seal, Spitfire	£9.00
Tailgate aperture seal, GT6	£9.00
Gear lever gaitor, Spitfire I/II/III/IV	£6.50
Handbrake gaitor, Spitfire I/II/III/IV	£7.95
Master cylinder dust cover	£3.25
'P' seal on windscreen frame	£3.25

ALL OTHER SEALS AVAILABLE FOR ABOVE CARS — PLEASE RING

CHROME / LOCKS / BRIGHTWORK

Windscreen insert, Herald/Vitesse	£4.75
Door handle I/h, Herald/Vitesse	£9.95
R/h barrel and keys, Herald/Vitesse	£4.50
Bonnet mirror, Herald/Vitesse, ORIGINAL	£11.75
Boot hinges (pairs), Herald/Vitesse/Spit. I/II/III	£14.95
Boot T handle and keys, Herald/Vitesse/Spit I/II/III	£9.80

Chrome/locks/brightwork - continued

Bonnet lock kit (pairs), all models	£9.50
Door mirror, Spitfire IV/1500, GT6 III	£10.95
Boot lock assembly, Spitfire IV/1500	£12.95
Spitfire I/II/III, GT6 I/II outer door handle assy.	
right hand or left hand	£11.95
Orig. chrome flip top petrol cap Spit IV/1500	£17.50
Inner door handle ass. Spitfire IV/1500, GT6 III	£13.50
Chrome wiper arm assembly, all models	£5.25
Stainless wiper blades, all models	£4.95
Tailgate lock assembly, GT6 I/II	£12.95
Tailgate lock ass. GT6 III	£12.95
Front w/screen insert Spit I/II/III, GT6 I/II	£4.75
Tailgate rubber insert GT6 I/II/III	£4.75
Cover clips for inserts	£0.85
Spit IV/1500, GT6 III outer door handles (matched pair) black or chrome	£58.00
Spitfire locking petrol caps	£11.95
Herald/Vitesse locking petrol caps (chrome)	£6.50
Window winder handle Spitfire IV, GT6 I/II/III	£3.95
Spit I/II/III, GT6 I/II chrome h/light rim	£7.50
Window winder handle, Herald/Vitesse, Spitfire I/II/III, GT6 I	£3.95
Door inner opening handle, Herald/Vitesse, Spit I/II/III, GT6	£3.95
Door inner opening handle GT6 II	£3.95
Chrome hub cap, Herald/Vitesse, Spit. I/II/III, GT6 I	£11.75
Rear overrider, Herald/Vitesse (pair)	£56.00

ALL LOCKS & BRIGHTWORK STOCKED — PLEASE RING

PANELS — HERALD / VITESSE

Front valance, quality fibreglass	£24.95
Rear quarter valance, steel	£13.00
Front wing, Herald 13/60, ORIGINAL PRESSING	£45.00
Front wing, Vitesse, ORIGINAL PRESSING	£64.00
Front wing Herald 1200, ORIGINAL PRESSING	£64.00
Rear wing, Herald/Vitesse	£49.50
Front wing arch repair	£10.95
Rear wing arch repair	£10.95
Sill, Herald/Vitesse	£9.00
Door skin, ORIGINAL PRESSING	£30.00
Bonnet 'D' plate, Herald/Vitesse	£8.50
Rear centre valance (original Vitesse)	£32.00
Rear centre valance (original Herald)	£35.00
Comp. bonnet front panel, Herald 13/60 ORIGINAL	£45.00

ALL CHASSIS & OTHER PANELS STOCKED — PLEASE RING

PANELS — SPITFIRE / GT6

Front valance, Spitfire I/II/III, GT6 I/II	£58.00
Rear wing, Spitfire IV, GT6 III ORIGINAL	£99.00
Front wing, Spitfire IV, GT6 III	£38.50
Front wing, ORIGINAL, Spitfire I/II/III, GT6 I	£44.50
Front wing, ORIGINAL, GT6 II	£66.00
Sill, all Spitfire / GT6	£10.00
Rear wing, ORIGINAL, Spitfire I/II/III, GT6 I/II	£48.00
Rear valance, Spitfire I/II/III, GT6 I/II	£32.00
Rear valance, Spitfire IV, GT6 III	£28.00
Boot floor, all models	£36.50
Door skin, Spitfire I/II/III, GT6 I/II	£15.50
Door skin, Spitfire IV, 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 FOR SPITFIRE & GT6 STOCKED — PLEASE RING

MECHANICAL / SUSPENSION / STEERING

Front trunnion / swivel, ORIGINAL STANPART	£11.00
Steering rack, EXCHANGE	£26.00
Driveshaft, all models non rotoflex	£45.00
New propshafts from	£65.00
Front vertical link, Vitesse/GT6	£33.00
Front vertical link, Herald/Spitfire	£35.00
Front wheel bearing kit inc. hub felt (state model)	£9.75
Top ball joint, all models	£8.50
Track rod end, all models	£4.95
Universal joint, all models, with grease nipple	£4.75
Front shock absorbers, all models	£15.50
Rear shock absorbers, all models	£15.50
Rear full wheel bearing kit, rotoflex models	£12.95
Rear full wheel bearing kit, non roto models	£11.50
Rotoflex coupling and bolts, GENUINE	£25.50
Rear leaf spring, Spitfire IV/1500, GT6 III late NEW	£48.50
Rear leaf spring, Spitfire I/II/III NEW	£46.50
Rear leaf spring, GT6 I/II/III, roto NEW	£49.50
Rear leaf spring, Herald NEW	£58.00
Rear leaf spring, Vitesse 1600 I, NEW	£58.00
Rear leaf spring, Vitesse II, NEW	£60.00

FUEL SYSTEMS & CARBS

Petrol tank send unit, Herald/Vitesse	£22.50
Petrol tank sender unit, Spitfire	£18.50
Fuel pump, Herald/Spitfire	£11.50
Fuel pump, Vitesse / GT6	£18.50
Petrol pump new, ORIGINAL Spitfire IV/1500	£125.00
Carb repair kit (Stromberg) inc. needle valve	£9.95
Carb repair kit (SUs) inc. jet	£11.95

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Rubber bumper set, Herald	£99.00
Bumper and end cap, aluminium, Herald	£6.75

BRAKES ETC.

Brake disc, 4 cylinder models	£11.25
Brake disc, 6 cylinder models	£14.00
Wheel cylinders, state model	£6.95
Brake hoses front/rear, state model	£6.75

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Engine mounts, 4 cylinder	£3.50
Engine mounts, 6 cylinder	£5.00
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Standard gearbox mounting	£1.60

COOLING SYSTEM

Water pump, Spitfire IV/1500 (non viscous)	£24.50
Water pump, Spitfire 1500 (viscous)	£33.00
Water pump, Herald/Spitfire	£24.95
Water pump, Vitesse / GT6	£26.00
Radiator overflow bottle, all models	£4.95
Radiator overflow bottle cap	£1.20

HOODS, CARPET SETS & INTERIOR TRIM

Hoods, Herald/Vitesse — original quality	£66.00
Hoods, Spitfire zip rear window, ORIGINAL quality	£68.00
Carpet set, Herald/Vitesse, tufted and bound	£65.00
Carpet set, Spitfire, tufted and bound	£65.00
Carpet set GT6, tufted and bound	£75.00
Car seat recovering kit, Spitfire IV/1500 black (car seat)	£68.00
Door trim panel, Spitfire IV/1500, black	£18.00
Door trim panel, GT6 — state model	£20.00
Pair rear 1/4 panels, Spitfire IV/1500, black	£25.00
Glove box, Spitfire / GT6, each	£12.00
Pair of sunvisors, Spitfire IV/1500, GT6 III	£27.00
Pair of door trim panels, Herald — all colours	£43.00
Pair of door trim panels, Vitesse, all colours	£55.00
Underdash millboard panel, Herald/Vitesse	£12.00
Car set f/seat recovering kit, Herald 1200/Vit 1600	£90.00
Car set f/seat recovering kit, Herald 13/60/Vit I/II	£110.00

ALL OTHER TRIM AVAILABLE FOR ALL SPITFIRE GT6 & HERALD / VITESSE.

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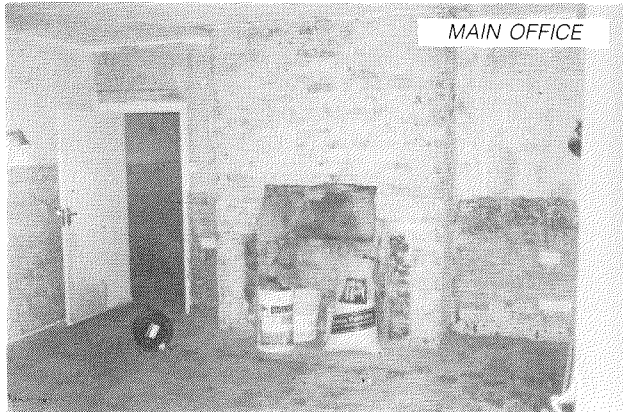
T.S.S.C. NEW PREMISES. MAIN STREET LUBENHAM (0858) 434424

“THE WORK BEGINS”

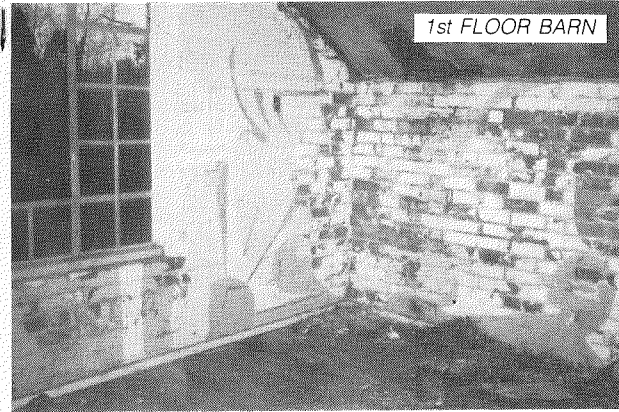
This selection of photos shows the condition of the premises as found, and also work in progress during renovation plus the site clearance. Most of the work was done by the Harborough 'TEAM' during evenings & weekends. The results next month.



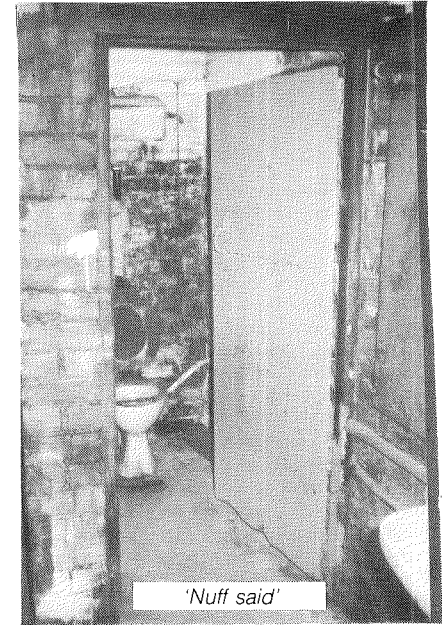
'Thorough Job'



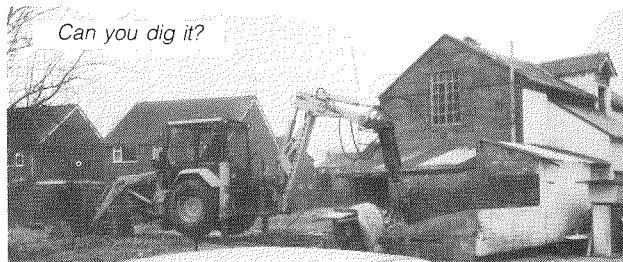
MAIN OFFICE



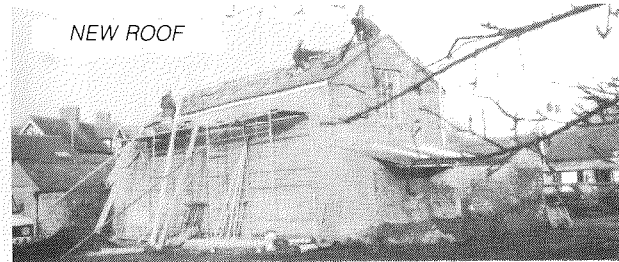
1st FLOOR BARN



'Nuff said'



Can you dig it?



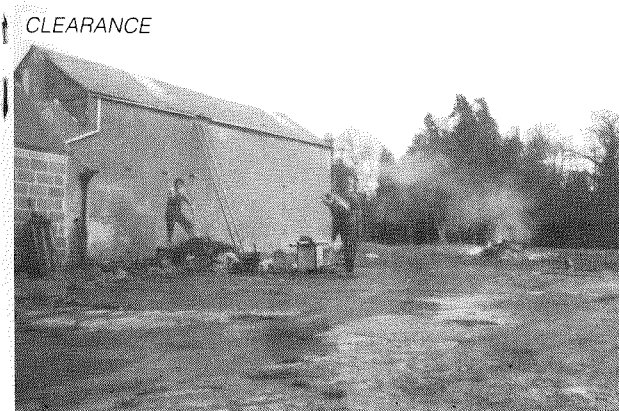
NEW ROOF



'Gutter clearance'



SITE



CLEARANCE



'Gentle adjustment'



1991 RACING NEWS

KIM PEARSON

WELL, here we are again, with a new Racing season about to start. I don't know about you, but 1990 sure went fast.

This is really just a short piece of introduction on my part, before my Word Processor really gets a hampering once the Races get under way in a few weeks time.

Firstly, I must thank all the drivers of last years championship for an excellent and entertaining years racing. And congratulations, of course, go to all the winners! Stefan Antolik for overall championship, Kevin Ginger for class A, Guy St John for class B, Eddie Wilkins for class C and a well done to Marc Amschwand for the Novice of 1990 Award, and a Better Luck next time, to Pete Whiteman, who won the Hole in the Piston award. I also have a 'Goodbye' announcement to make to Stefan, who will not be racing again with the T.S.S.C. because he and his wife have moved to Dorset with Stefan's job, and they can't afford it. Stefan's car is actually up for sale, and was advertised in the last few Couriers, for any of you budding drivers out there, who might want a fully race prepared class A Spitfire (overall winner), why don't you check it out. Incidentally, just to cover my own tracks, the last I heard it had not been sold.

I have just one more point to make, before I give you a list of this years Race dates.

For those of you that don't already know this, 1992 will be a year very hard to obtain Race Licences, so if you would like to race but don't want to do it until 1992, it is advisable to obtain it this year (1991) because come 1992 you will only be issued with a licence if you have had prior experience at a race school.

I will be obtaining more information on this in the near future and will keep you posted on any changes as I receive them.

Just out of interest, how many of you read Autosport, well, in the 31st January issue, I happened to read a small article that stated that the RAC MSA has made the wearing of fire-resistant clothing in races mandatory. This ruling will take effect on March 1, 1991, and includes that, overalls, gloves, socks, balaclavas and underwear are all fire-resistant.

Now to this years racing dates.

LYDDEN HILL	10th March
SNETTERTON	29th March
MALLORY PARK	19th May
SNETTERTON	27th May
OULTON PARK	15th June
PEMBREY	22nd June
BRANDS HATCH	28th July
LYDDEN HILL	11th August
CADWELL PARK	18th August
PEMBREY	7/8 September *
LYDDEN HILL	29th September

* To be confirmed

The Triumph Sports Six Club Championship, although very proud of previous years races, would like to see more drivers out at the meetings, so if you are interested in racing, or would just like to ask reassuring questions, I am sure that any of the drivers would be more than happy to help, why don't you come to our first meeting and have a chat with us. In saying this, don't only make our first meeting your only one! We need your support as spectators. SEE YOU THERE!!!!!!

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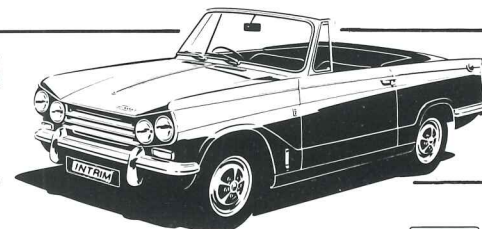
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TRIUMPH RACING



(On a budget)

Simon Adamson

HOW many of you out there would give your right trunnion to have a good old dice out on the race track, behind the wheel of your favourite Triumph?

Well, for those who would, but like myself, find it expensive and dangerous enough simply driving one on the road, how about this as an alternative... Buy yourself a slot racing set. The most affordable way of doing this is to buy second hand — you would be amazed at how much Scalextric turns up in charity shops!

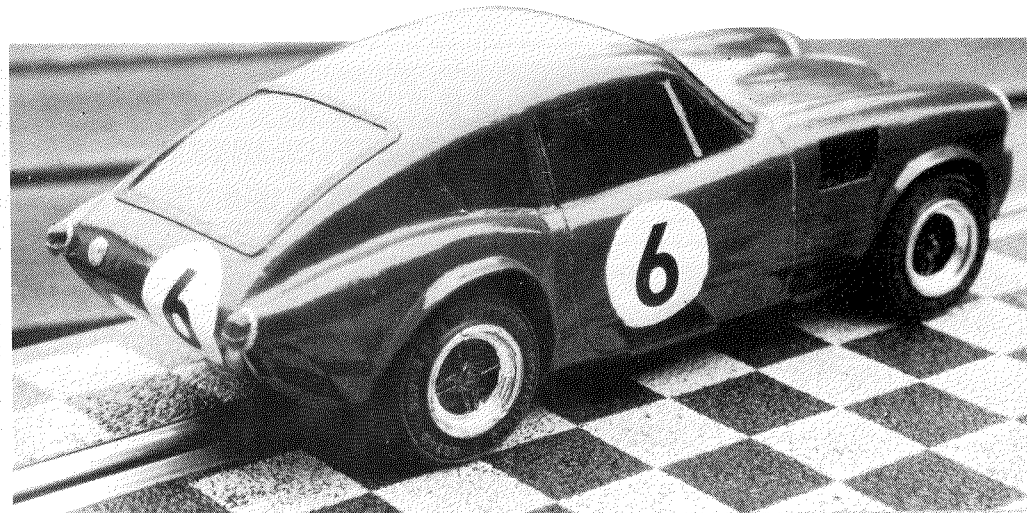
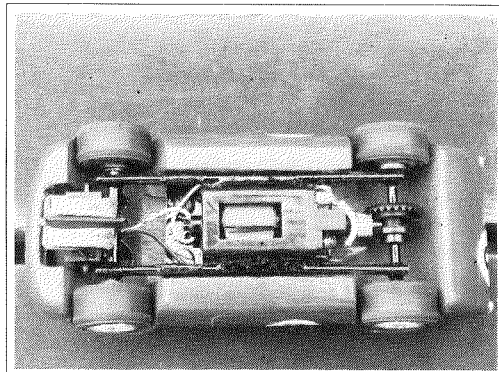
Having searched around long enough in order to find sufficient bits and pieces to build your very own scale version of the Nürburgring, you will no doubt have discovered a very serious oversight on the part of slot racing set manufacturers — NO Triumph cars! That is, of course, ignoring the Scalextric TR7 (as I am sure many would wish to) and the very rare TR4 produced in the 60s.

"BLUE PETER"

The solution to all this lies in the following: a hastily drawn scale plan of your club car, a block of hard grade balsa, some celluloid sheet, steel wire, brass tube, a baked bean tin (empty) and that old aerosol that you didn't quite use up on your last budget body repair. It is also an asset to be able to draw

on the practical wisdom amassed from ten years of 'Blue Peter' episodes.

From this unlikely assortment, given a spare weekend (with a month either side), you should be able to produce a running miniature of your Triumph in full racing trim, just like the one in the photograph, which I finished before writing this article.



My 'modsport' GT6 was built in 1/32 scale for Scalextric track. It was carved from one piece of balsa block, which was hollowed out just sufficiently to take the motor in its tubular brass and bean tin chassis. Wheelarches, windows and headlamps were made from the celluloid sheet. Standard Scalextric parts used were the wheels, tyres, track guide, motor and gears — all of which are easily obtained from old broken cars.

The completed model, finished in Valencia Blue, weighs just 1 3/4oz and tends to take off at high speed, just like the real thing!

My only problem now is the lack of any suitable competition for it. I may be forced to build a Vitesse or even an MGB... I know there are other T.S.S.C. members interested in slot racing, so how about a race championship!



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HERALD/VITESSE

Herald/Vitesse front wing D plate 703627/8	£6.50 each
Boot Hinges 604917/8	£16.00 pair
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 panels	
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
Water pump 216939/GWP128	£25.00 each
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

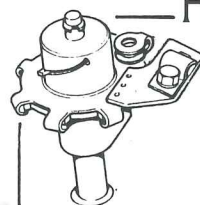
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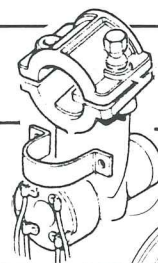


HEATER VALVE SPITFIRE 1500

724021 £25.00

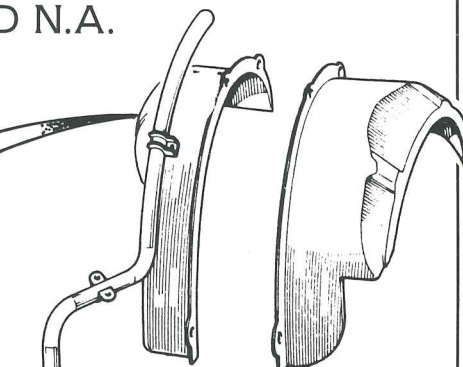
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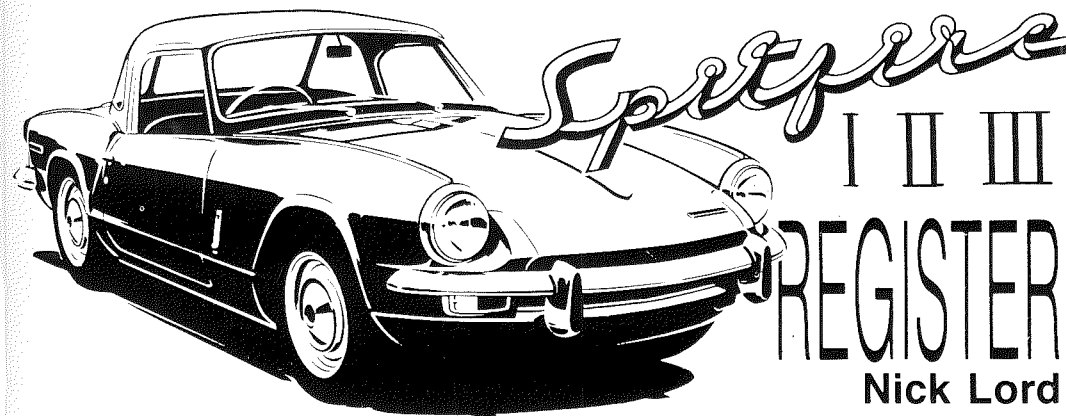
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APOLOGIES for the missed report last month. Life is so busy at the moment I haven't even had time to attend my local Leicester meetings, due to being away, and rehearsals for the village pantomime! The first Spitfire to be entered in Historic Rallying is owned by club member Simon Evans. It is based on a Spitfire 4 although its specification is heading towards 'works spec', as used by the Triumph team in the mid 60s. The main difference from the works cars is the lack of aluminium in its construction, both in the body which is ALL steel (glass fibre being banned by the regulations), and the engine, which lacks an 1147cc eight port head. The engine being used is prepared by Steve Phillips who also built the supercharged motor in Lewis Jones' MkIII Spitfire.



In order to help finance his assault on this year's Top Gear/British Motor Heritage Historic Rally Championship, in which he finished third last year

Simon has obtained backing from what may at first seem quite an unlikely source, the 'M.G. Machine' in London's Western Avenue, who are

keen to promote the fact that they can now supply parts for Triumphs too and if they don't have the part in stock, they can usually get it at short notice. Give them a call on 081-743-6090 and mention the TSSC and the car.

The car's best result to date was on the Classic Rally of the Vales where, driven by Simon's usual co-driver 'Bieka' it came fourth overall. This rally also featured two other Spitfires, one of them a MkIV winning its class.

It's pre-season rebuild should now be finished in readiness for the Longleat Historic Stages and the RAC/Historic Rally of Great Britain at the beginning of March. Any success that the car has will be put in the Courier — watch this space!

OPTIONAL GAUGES

Most cars have warning lights to show a lack of oil pressure or that the battery is not being charged. However, warning lights usually only respond to major changes, telling the driver that something has gone wrong. They do not tell you that something will soon go wrong unless you do something about it. On more modern cars warning lights do perform this function, but not on our Spitfires.

However, gauges such as oil-pressure and ammeter can give early warning of trouble. Their dials give an immediate indication of any change, allowing you to spot any deviation from the norm and so trace and rectify the fault. Obviously, such gauges could help prevent a fire or an engine seizure. Another gauge which is extremely useful, and if fitted to our cars is the tachometer, which of course shows how fast the engine is revving, and gives the maximum performance available in each gear.

The following is a list of instruments that can be fitted to give different information.

Oil-Temperature Gauge.

This can give warning that the engine is overheating. An abnormal rise indicated on the gauge is a danger signal.

Vacuum Gauge.

This is connected to the inlet manifold and can indicate causes of high consumption and erratic running.

Voltmeter.

This shows the state of the battery charge when the ignition is on.

Brake Performance Meter.

Shows braking and acceleration figures.

Altimeter.

Shows height above sea level by air pressure variation (useful for hump-backed bridges, Leon!)

Speed Pilot.

This correlates an altimeter and a clock to give

a continuous indication of average speed.

Oil-level indicator.

As the name suggests, this tells you the oil level. Very useful, I have one in the Citroen as standard — no more wondering where to wipe the dip stick. To expand on the two most common, and perhaps two most useful gauges, here is a fitting guide to an ammeter and oil-pressure gauge.

AMMETER

The ammeter gives information about the condition of the battery, the car's charging system and circuitry information. By giving a negative reading when the engine is running above idling speed, the ammeter will indicate either an electrical fault or an excessive load on the system. The sequence shown underneath is for cars fitted with dynamos. For those of you with alternators, then connect the ammeter to the solenoid.

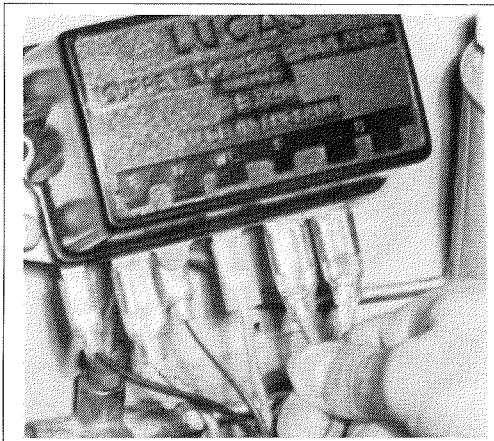


Fig. 1. Disconnect the main power feed cable from the voltage regulator box.

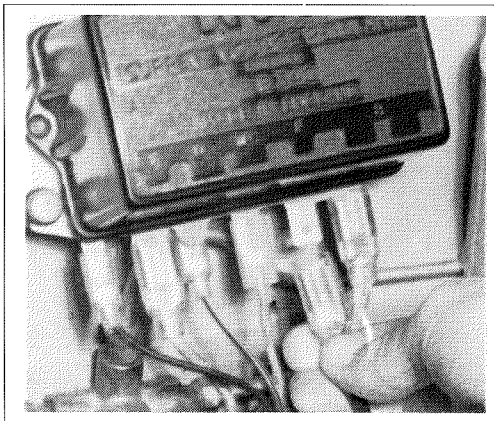


Fig. 2. Connect one black wire from ammeter to power feed terminal on the regulator.

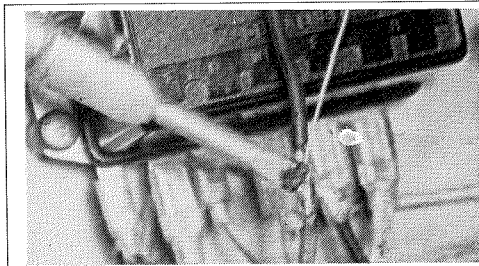


Fig. 3. Solder the other black wire to the wire removed from the control box.

There are two points to watch when fitting an ammeter, always disconnect the main battery until installation is complete, and secondly, check the installation when the work is finished by switching on the headlights. This should produce a negative reading. If it shows positive, disconnect the battery and reverse the wires on the ammeter terminals.

OIL-PRESSURE GAUGE

This gauge can provide many clues to what's going on in your engine, things that wouldn't be shown by an oil warning light. Low pressure could indicate insufficient oil in the sump, worn bearings or a blockage in the lubrication system. High pressure can be caused by a faulty pressure-release valve, or by thick, cold oil circulating through the engine, in which case high engine revs should be avoided until the oil has heated up and can circulate more freely. In fitting an oil-pressure gauge it is worth retaining the oil warning light as this can catch your attention more quickly than the gauge if there is a sudden large drop in pressure.

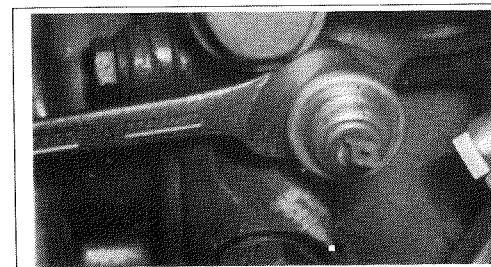


Fig. 1. Locate the oil-pressure warning light switch on the engine and remove it.



Fig. 2. Screw T-piece into the engine casing in place of the warning light switch.

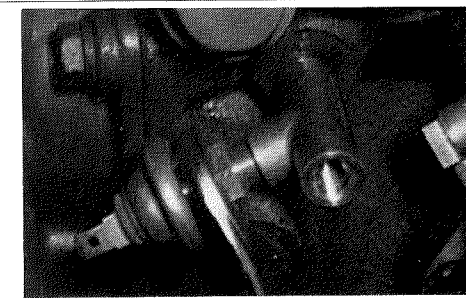


Fig. 3. Connect the oil pressure warning light switch to one branch of the T-piece.

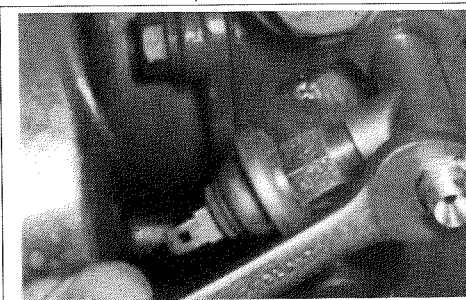


Fig. 4. Screw the oil pipeline connector into the remaining T-piece connection.

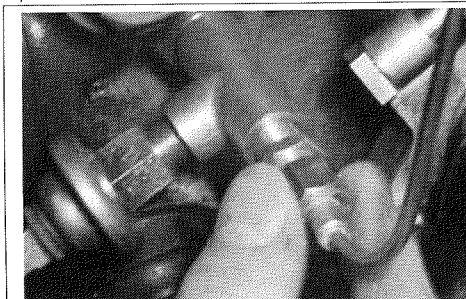


Fig. 5. Fit the pipeline into connector using the end of pipe with the coned union.

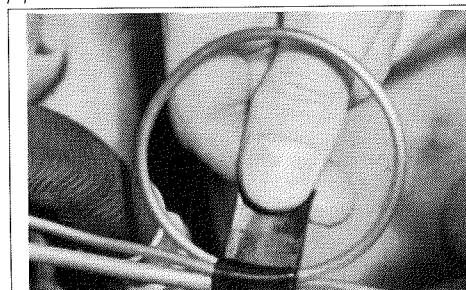


Fig. 6. Coil pipeline to take up engine vibration. Connect other end of pipe to gauge. That's all for this month folks.



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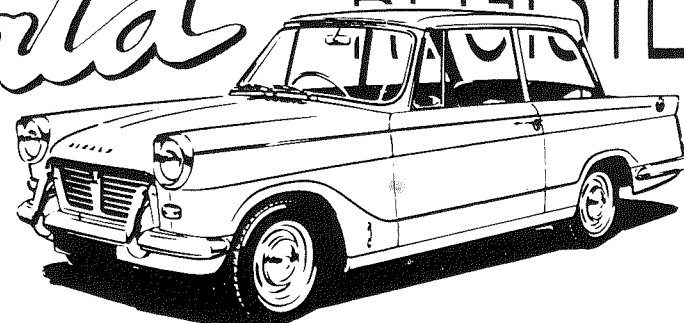
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Fan belts	each	2.25

Herald REGISTER

Chris
Longhurst



STEERING RACKS

Rack Bush

Removal of rack (sizes are for spanner)

1) (Optional) Remove engine side valances for ease of access (not if you have drum brakes, unless you want to disconnect the brakes!)

2) Remove rack by first undoing the track rod end nuts (9/16 AF spanner) and breaking the interference fit taper with a ball joint splitter. Undo the bolts (7/16 AF spanner early, 1/2 AF later or replacement) holding the UJ to the rack pinion and column. Undo the four (1/2 AF) holding the rack U-bolts to the chassis cross member. Remove the rack, hit the UJ with a mallet if it is rusted onto the pinion or column splines.

Replacment of bush (Pt no 128002)

3) Remove both rubber gaiters. Then remove the NS inner ball joint — knock back the tags on the lock washer and undo the lock nuts (2 x 1/5-16 spanners or adjustables required). Remove cup nut, sleeve nut and lock nut from rack and pull the rack through the rack box. Remove the pinion (circlip on later cars).

Place the rack box, bush end (NS) down, in a vice and knock out the old bush. The bush must be knocked outwards, not down into the rack, as it sits on a 'shelf' inside the NS end of the rack box (Fig.).

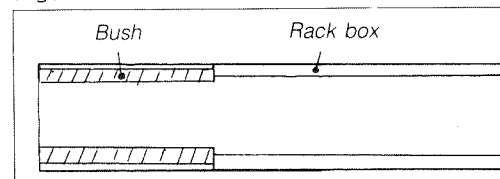


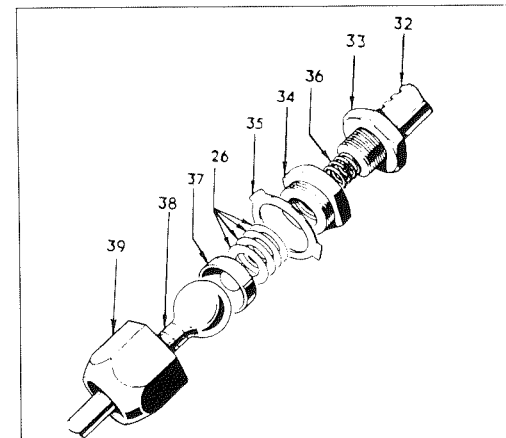
Fig. Bush in NS end of rack box.

A drift can be improvised with a Draper 1/2 AF socket (nut end first) and a long bar. Otherwise a 27/32" diameter drift will be required.

Before replacing the new bush, place it in the deep freeze for 3-4 hours and heat the rack end gently (NOT to red heat) with a blow torch. Place the cold bush into the hot rack and and knock the bush in flush with the rack end. Do not hit the bush directly (it is easily damaged) but place a piece of metal over it and hit this.

After allowing the assembly to cool, grease the NS end of the box and replace the pinion (with shims as removed) and the rack.

Replacement/renewal of the inner ball joints will be covered next month.



Components to be removed before sliding rack from rack-box.

33-lock nut, 34-sleeve nut, 35-tab washer, 39-cup nut, 32-rack, 38-inner ball joint, 36-spring, 26-shims, 37 thrust cup.

SWINDON

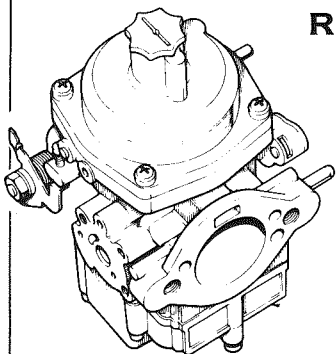
Classics

1960's
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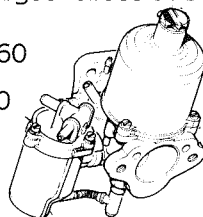
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Stromberg carb. rebuild kit, diaph/gasks./seals	£12



SU HS2, Spitfires I, II, III	£60
SU HS2, Spitfire IV	£60
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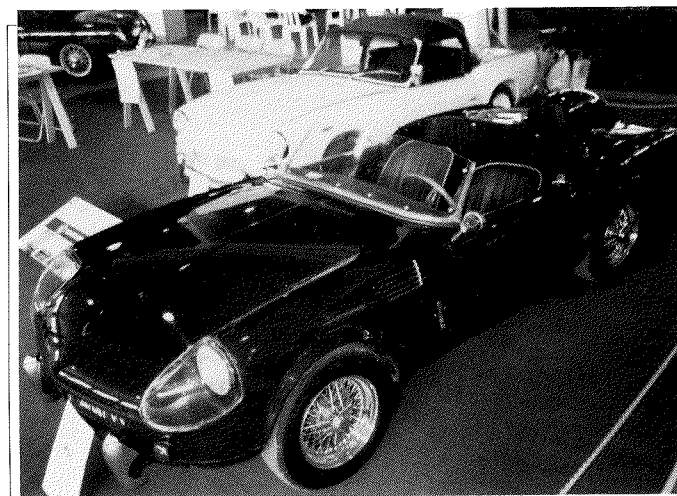
LEON F GUYOT

As I write this, minus ten degrees Centigrade outside, more than a foot of snow on my Herald, the roads covered in dirty slush, salt and broken down modern vehicles, as public transport system in disarray.

Two and a half hours to get twelve miles home from work on the railway, frozen and jammed electric train doors being forced with jemmies, such is life in London, February 1991. Never mind, I've got plenty of anti-freeze in my cooling system and synthetic oil in my engine which does not thicken up when it gets very cold, meant that I could start my 24 year old Herald when my neighbour couldn't start his 2 year old company car!, so there is still some justice.

" MACAU REPLICA "

I have recently received a letter from Luca Bellinello of TSSC Italy area, telling me about their participation in the Classic Car show at Padova (Padua), from 10th-11th November 1990, the show had 40,000 visitors, and could have done the TSSC no harm at all. 2 cars were shown by TSSC Italy area, including the white 1962 Spitfire 4 of Guiseppe Montini from Brescia and the aggressive BRG 1964 Spitfire 4 (Macau Replica) of Paolo Borghi from Pauia. I'm sure that the TSSC membership would join me in thanking everyone involved in making the TSSC participation a success.



Another very interesting article in the second edition of the Italy area's newsletter, was the reproduction of a letter written by Edgarod Michelotti, who is the son of Giovanni Michelotti, the man who designed the bodywork on almost all our club cars, and many other fine cars besides. I believe that this letter was originally published in various Italian Classic car magazines by Edgardo, and to the best of my knowledge, has not yet appeared in any English publication. Please bear with me if the translation is not perfect, as I did it myself with only the aid of a dictionary!

" THE MICHELOTTI REGISTER "

Carissimo

Some Classic Car enthusiasts have been in contact with me. My silence to date is regretted, and I promise to urgently make an effort to find the time to work out the structure for a Historic Automobili Register. In the last month (Sept. 1990) I have begun to set up the foundation of the register, with the effective assistance of my friend, Carlo Otto Brambilla, when we meet in the future. Briefly, to illustrate the ideas' regulations.

- 1) The Historic Michelotti Register, is a register-business, not a club, nor an organisation, which lists the motor cars designed by Giovanni Michelotti (up to 1979), and of Edgardo Michelotti (from 1980), produced in unique models, little series, and large series, in the production of the coachwork, concerning the motor cars.
- 2) The register will bring together suitable and original vehicles, and documentation is invited.
- 3) The survey of the motor cars, will need forwarding of photographs, and of photocopies of documents relating to the cars.
- 4) To the owners of the motor cars, who are members of the Historic Michelotti Register will be sent;
 - i) An official letter of registration for the motor car showing an allocated registration number.
 - ii) A numbered badge in enamelled metal of the historic Michelotti register for attaching to the Motor-Car, for the first time.
 - iii) A 'passport-booklet' of the motor car, where the

future, historic, and present dates of ownership are noted.

5) To register, the estimate is one payment in the sum of 150,000 LIRE, ie, £69.

6) The Historic Michelotti Register will be arranging non-competitive rallies and meetings.

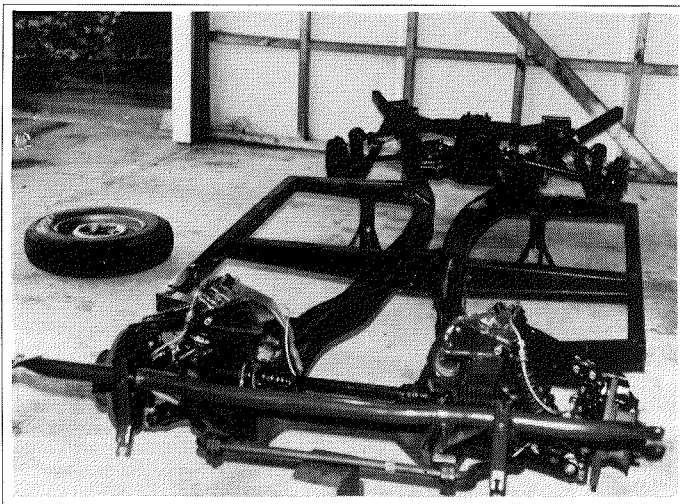
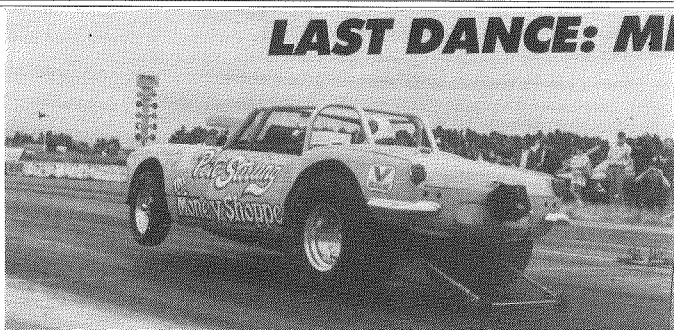
The 'next' rally will be at Turin, and is forecast for the end of October 1990 (last year). I enclose an application form (NOT ENCLOSED), for participation, to use for one car, in case of more cars, photocopy.

You may be certain of a welcome to the meeting, and I use this occasion to extend my utmost and cordial best wishes.

Edgardo Michelotti. 1st October 1990.

Registro Storico, Michelotti
(Historic Michelotti Register)
Strada Comunale Dei Boschi, 8,
10092 Beinasco (to) Italy.

OK. Now I'm back with you. I can tell you that the 'badge' at the top of the letter which is too small to reproduce, seems to read '1949-1989' 'Registro Storico Michelotti'.



I've also had a letter from Bob Larsen in Levin, New Zealand who tells me that he owns a 1968 Vitesse which has been under a 2 year on-off rebuild, and a 2500TC saloon, the family car. The Vitesse chassis (above) shows late Spitfire swing spring, front anti-roll bar and uprated springs, Koni's and braided brake hoses. Vitesse's are very rare in NZ, and rarer still in Levin, Bob's is the only one!

The second photo was taken in Jan 1990 at the Manfield race track and shows the family Triumph 2500TC saloon, a GT6 II and a 2 Litre Mark II Bond Equipe, a Mazda RX3 and obscured, a Spitfire MkIV.

Bob tells me that the three cars in the November Courier inspired Bob to send in the following story — what must have been the most powerful 'Spitfire' in the world, before the crash — the only Triumph parts on the car were the outer body panels.

Pete Stirling's Spitfire Gasser amazed everyone who witnessed it, not only for its incredible 9-second times from only 336 inches of naturally aspirated Chevrolet engine, but for its exciting wheels-up launches which made the car a firm crowd favourite at its' home track, Ruapuna Dragway. The car reset the National B/Gas Record at 9.674/141.4 mph on Ruapuna, 19th November 1989, and on it's final run, went quicker and faster than it had ever gone — 9.5 at 144mph. Only seconds later on that very pass, the blue car came to rest in a cloud of dust on Ruapuna's 'infield', after rolling six times at a horrific speed, and strewn parts from its flight path to destruction for hundreds of feet. Pete unstrapped himself and climbed out with a few bruises and minor cuts, walked away and swallowed a can of coke. In retrospect, Pete said the car was going faster than it was built for and was consoled by the fact that at least the car had reached and exceeded his hopes during its short and furious life. While the Stirling Spitfire's life lasted only two years on this earth, it packed a decade of thrills into that time, and South Island (NZ), race fans will never, ever forget it. Thanks to Bob Larsen and NX Hot Rod Magazine, January, 1991 Issue.

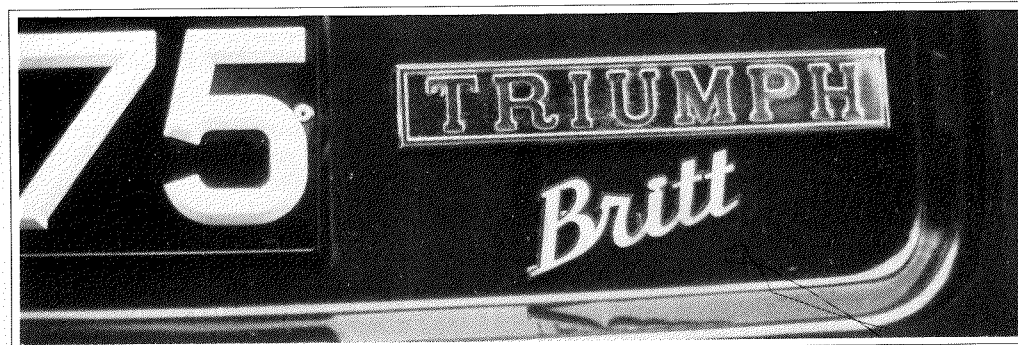
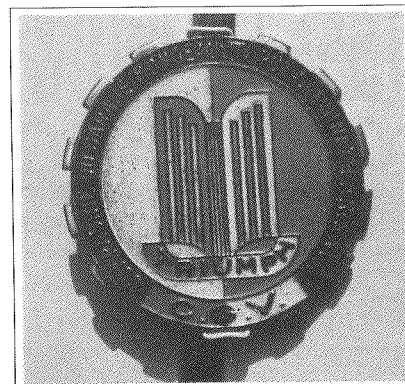
Now, I know that it has long gone, and has already been reported, but I have received some photos (below) of John Woolley's participation in the Pirelli Classic Marathon-Belgian stages - as taken, and supplied by Guy Labbe in Ypres, I think.

I include them here for several reasons, and I hope everyone noticed Nick Wright's mentioning the TSSC on the top gear T.V. coverage of the event, the only Classic Car Club who's name was mentioned on the programme! Well done Nick. Also shown is Alison Woolley's Spitfire 4.

I don't know if members are aware, but in France, the 13/60 was, and is considered the 'Tres Chic', especially in Gay Paris, but the 13/60 was not marketed just as the Herald 13/60, contemporary brochures referring to the car as the Herald 1300 'Britt', with the estate known as the Herald 1300 'Britt' Break, and the Convertible, as the Herald 1300 'Britt' Decapotable.

The exclusive French importer was Voitures Paris Monceau, located at 114 Rue Cardinet, Paris 17e, and 144 Champs Elysees, Paris 83., with 200 agents in France, as they say; 'Triumph: La Vitesse dans La Securite.'

Here is a photo of the Grille Badge, as supplied by the Parisian distributors during the 1960's. The wording, which you may not be able to discern is: 'Compagnie du Garage Monceau — 114 Rue Cardinet Paris XVII'.



John Woolley, Nick Wright and Guy Labbe



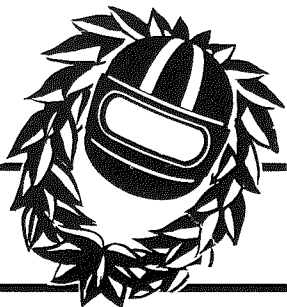
The Spitfire 4 of Alison Woolley

Finally, I can give some details about the Stichting English Car Rally on Sunday 9th June, 1991, at Valkenswaard, Southern Holland, from 9am-6pm. Entrance costs 7.5 HFL each, about £2. Rally plaque is provided for the driver. Concours D'Elegance (original cars) 12 noon-2pm with Sprint/Slalom 2pm-4pm., also autojumble and many other attractions.

For full details contact: Stichting English Car Rally, Kees V. Schuppen, Warmondstr 3, 4273 EW, Hank, Holland. Apparently, the subscription closes on 15th February 1991, but since the organisers have not sent me any notification about this event, and I only found out from the Dansk Triumph Automoklub mag I could not tell you any sooner than this! Under the circumstances I suggest you telephone either Kees V Schuppen 01622-3849 or Frans Diekhaus 04498-59682 or Jos Jurriens 043-649467 (all in Holland). Until next month, drive carefully and keep warm!

TSSC SPRINT & HILLCLIMB -CHAMPIONSHIP-

By Neil Sleightholm



FOLLOWING my article in the December edition of the Courier, only three people contacted me to say they were interested in competing this year (although I appreciate that it has not been easy to reach me recently).

From this response I can only presume that there is not sufficient interest to organise a full Sprint and Hillclimb championship.

Additionally, due to pressure of work and an impending house move I do not feel I am able to give the necessary time to organise the championship properly. It is also unlikely that I will be able to compete again this year so I am not in contact with those members who do not compete to get their feed-back on the events or to write reports on them. So I have decided to stand down as competition secretary.

If anyone is prepared to organise a championship, please contact me and I will give them any help I can.

If there are any members who wish to compete, I would recommend the BARC/CCC Speed Championship. This year the BARC has a class specifically for 'Marque' sports cars and most of our cars will be in this class, so you will be competing against similar cars. Details can be obtained from Ian Bax, Speed Championship Secretary, 34 Norfolk Farm Road, Pyrford, Surrey, GU22 8LF. Tel: 0483 715332.

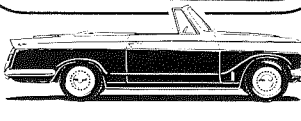
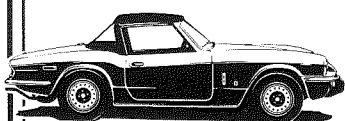
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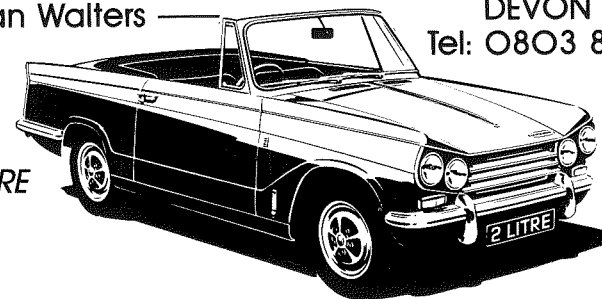
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Inner Door Glass Strip (furlflex) (each door) ..	\$2.50

SEALS - SPITFIRE IV/1500 GT6 III

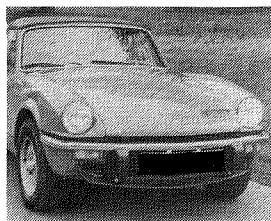
Windscreen Seal	\$15.00
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Herald Vitesse Restoration

Part Two

Peter Williams

Initial Dismantling

HAVING introduced the car last month, work now starts in earnest to prepare the car for the large scale efforts to come. As few of us are unlikely to have anything more than a single garage (and some not even that), you have to decide where any parts to be removed are going to be stored, particularly regarding safety aspects.

They do take up a lot of space. The loft is a good place for seats and other trim panels whereas bulky items such as the bonnet and wheels may well have to be stored in the garden under a suitable cover.

A useful maxim at this stage is not to throw anything away until you're sure you don't need it, and then to think again before you do.

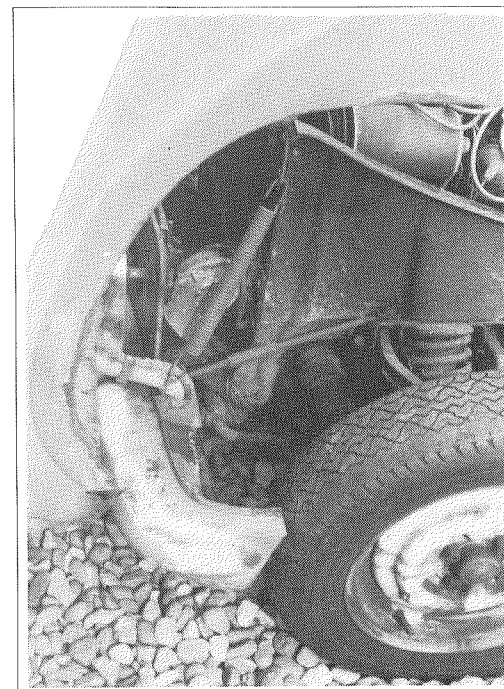


Figure 17. Assuming the relevant bolts aren't rusted up, removing the bonnet on both Heralds and Vitesse should be a relatively simple affair. Start by unhooking the bonnet counterbalance spring - shown here on a 948 Coupe. Unbolt the front valance and remove the chrome bumpers (three bolts on 948/1200 Heralds and two on 13/60's and Vitesse). Free rusted bolts with copious amounts of easing oil and/or by heat from a blow lamp. At worst, grind off the bolt heads and clean up any parts to be re-used at a later date on the bench. With the bonnet down, undo the bonnet-frame hinge bolts at the end of the adjuster bar.

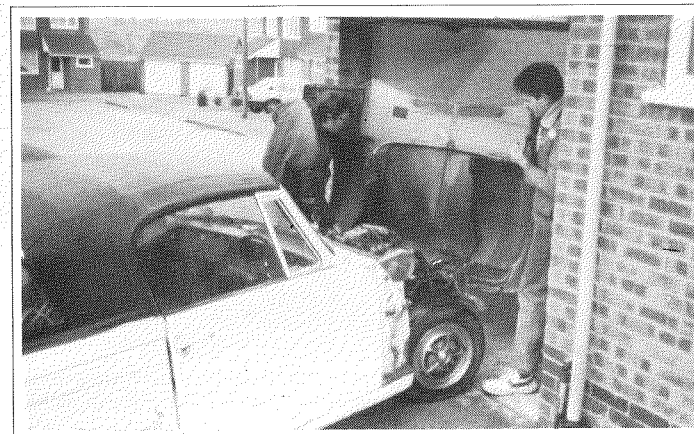


Figure 18. You can just about lift the bonnet off yourself but it's best to avoid any possibility of injury by enlisting the help of one or two friends. Take the weight and manoeuvre the frame around the chassis.



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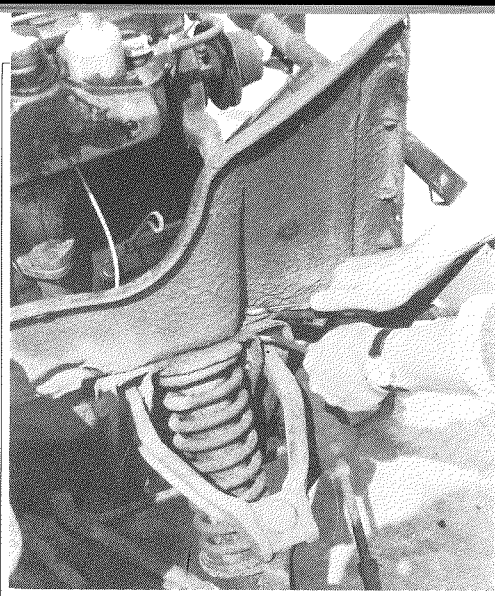


Figure 19. Full access is now available to unbolt the radiator. The other end of the adjuster bar can also be removed followed by the engine bay valances.

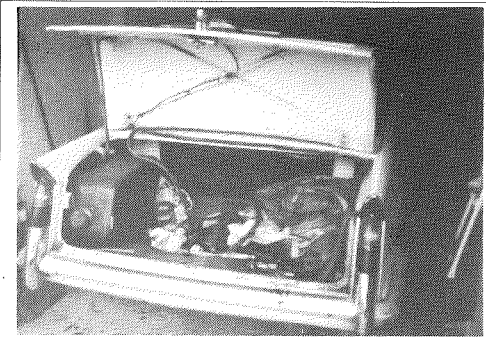


Figure 20. Moving to the back of the car, unhook the bullet connectors on the wiring loom to the number plate lamp, unscrew the hinge/boot stay bolts and lift off the boot lid. Any items such as the boot seal which you may wish to refit should be stored safely. Organise some type of parts logging/storage system now or preferably sooner!

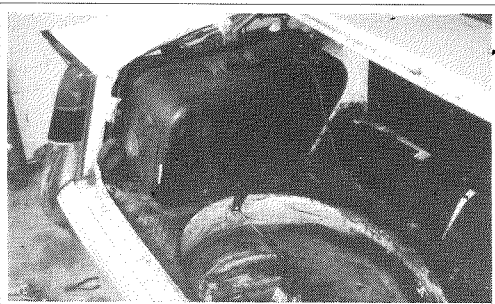


Figure 21. Of obvious importance is the removal of the

fuel tank. Firstly make sure it's fully drained by easing off one of the flexible connectors along the feed to the fuel pump. **Only store spare petrol in approved tanks away from where you're rebuilding the car or better still pour it straight into another vehicle.** Undo the surrounding brackets' set screws and on the larger Vitesse tank the extra screw into the side of the spare tyre well.

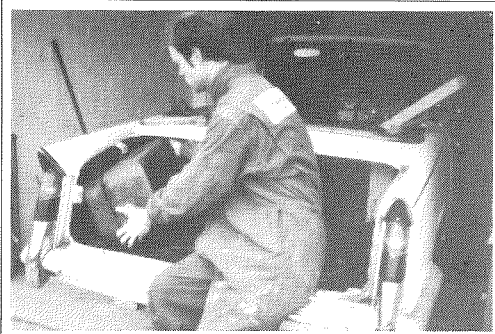


Figure 22. With the fuel cap removed, manoeuvre the tank out of the boot and store in a safe place well away from sparks and other sources of heat.



Figure 23. Unclip the front catches and then release the screws securing the rear of the hood followed by the bolts on the inside of the B-posts. Lift off the hood.

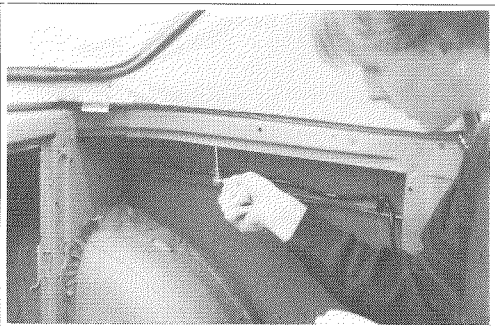


Figure 24. For Saloons and Coupés, the roof can be removed by releasing half a dozen or so bolts around the rear edge, plus bolts along the top rail of the windscreen surround.



Figure 25. Where applicable, disconnect the roof-light wiring loom and lift off the roof. Store any wood packing pieces that there may be along the side of the rear deck for re-use - one can be seen just under the right hand of the rear side roof lifter (thanks, little bruvver). Note that some force may be required to release the front edge of the roof from the windscreen rail due to age-hardened sealer - push up from beneath with your feet. It's also a good idea to remove the front screen. The classic way is to push it out with your feet but I've learned by hard experience that it's safer to gently lift it out after cutting away the windscreen seal with a heavy duty Stanley knife.

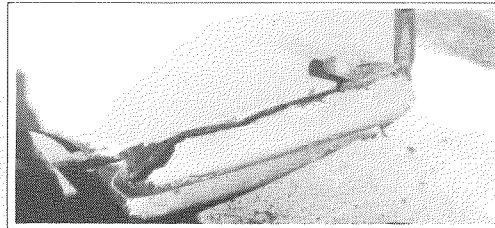


Figure 26. The rear valances on most Heralds and Vitesse are held in place by large self tappers and clips but on very early Heralds they were welded in place and where necessary will have to be cut off. Fix replacements using the same fittings as used on later cars.

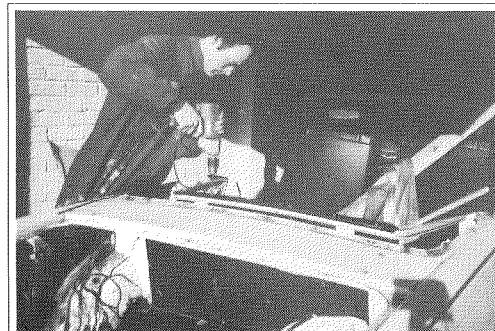


Figure 27. Turning now to the inside of the car, convertible rear seat backs are fixed by clips and pop rivets. Drill out...

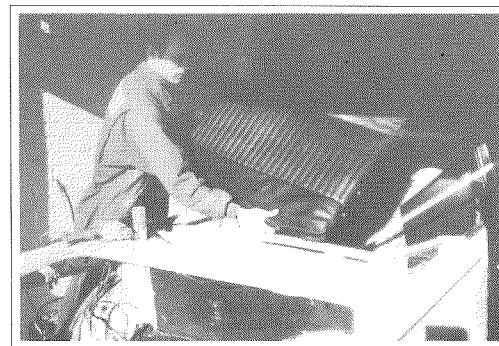


Figure 28. ...and remove.

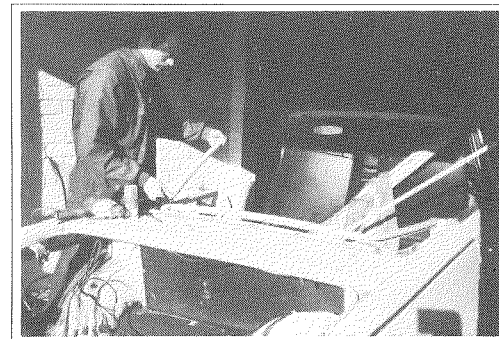


Figure 29. Other bits of trim can be unclipped and removed where required.

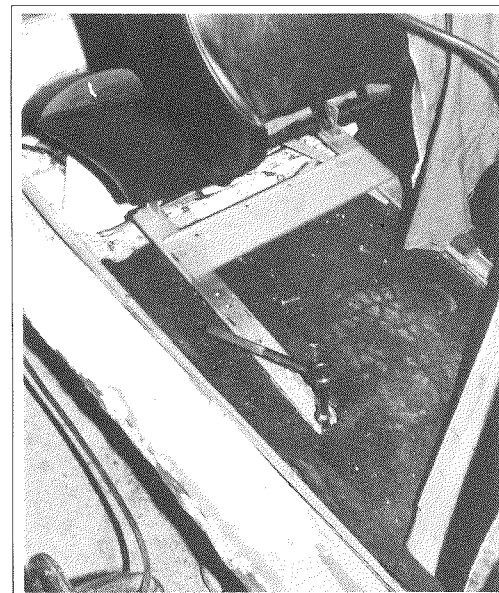


Figure 30. Front seats are held in place with four large self tappers. Slide the seats forward and then backwards to access. New clips will probably be required but these are readily available.

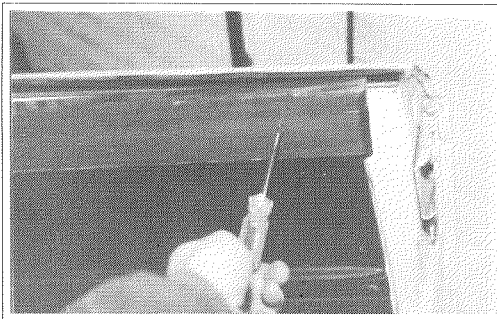


Figure 31. Door cappings are removed by releasing screws at each end...

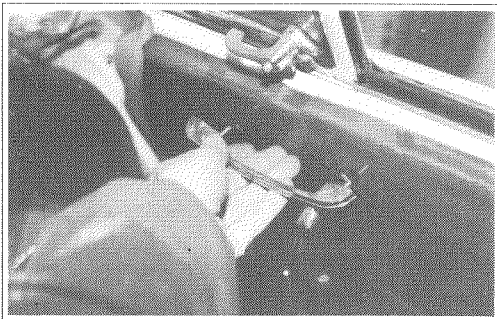


Figure 32... followed by 2 larger bolts through the door handles. Screw the bolts back in doors for safe keeping.

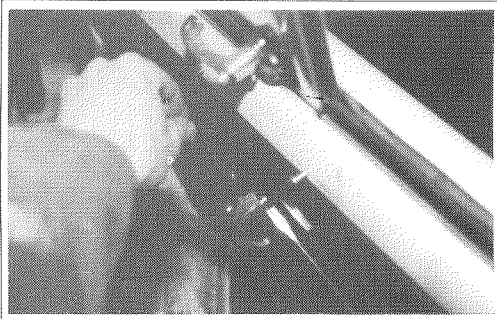


Figure 33. Lever against the handles and push out the retaining pins to release.

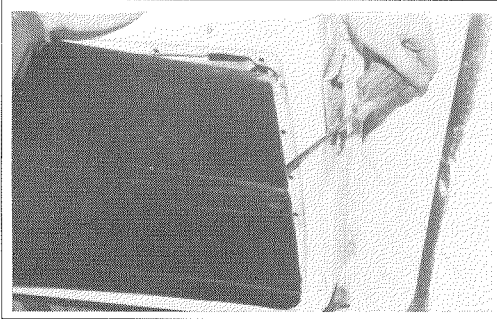


Figure 34. For cars fitted with door pockets, prise off

the screw-hiding caps at each end of the pocket and remove the screws. Don't lose the cap clips. The door trims can then be gently levered off.

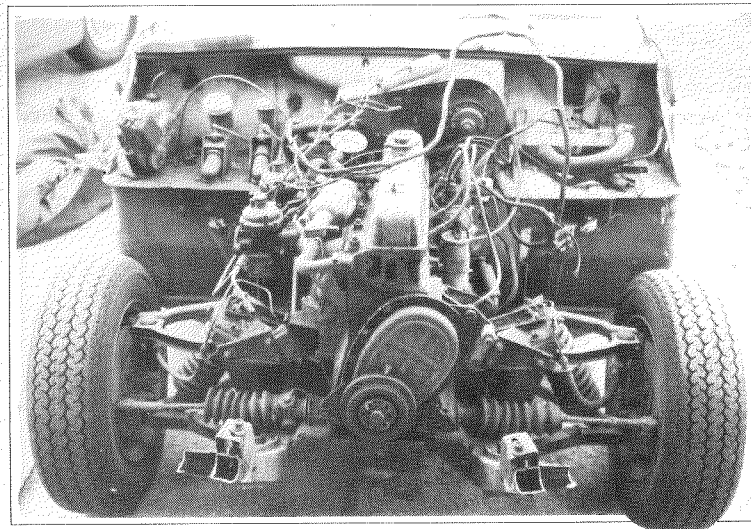


Figure 35. Don't forget to store the trim loading springs which as shown are set large diameter against the trim.

" Out comes the angle grinder! "



Figure 36. At any early stage, it was decided that the front bar would have to be replaced so after making various measurements to ensure accurate fitting of a new one (a new original bar complete with bumper brackets had already been found), the old one was quickly and cleanly cut out with the trusty angle grinder. (NB. Having an aerosol tin in the line of fire is not a good idea).



Safety has to be of paramount importance when carrying out repairs and especially when grinding and welding. Overalls, gloves and goggles must be worn.

Figure 37. First stage dismantling over, front bar removed and ready for the real nitty gritty.

Next month: Attacking the rear wings.

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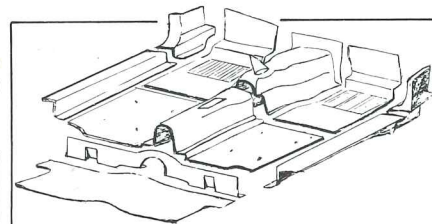
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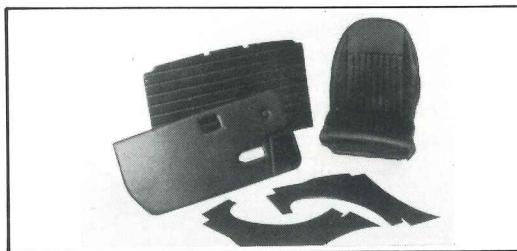
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Don Chadwick

THE site that we had been directed to by the staff was excellent and allowed us to visit Dresden the next day.

We set off by car to find fuel — difficult! We were taken to a petrol station some 5 miles away by a helpful chap (Lada drivers, take a bow). We eventually arrived at a small country station, Nassiew, which had an engine shed complete with steam engines and we booked a return journey to Dresden. We travelled at 15mph down a winding branch line complete with several country stations for an hour or so. The rolling countryside was attractive with cornfields either side of the track and deserted country roads.

We eventually arrived at Dresden and had a brief look around the modernised central area, then back to the station to catch our train back to Nossen and our car.

We spent a pleasant evening in the bar on the campsite, chatting to some East Germans, all of whom we had found very helpful and friendly. The next day we picked up the autobahn easily.

The motorway was awful - cobbled in places, potholes in places and half together by puddles of concrete. We cruised at 65-70mph in brilliant sun-

TORN CURTAIN II

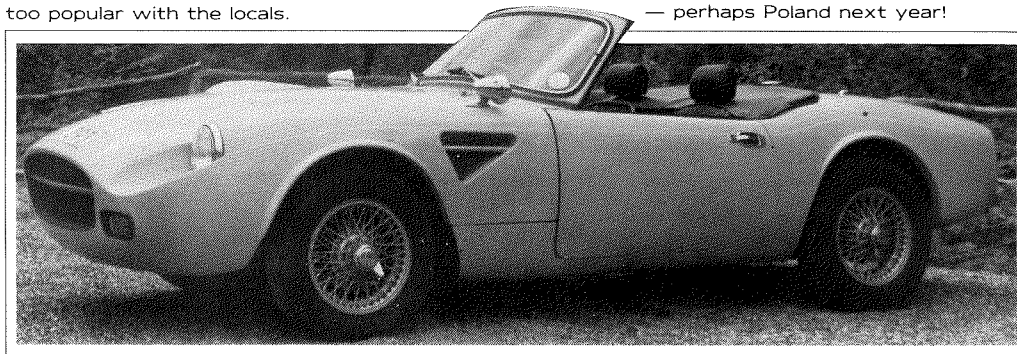


Wash day at the site in the Ardennes

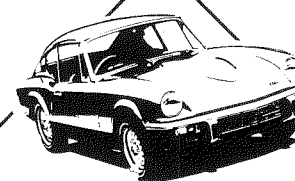
We joined the main line at Riesa and changed trains for Dresden. We saw our first Russian soldiers here in the station bar — they were obviously not too popular with the locals.

shine and drove non-stop to the EX East-West border, where the demolition men were at work. We stopped at the first western services where I managed to extract a superb souvenir from a derelict Skoda — a genuine DDR plate. Another 4 hours or so of motorway driving saw us into the Belgium Ardennes and a welcoming cup of tea from our friends who were still there. A days rest, then another 2 hundred miles of motorway saw us to Zeebrugge (sunshine all the way) and onto the ferry back to Hull. It was a very enjoyable adventure/holiday in Eastern Europe with many new sights

and sounds. MIG 29s breaking the sound barrier over our site, Russian soldiers in jack boots stood next to us in the station bar and many many more — I would recommend this part of the world to any Triumph driver, we will certainly be returning — perhaps Poland next year!



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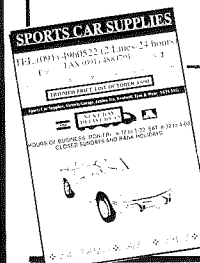
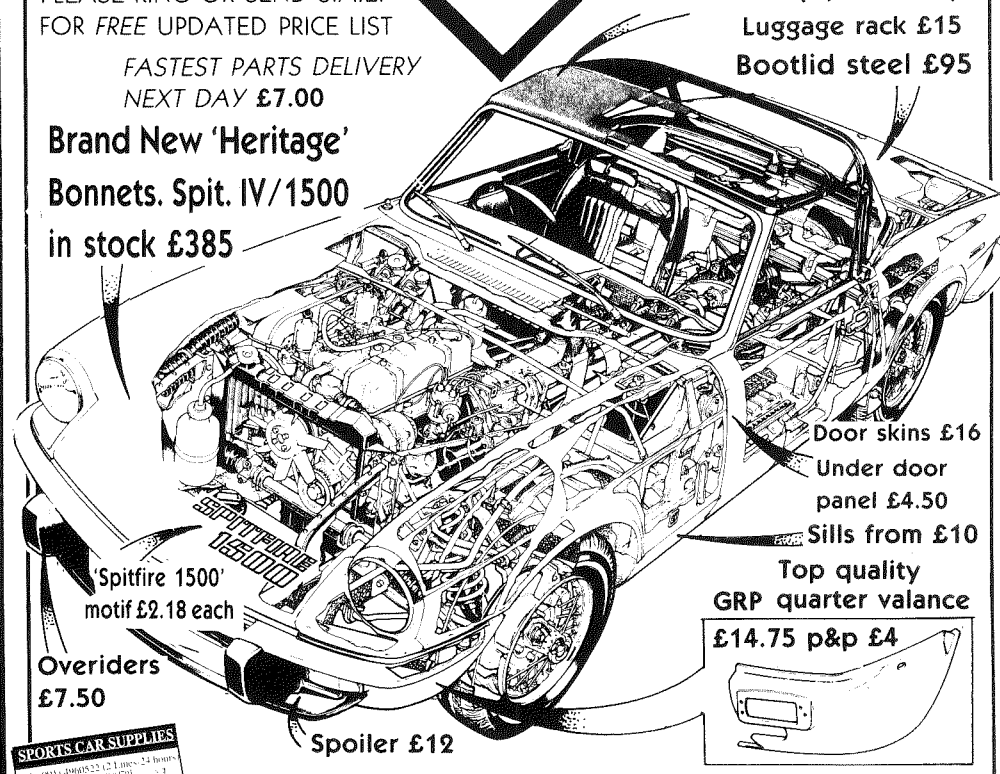
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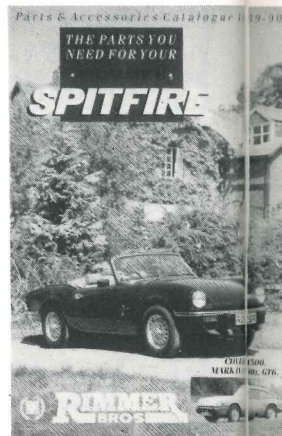
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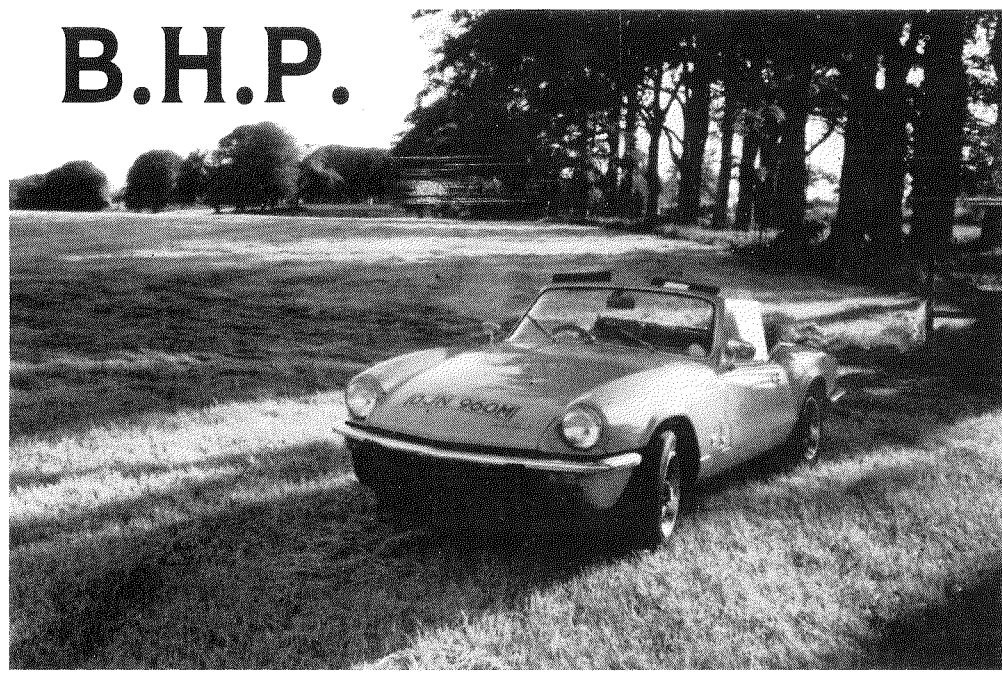
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FOR PENNIES

JULIAN McHALE

MY aim in writing this article is to provide a brief outline of modifications that can be made to substantially boost Spitfire performance at very little cost in terms of both time and money.

I have also considered reliability; an unreliable engine is an expensive engine — days spent of work fixing it, buying replacement parts, etc. My own Spitfire 1500 develops 101bhp at 5700 revs without resorting to tomfoolery with pistons or compression ratios. On the economy side, quadruple Webers and V sixteens are not a sensible insurance option.

The first step is to remove all the unnecessary garbage from the boot and glove box you have accumulated over the years (whether this description extends to your passenger is left to your discretion). Having halved the weight of your car now you can turn your attention to the ignition circuit. This is something which many writers ignore but it is imperative that it is in perfect condition. Firstly replace your coil with a Lucas Gold one (easily obtained from a scrapped Dolly Sprint) or some other oil filled coil. Next renew the condenser, rotor arm and distributor cap. Invest

in a set of cooler plugs ready for the mods. you are about to undertake. It is also good practice to renew plugs at service intervals rather than just cleaning them. Plug leads rarely wear out but do occasionally leak to earth so it is worth checking this. High-delivery leads don't appear to do anything for me except in terms of underbonnet aesthetics. I have found it beneficial to reset the timing every thousand miles as it goes awry surprisingly quickly. Electronic ignition is best but isn't cheap.

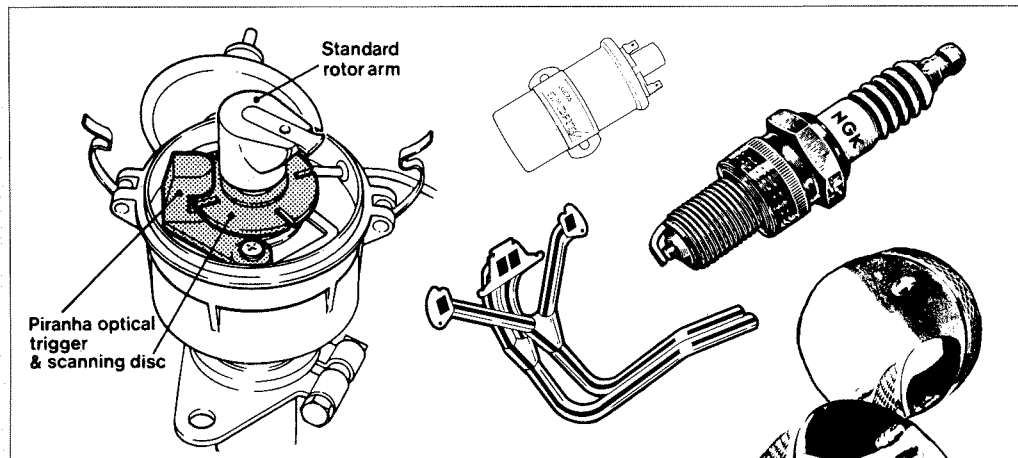
NOT WATERPROOF!

Now turn your attention to engine breathing. K&N filters are the best but also the most expensive. Apparently standard filters flow quite well if they are clean and not as old as the car. Alternatively use Speedograph filters which flow moderately well. If using Speedograph you must retain the filter box (especially if you, like most owners, have

already dismissed your engine side-valances. Speedograph, unlike K&N, are not waterproof and petrol and water does not compress — the A.A. man will not be pleased. Contrary to popular Spitfire folklore, it is not necessary to drill holes in the filter box as the forced air induction courtesy of the car's motion already gives the carbs more air than they can handle. To demonstrate this, go for a drive with one inlet taped over, you will notice no difference in performance. Now substitute the needle for a slightly narrower one, such as AAM and turn the adjusting nut 1-2 times richer. Unfortunately you now have to spend some real money on a Triumphtune manifold.

Operate it with a dashmounted switch taking the live lead from a spare ignition terminal, or if you are a plumber you can incorporate a thermostat from a post 84 Nissan and use the dash switch as an over-ride. If you always drive on the red line you can also employ a fan from a late Mercedes as this will fit behind the radiator, although these must be rare in a scrapyards. For a further minor increase in power, block the restrictor hole to the inlet manifold as shown in an excellent article in last summer's Courier.

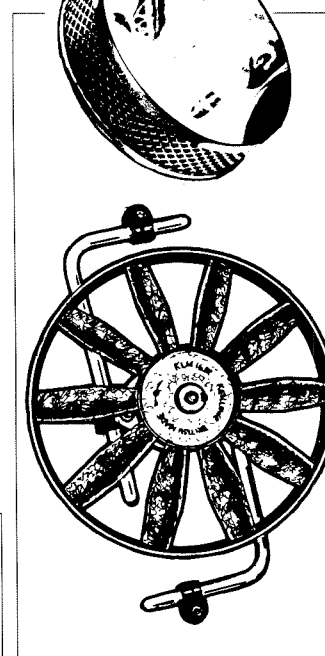
I hope this article has been of some use to you. If you want to discuss any of the points raised, I'd love to hear from you. Tel: 081 460 2988.



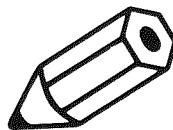
These definitely are worth the expense in speed for money terms as home made freeflow manifolds don't really work and tend to fall off, usually in front of police cars. You will also need an adaptor to mate it to the standard downpipe. I found the Triumphtune product a bit tricky to fit on the cylinder head studs, vaseline and swearing help. The standard transverse rear silencer must be substituted. Charles Sutherland in a previous Courier article recommends a Cavalier replacement. A better alternative might be the rear bullet pipe from a Lancia Delta as not only does it silence by fibreglass thus minimally disturbing gas flow, but it is of a larger bore, has an upswept tailpipe and is already conveniently equipped with a suitable attachment bracket. Hacksaw it off in your local scrapyards or Sainsbury's car park.

Next on the agenda is the cooling system. The Spitfire runs too cold on the open road and overheats in traffic with the standard set-up. Also it has been estimated that the water pump cooling fan absorbs 2-4 bhp. This can be replaced by an Allegro electric fan from the scrapyards which is much cheaper than a Kenlowe. This will allow the engine to run hotter but keep it from overheating in traffic as well as liberating more power.

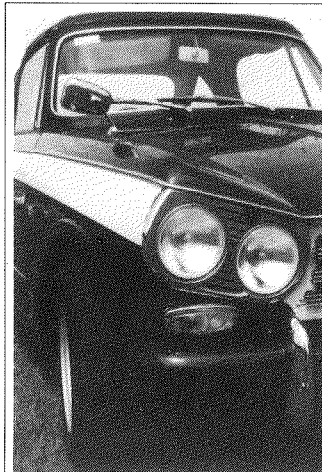
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Pen to Paper



In a picturebook about THE BEATLES, I saw this picture. Unfortunately, you cannot see much of John Lennon's car, but it is a Herald Convertible.



I think it must be a 1200, because the picture was taken in 1965. As you can see, THE BEATLES drove Triumph cars! The second picture is of a nice Herald Convertible (with Vitesse bonnet) taken at the 10th 'Spitfire Deutschland Treffen' of the TSC Saar in July 1990. All the best. **Marcus**

AGE PROFILE

I was rather amused to see how you have divided the percentage of members in each age group - but why lump all the over 40's together? As a percentage, we are no doubt on the low side — but it would be interesting to further sub-divide the figures into over 50, 60 and 70.

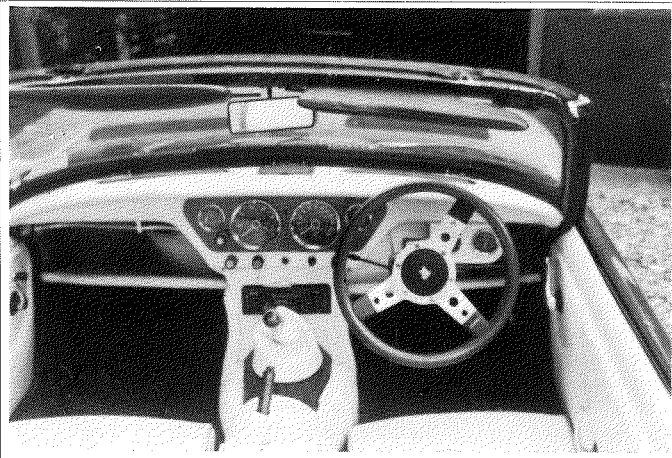
STILL A FEW OF US ABOUT!

I am 68 and I am sure there are a few of us about still. As a matter of interest, after running three GT6/Spitfires over the last ten years, I now have a 2 litre MkIII Spitfire, which looks a lot more attractive than my MkIV version. The photo enclosed (a bit sissy maybe!), non overdrive with 3.27 axle. Rotoflex rear is the next job, I have also a set of wire wheels.

I have often read that these are for the pygmies among us, but at 6ft 5ins, I have no problems whatsoever, with reclining seats and the steering wheel pulled well out, it's a piece of cake.

P.S. The white leather is a legacy from the previous lady owner.

DONALD DONALDSON-DAVISON



CUSTOMISED CARS

Back in Courier 110 (August 89), there was a news article, i.e. a register of custom cars within the TSSC. The idea was to cater for those into 'customised' cars as opposed to kit cars or those modified for competition.

Over the months since this item appeared I have had a small number of communications from some very enthusiastic members running such diverse machinery as 2.0 Spitfires (GT6 convertibles?), 1600 Alfa engined MkIII Spitfire, 2.5PI Coupés, Rover V8 MkIII Spitty etc. etc. etc. and also from a few people with standard cars interested in doing something a little different. However, the response has really been too slow and too few to do anything other than enjoy the conversation/letters. A custom register such as the Morris Minor club operate would appear to be a long way off.

" PINK COURIER VAN "

Having said all that, I'm always glad to hear from anybody with anything interesting to say, regardless of what they drive, and if somebody pulls up around my place in their 500BHP metallic pink Courier van, then I'm sure I'll manage a cup of coffee!!!

On a different note — my Bond GT4S, as per May 90 Turning Circle, has just had it's roof removed so I now have a set of glass and some trim going spare — give me a call.

Finally, if anybody is wondering what I actually drive, it's a Dolly engined 1200 Saloon, minus badges, door handles, bumpers, petrol filler and painted in bright white with very bright orange flash, grille and headlamps (!). When the Bond is finished, this car will be treated to a 2.0 Fiat Twin Cam and 5 speed, ho hum See you round

0793 544217 John Watson

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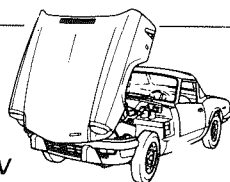
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TRIPLE UJ'S!

While I'm writing I may as well tell you about Eric, my Vitesse MkII convertible. It's currently just passed the dreaded MoT after a bit of welding, but it's not too wonderful to look at.

The driver's door is in a state, doesn't shut unless slammed and the propshaft could do with being balanced properly. The UJ's gave me all sorts of trouble with my mate replacing all three of them and the two rototexes. Two months later, the problem resurfaced, so I got professional advice and the fourth UJ was replaced. Now Eric's much happier but still vibrates a bit at 50ish. I will try removing two weights on the prop. before my trek to Devon, but I don't expect much improvement.

The seats are knackered, but no-one I've contacted has any second hand ones (tan) so they'll have to do. The rear panel where the hood starts has corroded to excess, apparently quite rare but will need replacing none the less. The diff has about 45 degrees of play, the engine pinks when hot (I've tried Redex with no great effect) and my new gearbox makes a hell of a noise in 1st gear (chaffing on reverse so just needs adjustment), but Eric's a happy Triumph. Always starts (now I've got an alternator) and never lets me down. Came close though — broke the gearbox main shaft and had to crawl home in 2nd gear with overdrive (?). Still did 30mph happily though. The exhaust has fallen

down on the M25 when the nuts worked loose, but luckily didn't come off altogether. Lucky I carry lots of spare bits in the rusty boot.

Someones nicked my Triumph boot badge, so I replaced it with a classy 'Sex Cylinder' stick on badge, but that got nicked too so now everyone thinks it's a Herald. Until I overtake them, and then they think it's a boy racer's Herald. The ignorance of the Ford owners! I fitted a tow bar some time ago and I think the extra metal probably keeps Eric's rear end together.

I intend taking Eric off the road at the end of the year (1990), and sorting him out once and for all, especially as the traders seem to have just about everything available — which is what I can thank you for. I don't think I'll worry about originality — I hate dynamos for a start — so I think Eric will resurface as if Triumph were still making them. Now that's what I call a modern classic — not a F*** Orion.

Well, thanks for a great read every month, keep up the fine work. Eric and myself are very grateful to you and the traders who keep Eric on the road every day. Cheers,

KEITH WEBSTER

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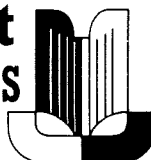
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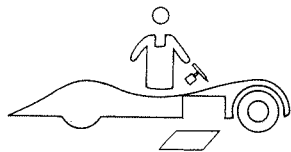
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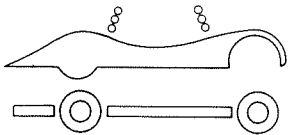
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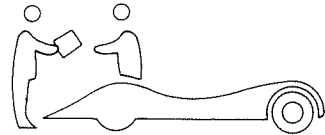
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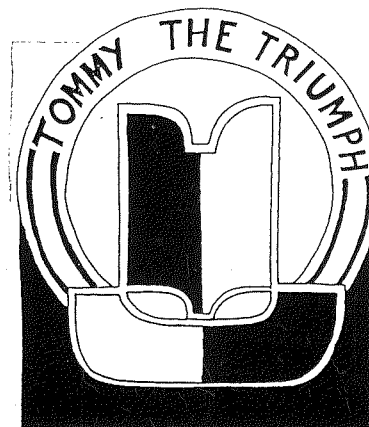
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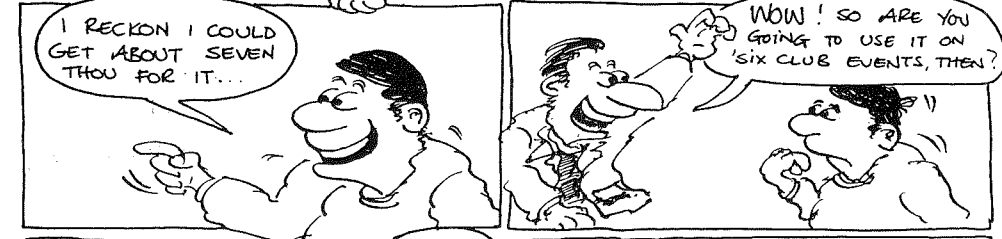
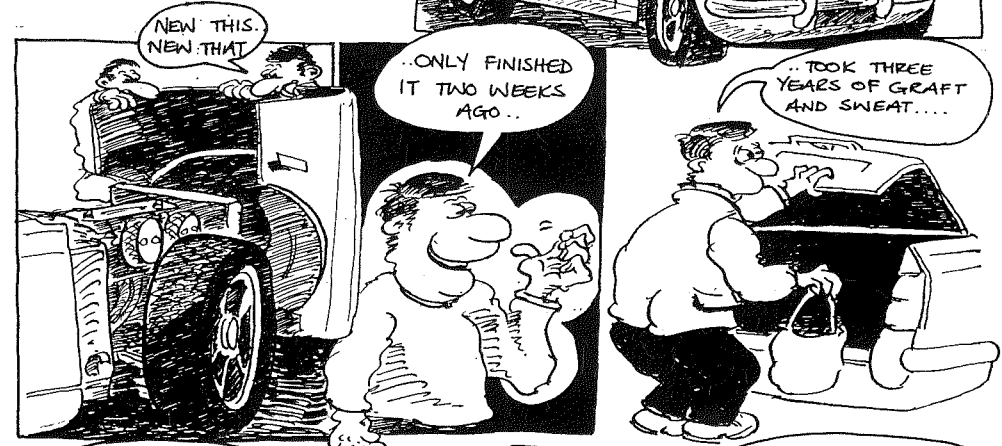
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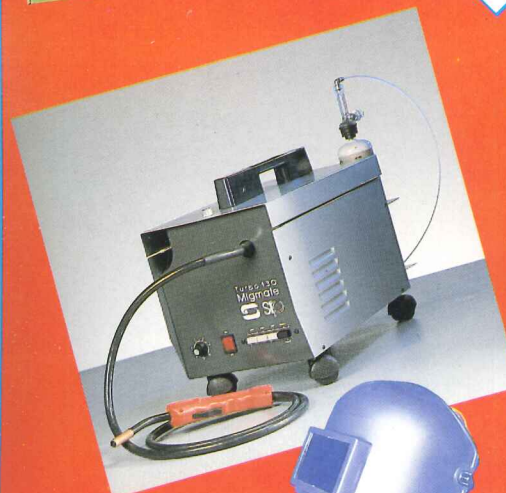
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