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TRIM

HOOD TONNEAU H/BAG

Herald/Vitesse

Black P.V.C	£57.00	£35.00	£30.00
Black Canvas	£89.50	£55.00	£50.00

MAGAZINE COPY DATE

All magazine material must be received by the 15th of the month prior to month of publication

DEFINITION OF DEADLINE — Last date by which copy can be included in the publication, assuming space is still available. Always try and work well in advance to the deadline.

TSSC PO BOX 28 Market Harborough LE16 9TF - TEL 0858 434424 FAX 0858 431936

TSSC ACCOUNTS

BILL SUNDERLAND CLUB MANAGER — Send to Club Office Market Harborough

303 Goldhawk Road

Leon Guyot 5 Kenilworth Road W18 9E7 SW19 7LN Telephone 081 731 1111

Events & Equipment

TSSC OFFICE Main Street, Lubenham, Mkt Harborough Leics LE16 9TF Telephone (0858) 434424

Archivist & Librarian

Mike Costigan 'Dumble Rise' 38 Ridgeway, Southwell, Notts NG25 0DU. (0636) 814050

Show Car Register

Dennis Benson 'Courier Cottage', 78 Barley Mow Ln, Catshill, Worcs B61 0LP Tel: (0527) 77059

Area Liaison

Mike Crewes 112 Blackmoor Wood, North Ascot, Berks SL5 8EM Tel: (0344) 885541

THE COURIER

TRIUMPH SPORTS SIX CLUB - JUNE 1991

132



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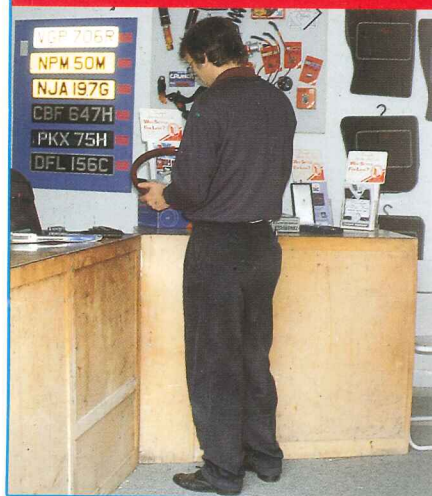


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Six Club
Main Street
Lubenham
Mkt. Harborough
FAX 0858 431936**

**LET us steer you in
the right direction
from wheels to
exhaust systems
available over the**



**counter if arranged
by prior appointment
0858 434424**



THE COURIER

The Official Monthly Magazine of
The Triumph Sports Six Club
VOL.11 No. 132 JUNE 1991
Price £1.50 Free to Club Members

CLUB OFFICE

Main Street, Lubenham, Market
Harborough, Leics LE16 9TF
TEL: 0858 434424
FAX: 0858 431936

Office open between

9am - 5pm Monday to Friday
9.30am - 12.30pm Saturday

CLUB MANAGER

Bill Sunderland

OFFICE MANAGER

Trudi Squibbs

MEMBERSHIP ADMINISTRATOR

Angie Hill

TSSC OFFERS MANAGER

John Muggleton

COURIER MAGAZINE

EDITOR

Bernard Robinson

TYPESETTERS

John Fahey, Joyce & Jo Sunderland
TRIUMPH SPORTS SIX CLUB - PO Box 28,
Market Harborough Leics LE16 7FX
TEL (0858) 434424 FAX (0858) 431936

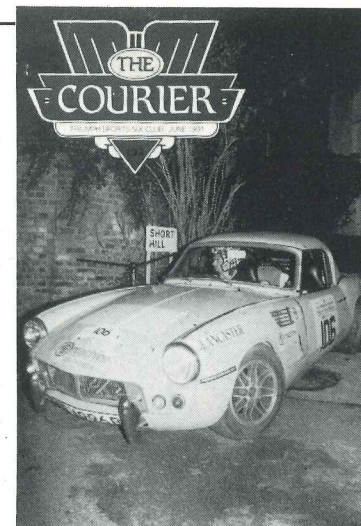
GENERAL SECRETARY

Peter Williams

10 Chesham Rise, Cherry Lodge,
Northampton NN3 4XP
Tel: 0604 405416

COMMITTEE MEMBERS 1991

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, Mark Hugall, Andy Higgins.



Cover Photo
RAC Rally
winning
Spitfire

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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. ★

For a full list of TSSC Officials see page 82

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Sponsored by Footman James. Specialists in Classic Car Insurance and Dominion Insurance Co Ltd.

The Triumph Event of the Year 13th & 14th July 1991

- The largest Triumph Event
- The most important TSSC Concours
- The largest Triumph Trade & Autojumble display
- ALL UNDER COVER

Plus camping, entertainment, sideshows, Gymkhana & MUCH MUCH MORE.

Full information and booking form
0858 - 434424



CHECK IT OUT !

Comment

Bill Sunderland

THANK YOU,

After 10 years as President John Griffiths has stood down as president and director of the TSSC. In last month's Courier he completed a decade of voluntary work for the world's most successful Triumph Club — much due to his foresight and determination for Herald based cars, the Club owes much to him and his family, and on behalf of all Triumph enthusiasts, we say Thank You.

John and Pam will still have very close ties with the TSSC in their role of TSSC Insurance and Valuation matters, so the people who gave the TSSC its name will still be working in the wings!

As a Club we still have to decide on filling the Presidents position, but as the club has got larger and inevitably more business like, possibly an honorary President will be the way forward. We have recently had two major shows to contend with, firstly NEC over May Bank Holiday, the theme for the show was famous cars, well the TSSC came up trumps when the illustrious Fay Presto loaned her two Heralds and herself for a memorable stand at a rather lack luster show. Free of charge she entertained over the 3 days to an ever increased audience making the TSSC stand one of the star attractions of the show. Thank you Fay, a little birdy has said she may be at the International in July.



Also Dennis and Vicki Benson who helped work the props over the complete weekend. SEM was the most successful yet. Mike and Tracy Crewes really know the formula for running a Club show — on the Sunday you could hardly get another car in the field, this gives us great confidence for our International Weekend in July. Mike, Tracy, Dennis, Vicky, Dave and Jo Beardsley are all part of the organising team, make sure you come to the world's premier Triumph event.

13th & 14th July 1991

**OVERSEAS ENTHUSIASTS PLEASE
SEE SPECIAL BOOKING
ARRANGEMENTS**

This is the single most important event in the TSSC Calendar. It will be the largest collection of our cars gathered together at one venue, the largest and best autojumble anywhere for 'our' cars and the most prestigious and important concours for TSSC cars. The event takes place both outdoor and indoors. The huge indoor facilities ensure the events success whatever the weather. So whether you want to see cars, buy parts, books, TSSC Offers or Regalia, organise Insurance, sound out restoration companies or simply enjoy Triumphs **THIS** is the event to go to.

SO BE THERE

The Most Important points to note about the event are

DIRECTIONS: Take the M6 Motorway to junction 14, head towards Stafford and then take the A518 to Uttoxeter (signed County Showground).

FRIDAY NIGHT: Camping on site, bar and snacks are available, together with **FREE** entertainment, this will be a mixture of live music and a barn dance.

SATURDAY NIGHT: Entertainment consists of Bar and Disco. Food may be purchased direct from the bar on night. However, numbers for this very popular night are strictly limited. **Advance booking is VERY STRONGLY RECOMMENDED, do not rely on getting in on the night.**

...SO BOOK, YOU HAVE BEEN WARNED

CONCOURS: Takes place on the Sunday — details Dave Beardsley 0582 493905.

PROGRAMME OF THE EVENT: Includes - Autojumble and Trade Stands, Technical/Register Stands, Competition Section Stand, Gymkhana, Feature Stands, Club Regalia & Books, TSSC Offers Stand, Club Insurance, Valuations, Free bus trips out shopping & sight seeing, Guest Triumph Club Displays, Car Tuning, Video Show, Raffle, Area Sideshows/Games, Members' Boot Sale, Autojumble and Trade Stands, Concours, Dutch Spitfire Weekend Video & information, Cars for Sale, etc. etc.

Please note that the programme may be subject to change due to unforeseen circumstances.

CAMPING: On-site camping with full facilities. Camping is permissible for nights before the event and for Sunday night by prior arrangement.

HOTELS & BED & BREAKFAST: A list of this type of accommodation is available from Club Offices.

PLEASE NOTE:

For Friday evening no site entry is allowed before 5.00pm except by prior arrangement.

**FOR FURTHER INFORMATION & GENERAL ENQUIRIES
CONTACT TSSC HEADQUARTERS (0858) 434424.**

Any areas or individuals offering help or requiring space for side shows, contact Mike Crewes



TSSC INTERNATIONAL WEEKEND BOOKING FORM

PRICES REDUCED PRICES REDUCED PRICES

Name

Address

Post Code Tel:

No. Req.	Total Price
-------------	----------------

Entry programmes at £4 per person
(under 16s free)

OAPS. £2.00

Disco tickets at £4 per person
(advanced booking only)

Camping: Fri./Sat. nights £5 per unit
Sat. night only, £3

(Sunday night free)

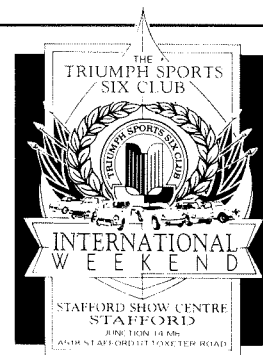
Total

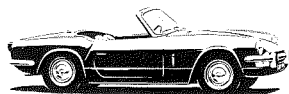
All cheques payable to T.S.S.C.

Hotel accommodation information available.

All information and bookings with S.A.E. to
Mike Crewes, 112 Blackmoor Wood,
North Ascot, Berks. SL5 8EN.

Closing date 1st July, 1991.





T.S.S.C. CONCOURS

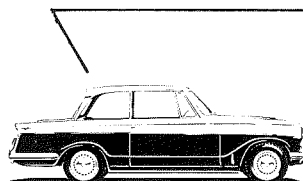
International Weekend
Sunday 14 July 1991

DO YOU HAVE A TIDY CLUB CAR?
DO YOU ENJOY SEEING IT AT IT'S BEST?
DO YOU HAVE A LARGE MANTEL PIECE?

If you answered yes to any of the above, why not enter this years Club Concours.

Every entrant will receive a commemorative plaque.

The usual classes will stand;



Best Original Herald
Best Modified Herald
Best Original Vitesse
Best Modified Vitesse
Best Original Spitfire
Best Modified Spitfire
Best Original GT6
Best Modified GT6
Best Bond *
Best Special *



Original cars will be judged on originality of finish and Modified cars at the judges discretion.

Prizes will be awarded for 1st, 2nd & 3rd in each class (* May be reduced if entry is small), plus a large number of 'Highly Commended' rosettes for those cars which, in the judges view deserve special merit.

The winner of each of the above classes will automatically be entered for the Triumph Sports Six Club **CAR OF THE SHOW** award.

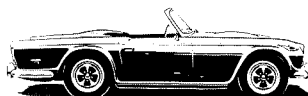
Furthermore, all class winners will be invited to compete with their cars at the premier indoor show of the year, Triumph World, featuring MG World at the N.E.C. (Aug. 31/Sep 1).

In addition, for those cars undergoing long term 'rolling' restorations, or original cars with particularly good features but which would not normally be considered 'Concours', the following classes are available.

Best Interior — Best Paintwork
Best Engine Bay — Best Original Unrestored

For visiting Triumph clubs there will also be a class for;

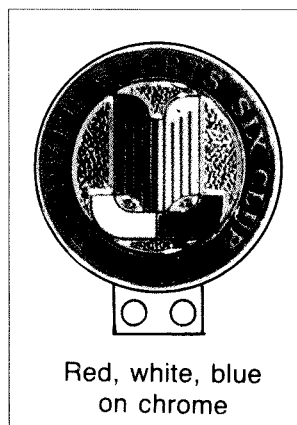
Best Guest Triumph



General enquiries to Dave Beardsley, 0582 493905.

Entry on the day 9-11am. Entry Fee £4.00 to include entrants plaque. Judging will start at 11.00 and the Awards will be given at approximately 4.30pm.

A QUALITY CLUB BADGE FOR OUR CARS



ONE HUNDRED members have already applied for a top quality grille or badge bar as detailed in the APRIL COURIER on page 8.

The problem is . . . we need **1000 orders** to make the whole thing work. Come on you tight fisted lot! Surely you want a superb, virtually hand finished enamel, two colour badge. Remember, they will even be individually numbered. Unless a lot more of you do order a badge, I am sorry but all those who have already made a request are going to be disappointed . . . including me!

I AM SURE YOU ALL WANT ONE, YOU JUST HAVEN'T GOT ROUND TO IT! GO ON . . . FILL IN THE ORDER FORM NOW AND SEND IT TO ME AT:

JOHN GRIFFITHS, SOMERFORD HOUSE,
FAIRLEIGH RISE, KINGTON LANGLEY,
NR CHIPPENHAM, WILTS. SN15 5QF.

I WISH TO ORDER A HIGH QUALITY ENAMEL TSSC CAR BADGE WHICH I ACKNOWLEDGE WILL COST £23 (Inc. VAT, post and packing).

I AM AWARE THAT THE BADGES WILL ONLY BE ORDERED IF A MINIMUM OF 1000 MEMBERS APPLY.

I AM ALSO AWARE THAT DELIVERY WILL BE BETWEEN 2/3 MONTHS, FROM THE DATE OF ORDER AS EACH BADGE IS COLOURED AND FINISHED BY HAND.

I WILL MAKE PAYMENT TO THE TSSC AS SOON AS REQUESTED.

Signed

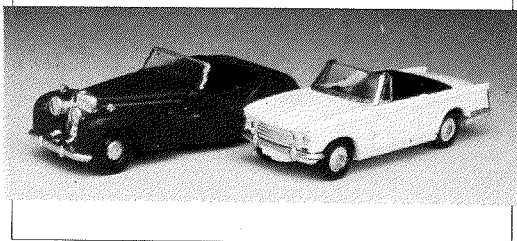
My address is

My telephone no. is

I want a: GRILLE BADGE _____ BADGE BAR BADGE _____

(Please tick the appropriate box)

NEWS REVIEW



Cars - 401/601
Triumph Roadster & Triumph Vitesse

Mac Reynolds has sent in this photo of Triumph Vitesse convertible. He didn't get to see one as the shop had sold out! They are available at approx £4.50 - £5.00, sold as pairs (Vitesse and Roadster in one box)!

'ANOTHER TRIUMPH FOR MG MACHINE'

The 'MG Machine' sponsored Triumph Spitfire Classic Rally Car of Simon Evans and Martin 'Bieka' Ansell is to be featured as centrepiece of the 'MG Machine' stand at 'MG 91'. This is the biggest MG owners Club rally of the year, to be held at Knebworth Park on Sunday 2nd June. Your support is requested as otherwise we could well be outnumbered by the 10,000 plus MG's that are expected to attend (always assuming the Spitfire survives the Coronation Classic Rally at Pembury in Wales the day before!).

Further details from Nick at MG Machine (081 743 6090 (Triumph Parts too!)), more information about the rally car elsewhere in this issue of 'The Courier', but recent rally results include: RAC National Historic Rally of Great Britain (March 91), overall winners; Longleat Rally (March 91) 3rd in class, 12th overall; Rally of Vales, 4th overall; Targa Rusticana (October 90), best novice.

Nick Matheson

P.S. MG Machine has a limited quantity of Triumph steering column couplings (BL no FAM 1718), one of a number of special offers for TSSC members. BL price £28.00 + VAT, Offer price £12.75 + VAT. Phone Nick for details.

NEWS BULLETIN

The Private Car Scheme

We can now offer further discounts for additional limited bandings.

4500 miles per annum

3000 miles per annum

Phone 021-561-4196 for further details.

Ask for TSSC Insurance (Private car scheme)

CAR HI FI AND CAR ALARMS

Steven Ash of Cleartone Car Hi Fi, 235 Blackburn Road, Bolton, tel, 0204 31423 are offering 10% discount to club members. They stock Sony, Kenwood, Alpine, Denon and Pioneer with car alarms from Laserline and Piranha. Other services include central locking and electric window conversions. They also offer a first class professional installation service from modern workshops.

NORTH EAST ENGLAND (Tyne & Wear)

WANTED / PARTSPERSON

We are looking for an enthusiastic and experienced person to help run our fast expanding parts department. Duties will include dealing with retail and trade customers (counter and telephone sales), stock management, supervising the day to day running of mail order sales etc.

The successful applicant must be able to work on his/her own initiative, have an outgoing personality, clean driving licence, and some experience in the retail motor trade.

The position will offer excellent reward and prospects for the right applicant.

Please apply in **writing**
with full CV and
references to:



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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) 431536.

OFFICIAL NATIONAL AND LOCAL EVENTS ORGANISED BY THE TSSC

SAT/SUN 1/2 JUNE TATTON PARK, KNUITSFORD - Contact Stuart Newbould, 23281 B. Lutterworth, Leics. Contact Neil Malley 0533 36438

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 - Contact Wessex Area, Jonathan Longhurst.

SAT 15 JUNE ANGLIA TRIUMPH SHOW - Meldeith Manor Riding School, Contact Neil Oakman 0763 260819.

SUN 16 JUNE BEAULIEU CLASSIC CAR SHOW - Contact Wessex Area, Jonathan Longhurst.

SAT/SUN 29/30 JUNE 3RD DERWENT VALLEY PEAK RUN CONCOURS - Contact Anthony Richardson 0332 671808.

SUN 30 JUNE SUMMERLEE HISTORIC VEHICLE FESTIVAL - Coatsbridge, Lanark. Contact John Malcolm 0292 566824.

SUN 30 JUNE BROMLEY PAGEANT MOTORING - Contact Les Sherwin 081 461 0162.

SUN 7 JULY INTERNATIONAL GT6 DAY - Hatton House, Warwick. Contact Sharon Espin 0775 88335.

SUN 7 JULY WEST YORKS DALES RUN & BARBEQUE - Contact Andy Higgins 0532 520830.

FRI/SAT/SUN 12/13/14 JULY TSSC INTERNATIONAL WEEKEND STAFFORD COUNTY SHOWGROUND - CONTACT CLUB HEADQUARTERS FOR DETAILS - TEL: 0858 434424

SAT/SUN 3/4 AUGUST WOODVALE INTERNATIONAL RALLY - Southampton. Contact Mersey Area, Chris Wright 07048 72116.

SUN 4 AUG LEICESTER NATIONAL - GT6 SILVER - 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.

SAT/SUN 24/25 SEP QUINE CLASSIC CAR RALLY - Deane Motor Museum, Shirling. Contact Brian Samson 0592 203710.

SUN 25 AUG SPIRIT OF BROOKLANDS - Brooklands Meet Contact Mike Crewes 0344 885541.

SUN/MON 25/26 AUGUST NORTHERN CLASSIC CAR SHOW - G.MEX, MANCHESTER. Contact Stewart Newbould (0949) 463240.

31 AUGUST to 1ST SEPTEMBER TRIUMPH & MG WORLD NEC BIRMINGHAM - Contact Club Headquarters 0858 434424.

FRI-MON 30 AUG-1 SEP INTERNATIONAL SPITFIRE WEEKEND - Alcorn, Holland.

SUN 8 SEP WAC (WORCESTER AREA CONCOURS) - Contact Bill and Bev Dixon 0905 558781.

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 17/19 JAN 1992 TSSC WINTER WEEKEND - Fosse Manor, Shrewsbury. Contact John Cudmore 0993 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.

SUN 9 JUNE ENGLISH CAR RALLY ENDOHVEN - Contact Max Staal, Helmsford 050 190 140.

SUN 9 JUNE BELGIAN TRIUMPH CLUB - BRITISH DAY - NETHEN - Between LOUVAIN & WARE. Contact Yves Clavier 010 84 11 91.

SUN 20 JUNE 10TH BIRTHDAY OF LEICESTER TR GROUP - Stamford Hall, Lutterworth, Leics. Contact Neil Malley 0533 36438.

SAT/SUN 1/2 JUNE MOTORWORLD 91 - North Weald Airfield, Epping, Essex.

FRI/SAT/SUN 7/8 JUNE AUTOCROME RALLY - RUSSELL PARK, LUTTERWORTH, LEICESTER. Contact Club HQ.

SAT/SUN 15/16 JUNE 9TH ALTERNATIVE AND KIT CAR SHOW - Newark Showground, Notts.

SAT/SUN 15/16 JUNE CARDIFF PAGEANT OF MOTORING CARDIFF CASTLE - Cardiff.

SUN 23 JUNE LONDON-BRIGHTON CLASSIC CAR RUN - Mr A Greenwood PO Box 230, Tring, Herts.

FRI to SUN 21/22/23 JUNE BRITISH SPORTS CAR DAYS LUXEMBOURG - Contact Jean Hansen Lux 34842.

SUN 23 JUNE MIDSUMMER MOTORING LEGENDS - Whitbread Hop Farm, Paddock Wood, Kent. Contact Jill Todd (0622) 872068.

SAT/SUN 22/23 JUNE JUNE SHOW 91 - Suffolk Agricultural Association Showground, Lane, Plumstead, London.

SAT 29 JUNE SUMMER FAYRE AND CLASSIC CAR SHOW - Rose Cottage School, Swingate.

SUN 1 JULY HEADCORN HISTORIC VEHICLE RALLY - Headcorn Airfield, n. Maidstone, Kent.

SAT/SUN 6/7 JULY MID WALES FESTIVAL OF TRANSPORT - Powis Castle, Showground, Wrexham.

SUN 7 JULY THAMES VALLEY AUTO SUNDAY - Moss End Farm, Warfield, Bracknell, Berks.

SUN 17 JULY EUROPEAN KIT CAR SHOW STOUR CENTRE COMPLEX, ASHFORD KENT.

JULY 6/12 RALLYE DES ALPES - Alpine Rally Assoc. 3300m. Contact Club HQ.

13/14 JULY MOTOR CAVALCADE BEKLEY SHOW, DANSON PARK WELING, KENT.

SAT/SUN 14 JULY BARNSELY METROPOLITAN VINTAGE VEHICLE RALLY, LOCKE PARK, BARNSELY.

14 JULY SUN CLASSIC & HISTORIC MOTOR CLUBS MOTORING MONTAGE - Ashton Court Estate Bristol. Contact Michael or Francis Bate (0934) 418008.

SUN 14 JULY 3RD ANNUAL HORSHAM CLASSIC CAR SHOW - Horsnam Park, Horsham, West Sussex.

SUN 17 JULY TRIUMPH SPORTING OWNERS CLUB NATIONAL DAY - Talton Park, Cheshire.

SAT/SUN 22/23 JULY CHRISTIES INTERNATIONAL HISTORIC FESTIVAL - Sowerstone Circuit, Somerset.

AUGUST 6TH ANNUAL CANADIAN CLASSIC CLASSIC OTTAWA, ONTARIO - Contact Club HQ.

SAT/SUN 10/11 AUGUST NATIONAL COMPONENT CAR SHOW - Sandown Park, Esher, Surrey.

SAT/SUN 14/15 SEP THE WHICH KIT? KIT CAR SHOW - East Of England Showground, Peterborough.

SAT 17 AUG 'SWING INTO THE SIXTIES', CANNON HILL, BIRMINGHAM.

SUN 18 AUG NEWARK INFORMAL CLASSIC CAR SHOW AND GIANT MIDLANDS AUTOJUMBLE - Newark/Knots Showground.

SUN 18 AUGUST BOGNOR REGIS ROTARY MOTOR GALA - Bognor Regis.

SUN 1 SEPT AUTO TRADER FESTIVAL OF MOTORING - Kings Meadow Showground, Reading.

GET YOUR LICENSES NOW FOR - 1992 RULE CHANGES DUE COMPETITION EVENTS

TSSC RACE CHAMPIONSHIP
Contact: Kim Pearson, 23, Belmont Road, Watlington, Surrey.

15 JUNE - OULTON PARK
28 JULY - OULTON PARK
11 AUGUST - LYDDEN HILL
18 AUGUST - LYDDEN HILL
7-8 SEP - PEMBERTON, WALES
28 SEP - LYDDEN HILL

CAMBRIDGE TRIUMPH SPARES

SHORTS COTTAGES, MOUNT PLEASANT FARM, 16FT. BANK, CHATTERIS, CAMBS. PE16 6XL

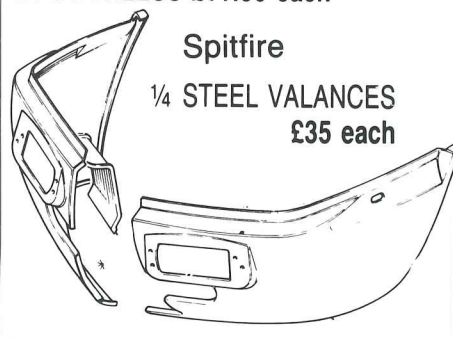
10% discount to all members!!! Please remember to mention this when you telephone, as correcting this afterwards is not always possible. For the benefit of new COURIER readers, we give 10% discount off our normal retail prices to all members who quote their TSSC membership number.

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



**SPIT TYPE 14
ORIGINAL BRAKE
CALIPERS, BRAND
NEW, NOT RECON,
OUTRIGHT PURCHASE
£79 pair**

plus TYPE 12 PISTONS,
RARE PART, REMANUFACTURED IN
IN STAINLESS £11.50 each



**Spitfire
1/4 STEEL VALANCES
£35 each**

SPECIAL OFFERS TO TSSC MEMBERS, ALL PARTS NEW UNLESS STATED

Rear overriders, Herald/Vitesse	£34.00
Herald throttle cables	£4.50
Heavy duty rear shock abs. (Woodhead O.E.)	£16.50

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



TELEPHONE ORDERS/FAST MAIL ORDER
SERVICE/OVERNIGHT DELIVERY



★ WORLD WIDE — MAIL ORDER — WORLD WIDE ★

Monroe Gabriel	£16.00
Spitfire 1500 front springs	£15.00
Spit IV/1500 & GT6 steel front 1/4 valances	£35.00
Girling brake pad sets (64326054) Vitesse/GT6 to KE20,000	£4.95
1600 Vitesse engine complete (condition unknown) second hand	£75
Rust free Spit IV/1500 doors, few left only, 2nd hand	£75.00
Spit MKIII bonnet assembly, rust free import 2nd hand	£395.00
Spit MKIV/1500 bonnet ass, rust free import 2nd hand	£365.00
Spitfire IV/1500/GT6 III chassis, good cond., 2nd hand	£75.00
Spitfire IV/1500 wheels, 2nd hand, to clear	£5.00

**MANY MANY MORE PARTS IN STOCK, NEW & USED
REMEMBER THIS IS JUST A SMALL SELECTION, GIVE
US A TRY FOR THAT DIFFICULT TO FIND PART!!**

AMAZING CARS FOR SALE

Bond Equipe, MoT till March, drives and runs well. Needs propshaft change	£400.00
Herald Saloon 13/60, drives and runs well, for restoration	£250.00
Herald convertible, no floors, a right heap	£295.00

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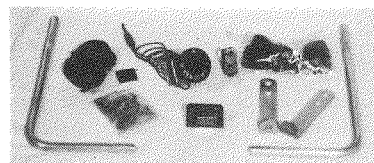
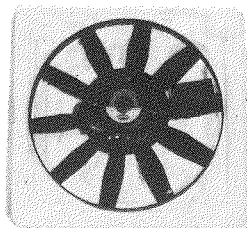


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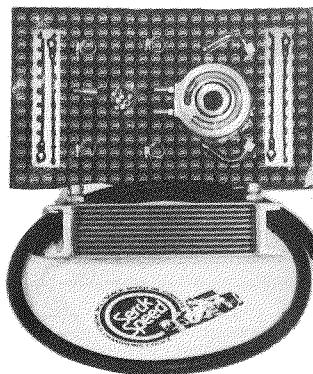
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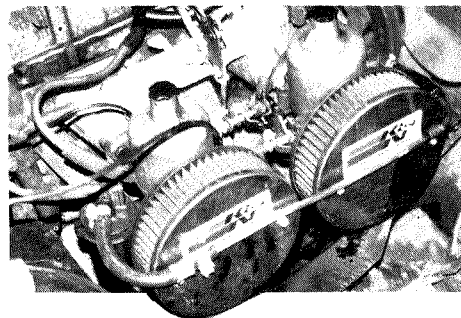


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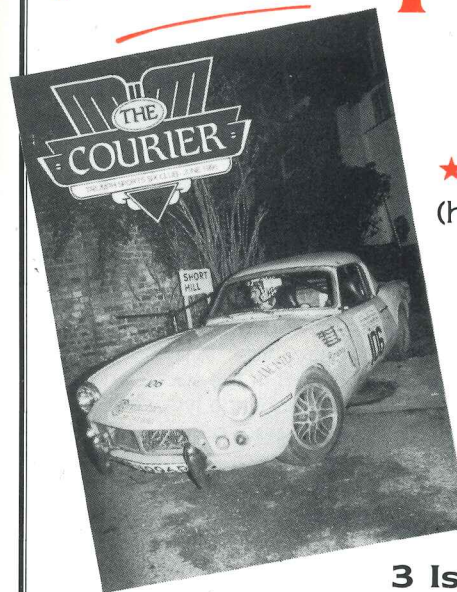
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COP SHOP

Mike Crewes

TIRED TYRES AND TIRED ENGINES

RECENTLY I had the benefit of attending a Tyre Wear and Damage Course at Michelin Tyres. I picked up some useful information, some of which might be useful to you.

It is worth pointing out that if a tyre is not defective and is being used correctly, it will wear evenly and will not blow out. A blow out or uneven wear only occurs if the tyre is defective or being used incorrectly.

Defects can occur inside the tyre with no evidence on the outside. If the tyre receives a shock rupture (when it strikes an obstacle, kerb, etc.) it becomes distorted and the plies may be damaged. This will obviously make the tyre weaker. A pinch rupture, where the tyre wall is pinched together will have the same effect.

This can happen when running along a kerb, parking on kerbs or parked on deflated tyres.

If your tyres receive a shock or pinch rupture, then have them removed from the wheel and checked.

Hard driving, particularly fast cornering, generates a side force on the tyre walls and may dislocate the tyre bead. If this occurs air pressure may be lost and gradually the tyre will deflate. Modern wheels are designed to stop this happening although if you have a heavy trailer, eg. a caravan, the wheels may not prevent this, in which case inserting an inner

tube will keep the air pressure up. If you fit an inner tube to a tubeless tyre make sure that there are no air pockets between the tyre and tube. Once enough pressure is lost (it may not be noticeable on the trailer) one of the beads may drop into the wheel well and the tyre may come off.

As pressure is lost in any tyre the walls will tend to flex more, allowing the inside of the tyre to rub against itself. This will generate heat in the tyre which will cause it to break up. Haven't we all seen shreaded tyres on the motorways? If the tyre is still on the rim, damage may not be visible, so get it checked.

Cuts in tyres not only weaken their structure but allow water and other material into the cords. If the tyre has steel cords these will rust and eventually break down.

Storing tyres is not that easy either. If rubber comes into contact with hydrocarbons, solvents or prolonged periods of bright sunlight, it will tend to break down. A contaminated tyre is not safe to use.

This is a particular problem on Triumphs since the spare wheel is stored in a well in the boot floor and the petrol tank is right above it.



Any leak or spillage from the petrol tank into the boot will collect in the spare wheel well and soak the tyre destroying it. Heat also affects tyres, keep them away from exhausts and engine components.

If you are storing a car on its tyres, it is best to rest the cars weight on axle stands, allowing the tyre to hang down. If this is not possible, run the car regularly to put the tyres back into shape, taking it easy at first until you have full grip available.

Never allow the tyres to sit with the cars full weight on them for more than six months, and check the air pressures regularly.

If the car is stored on its tyres for about six months it will take about fifty miles of gentle driving to get them working correctly.

If you treat your tyres with respect, they will last for a considerable mileage.

In total you have only the same area of tyre contact on your car as about two pairs of average sized adult shoes, *not much is it, certainly well worth looking after, it may save you life one day.*

TIRED ENGINES

If you are astute enough to read reports by Register Secretaries, you will no doubt have read the articles on exhaust emissions written recently by John Thomason. John asked me for the emission regulations that are due to come into force in July, and will be part of the MoT Test. Unfortunately, at the time I couldn't find out what the new Regs were going to be, but I have since. It is not all doom and gloom, but it does have serious consequences for some Classic Car Owners.

Firstly, as with all EEC regulations, they will be enacted late. Instead of coming into effect in July, they will come into effect on 1st November 1991. They refer only to petrol engines at present, and are a first step, becoming more stringent later. However, they will not be retrospective. Here then are the maximum permissible pollution levels.

Vehicles manufactured before 1st August 1975 –
Manufacturers designed emission levels.

Vehicles manufactured after 1st August 1975
and before 1st August 1983

Carbon Monoxide (CO) 6%, Hydrocarbons (HC) 1200 ppm.

Vehicles manufactured after 1st August 1983

Carbon Monoxide (CO) 4.5%, Hydrocarbons (HC) 1200 ppm.

Diesel and stricter petrol emission regulations are expected by 31st December 1992. (ppm = parts per million).

As you can see, these things will be easy to test for! I can see some unscrupulous garages failing a car on emission levels and recommending expensive work, pray that I'm just pessimistic.

If your Classic is running on a standard, good condition, correctly tuned engine, then it will have no problems passing the tests. If on the other hand you are running with a modified (Competitions Section Note) or tired engine, it may not be capable of staying within the manufacturers designed emissions.

Perhaps our register Secretaries could let us know what the Designed Emission levels are for the various cars, over to you boys.

If you have a topic or query on Road Traffic Legislation why not contact Mike Crewes, 112 Blackmoor Wood, North Ascot, Berks. SL5 8EN. Please enclose a SAE.

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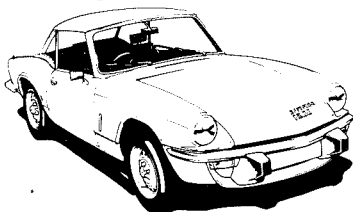
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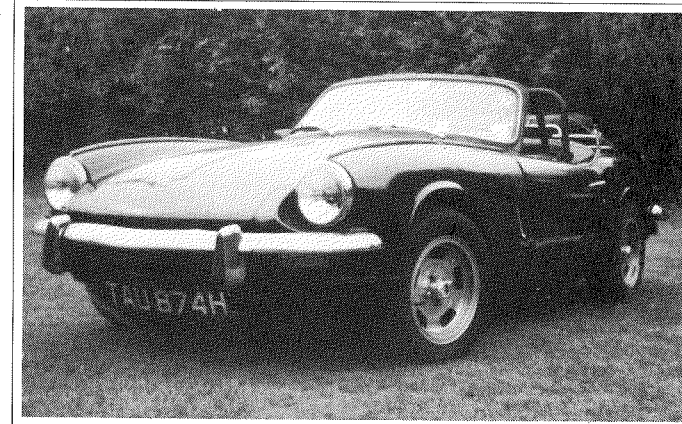
WELCOME to May. The programme for the Technical Desk at Stafford is nearly complete — once it is, watch this space. I would be grateful if all those I contacted could reply now — you were given a stamp!

Mixed news on my cars this month. The garage I am suing has decided to settle out of court, though the only people who really seem to come out on top are the solicitors. Unfortunately the Citroen has achieved melt-down on the valves, to a whacking bill there. I shall, however, be going after Citroen for compensation, and it's going back to using leaded petrol.

Here is a photo of Nick Thomas's 1969 MkIII Spitfire. He is interested in finding out if anyone has fitted 1500 seats to enable the roll bar to be hinged forwards in order to fit the roof. He would also like to hear from anyone who has modified a tonneau to fit round the roll bar.

Have you ever considered going over to electronic ignition? Each time the contact breaker points of a conventional ignition system 'break', they use about 5 amps of battery current. Even at slow speeds they open and close about 20 times per second and each time they arc and burn. Within a few thousand miles, high-tension voltage drops, causing poor starting and rough idling, the timing becomes inaccurate, fuel consumption gradually increases.

Electronic ignition systems which have no contact breakers overcome all these problems. Because the systems have no moving parts, there is hardly any ignition maintenance. There are



no contact breakers to renew and spark plugs last much longer.

Because there is no arcing at the contact breaker points, full sparking power is produced at the tip of each plug -

which means that the plug gaps can even be opened up slightly, so producing better burning in the combustion chambers. As

much as 95% of the fuel/air mixture is burnt, compared with 75% on a conventional ignition system. This, in turn, provides an increase in power output and improved fuel economy — sometimes by as much as 10%.

Let's see as many as possible early Spitfires at this years shows — too often I see a couple of 'old ones' sneaking in and hiding behind 1500s and Mk4s. Let's bring them all out into the open, after all they're rarer and better looking!

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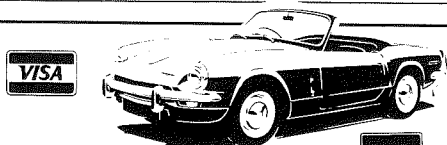
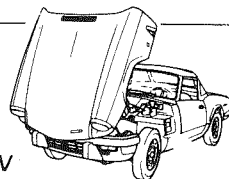
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Vitesse Register

Mac Reynolds

HI. This months featured Vitesse is owned by Jack Hart of Wadebridge in Cornwall. It's a superb 1966, 1600cc convertible, in Conifer Green with a white stripe. Jack has owned the car since 1967 (24 years!), approximately 12 years ago it had a major refit, including sills, all valances, doorskins and a respray.

About four years ago it was treated to a second respray. It has completed a staggering 176,000 miles on the original engine (an overdrive gearbox being fitted 10 years ago). A very special thanks to Jack for actually letting me drive his pride and joy... with the hood down!!... wonderful!!... Jack by the way is the current Cornwall area organiser, and always involved in some event or other... another reminder... summer days... light evenings... support your local meetings...!!!!



MkII wheels trim retention update. You will remember last month I wrote of ideas of how not to loose your trims. A couple of modifications have come to light. The reasons being that if, as I suggested you weld the strip to the wheel, you will be unable to (a) change tyres on a machine, (b) balance the wheels off the car...

... so the alternative is to bolt the strips to the wheels (I've actually done this using 2x3mm bolts). Another alternative is to weld 2x studs / bolts onto the wheel... anything to enable the strip to be removed for tyre changes etc...

the original idea is just the basis for several variations on a theme... you'll have to use your own imaginations here... I settled for using a 3mm stainless steel bolt to secure my trims, I do think it looks neat, almost unnoticeable...

I failed to remind you that this may also require your wheels to be re-balanced (on the car!!). A

quick mention and thanks to Baz my engineer mate who so kindly did the fabrication/welding, supplying of brackets etc. . . . NOW! for the last year I've been searching (almost in vain) for what appears to be quite an unobtainable and sought after item (namely the plastic steering column cowl/moulding which holds the overdrive switch - on such fitted cars). Every phone call I made in to Courier or local advertisements was greeted with the same reply . . .

sorry sold, or, no, my car has the switch on the gear lever (obviously a conversion at some time) . . so where are all the overdrive cowl?

(Another question here, how many of our cars are fitted from new with overdrive?). Anyway I finally found a cowl when someone who had long since sold his Vitesse was clearing out his garage to knock it down . . one local advert answered . . and one very happy register secretary with a bootful of goodies . . which brings me to remind you all, don't wait until you want something before you go out looking, if you can possibly afford it, try to buy spares as you go along for stock, you know yourself it's sods law when you want

something you can't get it . . back to the cowl, I'm surprised with these items apparently in such demand that someone somewhere hasn't started to remanufacture . . even I thought about it in desperation . . any thoughts or ideas out there? Has anyone a cowl they want to part with? (I am looking for a second one) don't all rush . . !!

In the same area I recently came across an interesting discovery, when I bought my last MkII, it was apparent that the column headlamp dip/flash switch was much longer than in my other two MkIIs, positively getting in the way when using the dashboard mounted ignition switch . . I see looking through the parts manual that the 1600s / MK I 2 Litres were fitted with part number 128383 (also used on Triumph 2000) MkIIs, part numbers 147278 / 148648 - no indication of what commission number they changed (for interest Herald 13/60s also used part number 147278). This part number I believe to be the shorter . . so which one has your Vitesse? Obviously they are all interchangeable, so has yours the original? And what length is it? Drop me a line . . .

Thanks . . . Take Care . . . Cheers . . .

PS . . . I'm thinking of buying my first convertible . . . sorry guys . . . It's a Spitfire!!

BOND *Equipe* - REGISTER -

Peter Jacklin

HERE is your final reminder for the Bond Equipe Weekend, for a number of reasons this year's event is probably the last at the present venue.

So please make an effort to attend, if you can only make it on the one day, Sunday is the main day. The dates to mark in your diary are the Saturday and Sunday 8th and 9th June.

If you require any badges or other spares these can be delivered to Yaxley and you can save post and packing charges, so contact me a.s.a.p. (Incidentally the Post Office has managed to lose a recorded Delivery package containing badges recently, it only had to go 40 miles!)



Notice my 'orange paint work'! Prior to that she was red. You can also see this as well.

A letter arrived the other day from Adrian Hodnett who lives in South Africa, he has found and is restoring a 2 + 2 (see photos). Adrian and I exchanged correspondence some time ago and I was pleased to hear of his progress which, as he explained is somewhat problematical due



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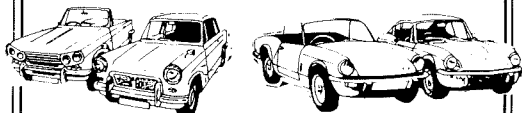
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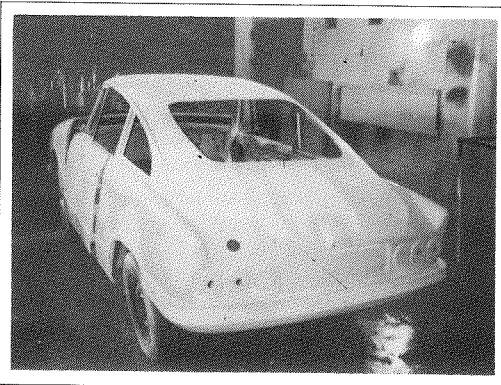
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Door seal (black only) (per mt)	£3.94 + 1.65 + VAT
Boot seal (per mt)	£2.40 + 1.50 + VAT

to postal delays, 100% import duty and lack of local support. The car is right hand drive, Serial Number 470, it was tested at the factory on 18/4/64 and was originally painted blue.

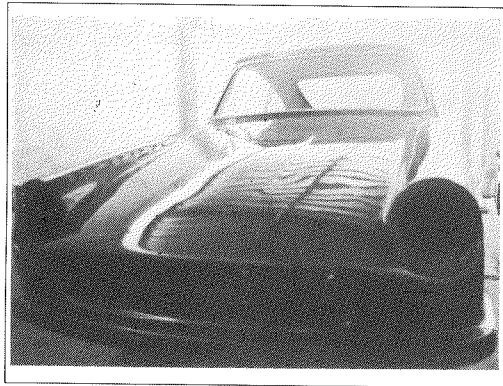
The only major items missing are the bumpers and if anyone knows of any genuine 2+2 bumpers, Adrian would be pleased to hear of them and I will forward any information.



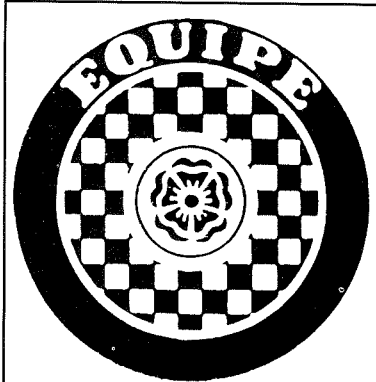
Prior to final spray coat.

Just one point I will mention is that these bumpers while they do look the same as the 4S ones there are in fact of a slightly smaller cross section so only the correct part is suitable.

Well that is all for this month, see you at Yaxley.



Waiting for fitting up after spraying.



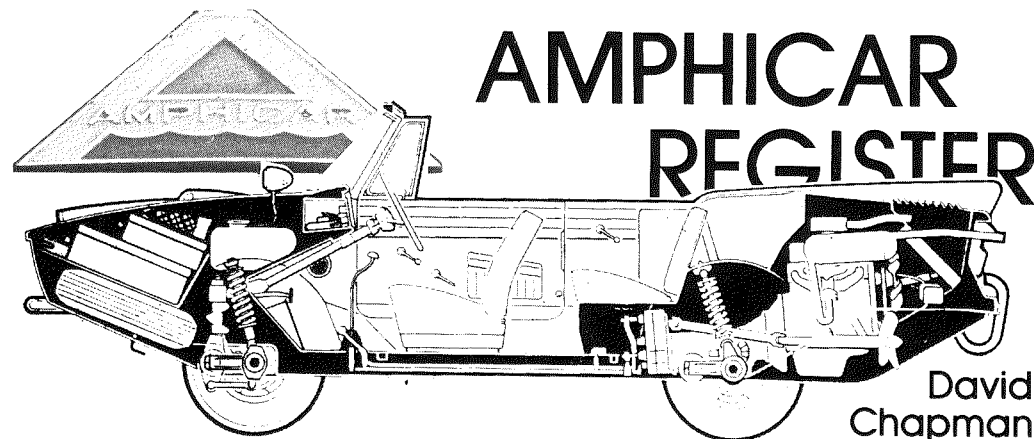
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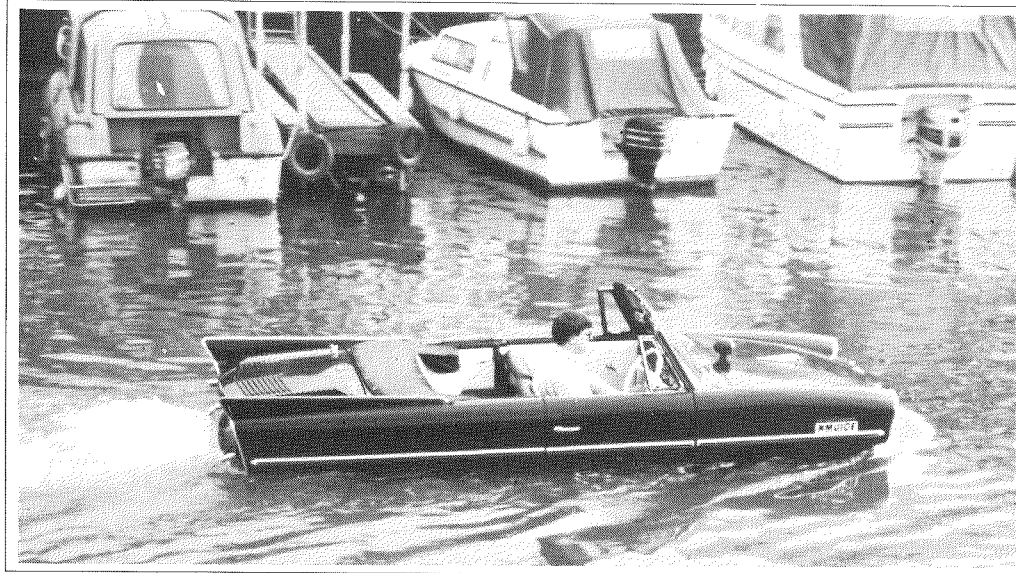
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I have been using Silicon Brake Fluid for a number of years now and have found it to be excellent for the following reasons:

I no longer get the problem of a wheel cylinder 'going furry' and getting stuck in its bore. Small leaks are immediately visible because of the way water reacts when it touches a surface coated in silicon.

Brake fade is much less likely because silicon brake fluid will not absorb water and so will not boil. For that reason it should never need changing. Silicon fluid is nice, easy and safe to work with, if its spilt it can be used as a polish.



Conventional fluids are oxidisers and will burn quite fiercely once ignited. Silicon is totally inert so won't do this. The only downside is the cost, although spread over five years taking into account the need for less maintenance, it is quite reasonable.

There is also a very slight increase in pedal travel because silicon fluid compresses slightly more than conventional fluid. When changing to Silicon Fluid the old system should be purged of all conventional fluid and ideally all rubbers should be changed so it may not be worth doing if your braking system is in perfect working order. Finally, many club members who have seen the Amphicar for the first time over the summer, have remarked that it is much larger than they expected. The actual dimensions are: Length 14' 3" (433cm), Width 5' 1" (156cm), Height 5' 1" (156cm).

IT'S HERE YET AGAIN!

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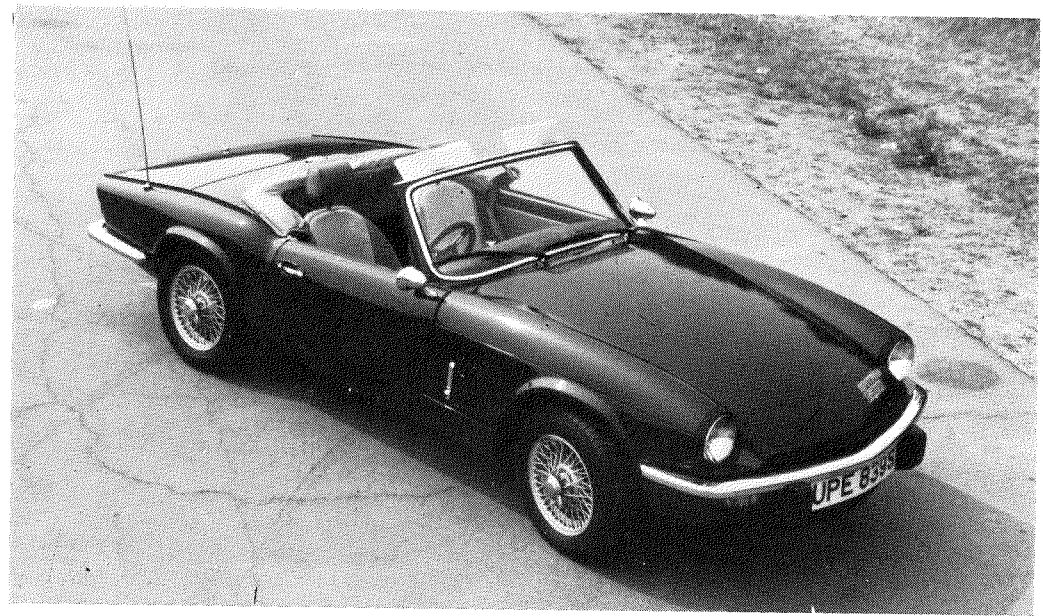
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SPITFIRE IV John Thomason
1500 REBUILT

THIS month's heading photo is sent in by Jason Darby of Huntingdon, and features his Pimento Red Spitfire 1500 which has now completed 3000 trouble free miles since a complete rebuild.

USA Spitfires

PART 3

To conclude this short series on American Spitfires, I thought it would be of interest to hear what it's like owning and driving an American Spitfire.

Firstly we hear from Bob Sykes of Greensboro, North Carolina, who has a life long passion for the Spitfire and owns 4 Federal Spitfire 1500's (see over). Bob says that he gets great pleasure from driving and tinkering with the Spitfires, but reports that English Sports cars in the US have a reputation for being unreliable and that owners 'mustn't be afraid of getting a little grease on their hands'. Needless to say all the emission control equipment

is the major source of unreliability. When the car is new, the equipment works well but requires continued attention as the mileage increases. The many hoses and vacuum lines that are used, start to leak and crack with age, causing the engine to run poorly with the possibility of permanent damage. For example, if the carburettor mixture is too lean, the catalytic converter will run much hotter than normal, even glowing cherry red.



2 of Bob Sykes 4 Federal Spitfire 1500s.

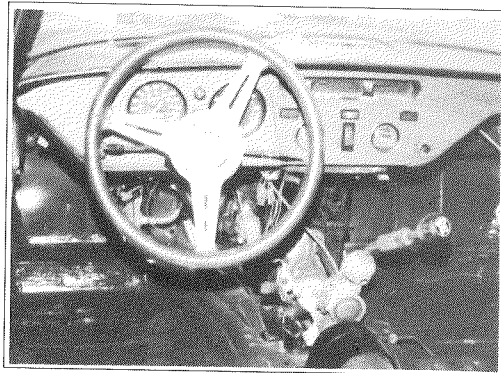
This happened to one of Bob's cars in which the catalytic converter became so hot that it started to melt the rubber seal around the gearbox cover and scorch the engine valances!

The high temperature at which catalytic converters run at can cause other problems. They have been known to ignite dry grasses and leaves when the car is parked over them. This is one of the reasons for the fitment of the key warning device, which prevents the driver from leaving the car with the engine still running. The location of the hot catalytic converter immediately under the carburettor (there was no room to fit it under the Spitfire like other cars) can have interesting results if you have a leaking carburettor or evaporative loss system!

Remarkably Bob says that he has never suffered from carburettor vapour lock or Waxstat problems and attributes this to the effective heat shield and larger radiator fitted to US cars. Life with catalytic converter fitted Spitfires can cause other problems. They can be easily damaged if the engine isn't tuned properly, are ruined if you use leaded petrol and are easily damaged by impact, eg tapped by a hammer. Apparently you not supposed to bump start the Spitfire with a catalytic converter either? (catalysts weren't as sophisticated in those days). At \$350 they are expensive to replace to. Needless to say Bob reports that in the past it has been common practice to remove emission control equipment as it begins to malfunction. This having the additional benefit of increasing engine B.H.P. However this practice is now coming to an end as cars in more and more states are having to undergo annual emission tests (sounds familiar) and road side spot checks!

Although the larger black wrap round bumpers do nothing for the appearance of the car, Bob confirms that they do actually work very well if involved in an accident. Bob managed to slide into the side of a full size Oldsmobile American Land Cruiser which pulled out in front of him. The Spitfire suffered only a broken rubber bumper.

The side of the Oldsmobile was not so lucky. Bob also relates how severe the climate in the U.S.A. can be with very hot summers. As a result many Spitfires have cracks in the wooden dash and either side of the ash tray in the black crash pad on top of the dash. The paintwork also tends to fade much more quickly.



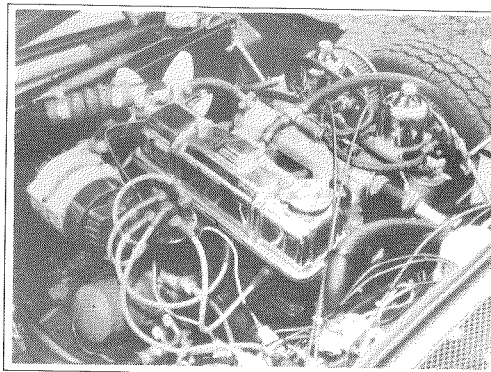
Peter Amendola's Federal Spitfire undergoing a rebuild. Yes U.S. Spitfires rust as well.

Peter Amendola from Franklin, Massachusetts, is also a keen Spitfire enthusiast owning a 1975 Federal Spitfire from new. Like Bob, Peter removed much of the emission control equipment from the engine a long time ago as a result of unreliability. Fortunately for Peter in Massachusetts, cars over 15 years old don't have to take an emission test. The single Stromberg carb has been replaced with twin SU's and being an earlier Federal car, it was never fitted with a catalytic converter.



Peter Amendola's 1975 Spitfire 1500

Peter also relates how he has had trouble with the seat belt/starter motor inhibitor system (see last month) fitted by law to all pre-1975 Spitfires. Apparently if the leads under the seat become wet (not uncommon on a Spitfire) they would short circuit and the car couldn't be started. Imagine trying to track down that fault! The solution was to disconnect the wires!



Peter's tuned 1500cc engine.

Dan Stewart from Mercer Island, Washington, has owned his Pimento Red 1972 Spitfire IV from new. Being an early 1300cc model, Dan's car has escaped much of the emission control equipment fitted to later Spitfires, and externally, with the exception of the side marker lights, is very similar to UK cars.

Dan has rebuilt the car to concours standard and tuned the engine. Some of the tuning parts will sound familiar, others will not, eg. Delta D-9 high lift cam, twin HS4 carbs, K & N filters, Allison electronic ignition, Lucas Sports Coil, Pacer/Quick-strip exhaust manifold, Mocal oil cooler, Minilite wheels and Semperit 185/60 x 13 tyres. With a loathing for the emission control equipment on US cars, it has been very difficult to get photographs of emission equipment on US cars. Surprisingly most of my photographs on US emission control equipment have come from cars in the UK!

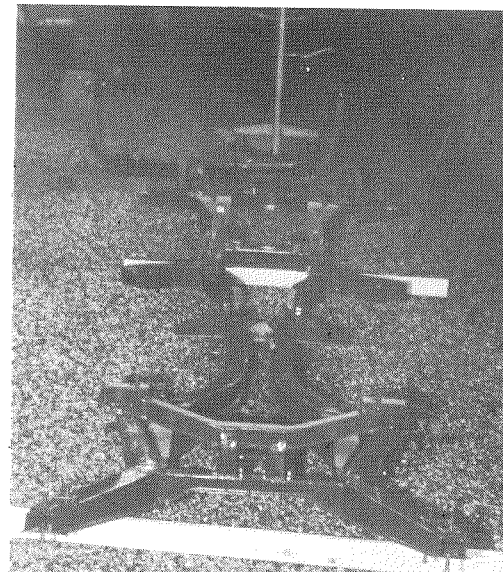
Andrew and James Deacon of Market Harborough own a 1978 California model Spitfire 1500. The car was built in 1977 as one of 6 pre-production cars built by Leyland to try out the 1978 model changes to the California Spitfire.



Andrew and James Deacon's Californian spec. Spitfire 1500 being road tested with their UK Spitfire MkIII.

The car was kept by BL for a year and then sold to Andrew through an intermediary in 1979 with 93 miles on the clock. The car had American style number plate holders, although the car was UK registered by BL as AWK 346T. Andrew found the unused plates in the boot!

In 1983 Andrew exported the car to Holland where it was re-registered KK-16-JB. The car returned to the UK in 1987 with 68,541 miles on the clock and is now undergoing a complete rebuild, mainly as a result of salty Dutch roads. As part of the rebuild, Andrew has had to replace the chassis as a result of rot in the main chassis rails in the differential area. Such rot is not usually a problem on UK Spitfires and must be attributed to the rear chassis extensions of the US chassis. Similar chassis extensions cause similar rot on the Herald and Vitesse chassis.



Andrew's new American spec. chassis.



Andrew's Spitfire upon return from Holland.

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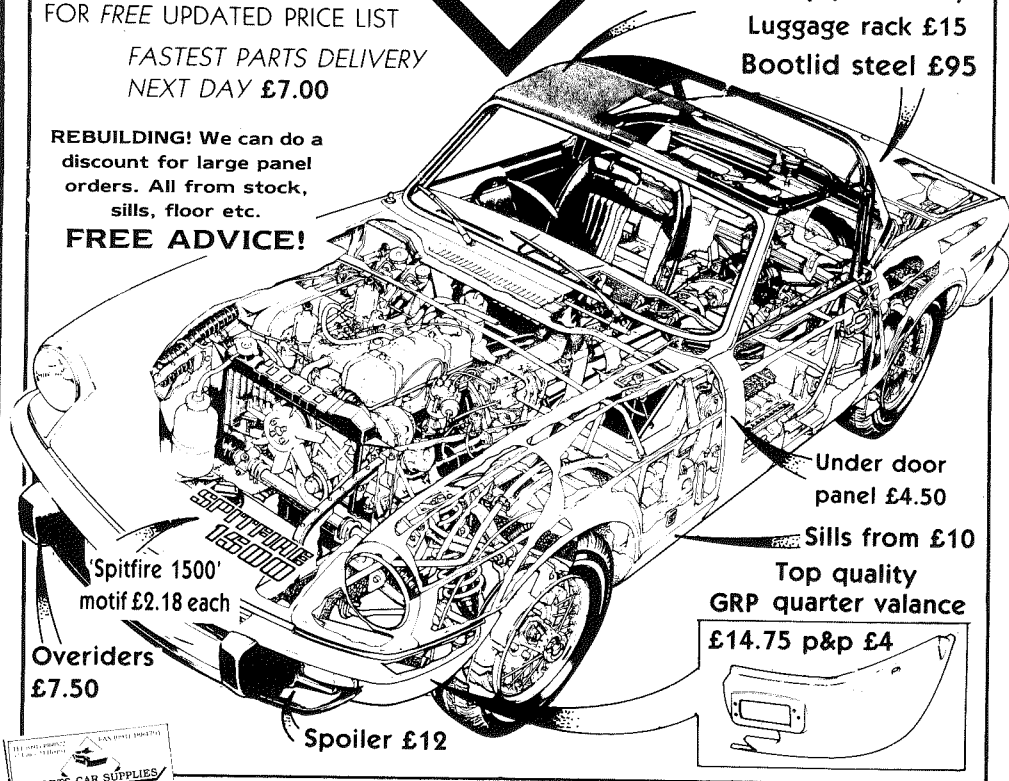
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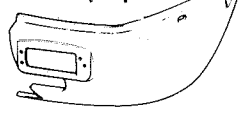


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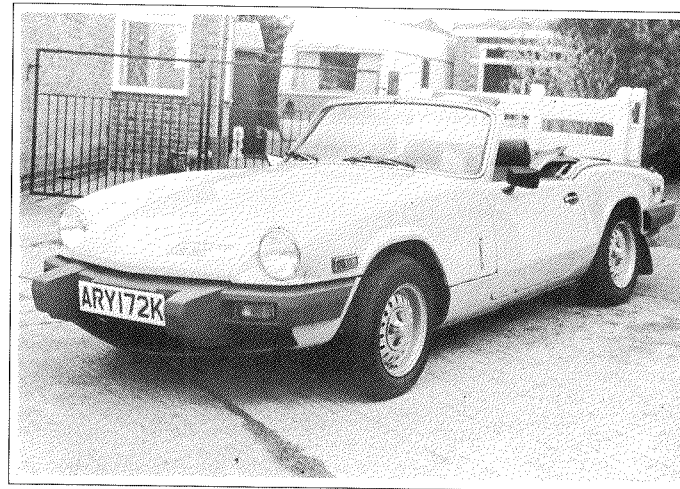
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The car is still LHD and wherever possible remains in Californian spec, with the large rubber overriders and emission control equipment. Unfortunately, the air pump seized and has been removed. The catalytic converter matrix was also removed once it became poisoned (there was no unleaded petrol in the UK in 1979).

Only the empty canister remains. However, today the car is now able to run on unleaded petrol. Andrew states that the performance is not noticeably slower than the UK Spitfire 1500s, mainly as a result of the US 3.89 differential ratio instead of the usual UK 3.63 ratio. However the car does begin to run out of steam at 85mph. James reports one benefit of the lower compression engine is that it appears to run smoother/quieter and has more bottom end torque than UK engines.

Modifications to the car have included changing the headlights which dipped the wrong way and cleverly rewiring the front side marker lights so that they do now in fact act as indicator repeater lamps. James finishes by saying that driving their LHD Spitfires in the UK doesn't present any major problems and is some cases can be an advantage when driving in London traffic. Interestingly Reg Lowe of Northorpe, Nottingham also owns a Californian spec. Spitfire 1500 of 1978/9 vintage with the large rubber wrap round bumpers. It would appear that 2 other Spitfires had been cut up for scrap before Reg's wife's boss managed to rescue their car from the BL Experimental shop in 1982. What the car was used for by BL is unknown, but it can't have been much as Reg received the car with only 34 miles on the clock. Reg had the car converted to RHD and the engine rebuilt to run on 4 star (again unleaded petrol was available in the UK then). The conversion was professionally undertaken by the local Jensen agents. The complete front scuttle was replaced thereby swapping

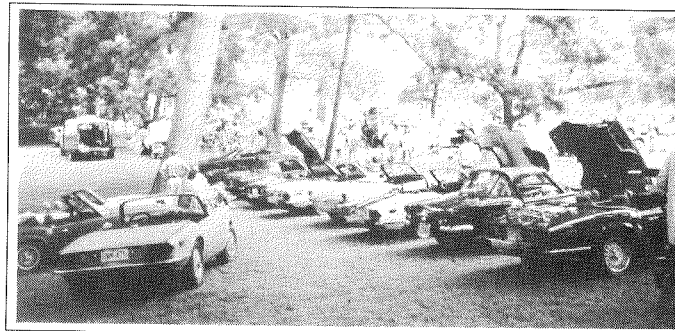


Reg and Maureen Lowe's 1979 Californian spec. 1500. The no plate is from an earlier UK car.

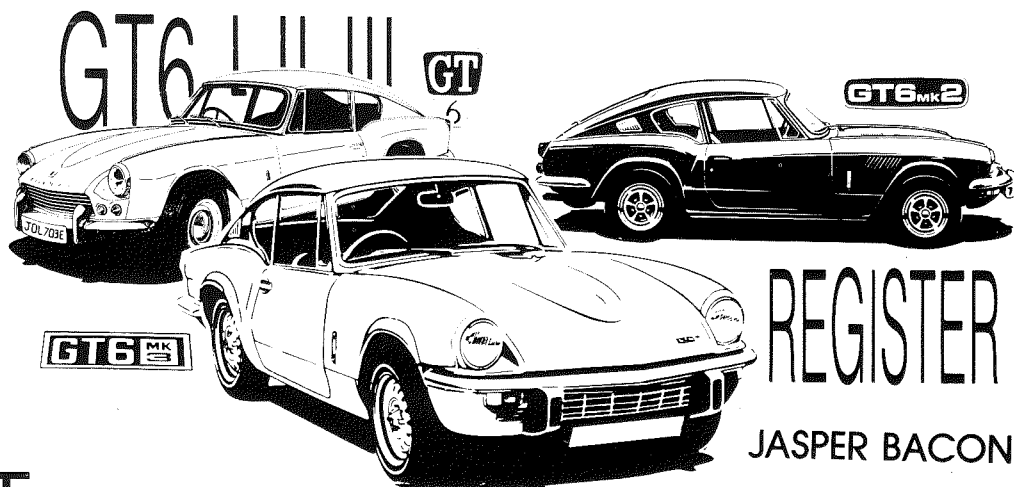
around the battery box and foot pedals. Reg remembers that getting hold of a new scuttle was difficult even then, only 2 years after production ceased. The steering rack was replaced for a UK version which then got in the way of the US spec inlet and exhaust manifolds and so UK manifolds with twin carbs were fitted. To accept 4 star petrol the petrol filler cap had to be filed out to take the larger diameter pump nozzle. A new veneered dashboard was procured at a cost of £75 (how much today?). The conversion was completed with UK plates taken from an early MkIV Spitfire. Apparently parts for American Spitfires are still available, Reg recently obtained a set of new rubber bumpers from the States. In the past James Deacon has been able to obtain parts from Rimmer Bros. but is not sure if US parts are still stocked. In the States, the major source for Triumph Sports car spares is The Roadster Factory, PO Box 332, Killen Road, Armagh, Pennsylvania. How about sending off for a catalytic converter for your Spitfire!

Paul Harfoot writes in to say that a friend has recently set up an export business in the states for Triumph parts and cars. He can be contacted at Transatlantic Exports, 135 Plymouth Street, Brooklyn Heights, New York, NY 11201 USA. Tel. 0101 718802 0600.

Again many thanks to Bob Sykes, Peter Amendola, Andrew and James Deacon, Reg and Maureen Lowe and Dan Stewart for their help in compiling this article and providing an insight into what 3/4 of the Spitfires produced were like.



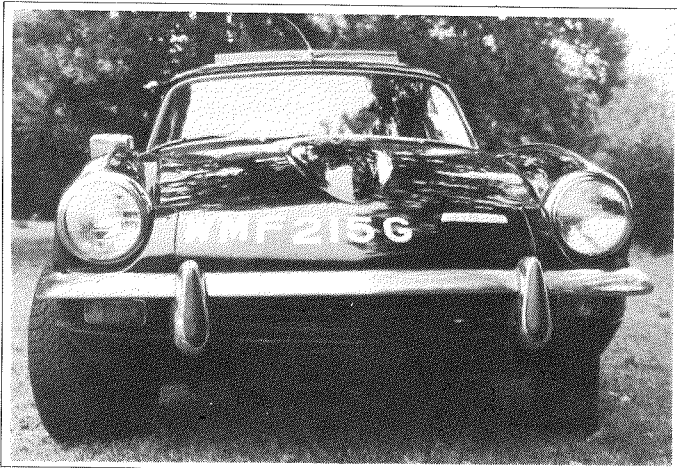
A Spitfire meet in the US.



THIS month's feature car is a Royal Blue MkII owned by Andrew Tullis of Whiteparish near Salisbury. I first met Andrew through Pewsey Young Farmers. He owned a Morris Minor then, but next he graduated to a MkIV Spitfire brush painted with black Hammerite! and then on to WMF 215G, via various other projects, including a Morris 8 Series E Tourer, which is still in bits after having been bought in bits over five years ago! The GT6 is transport when on leave from exploring for oil in the U.A.E.!

S.A.H. TITE-TURN SUSPENSION KIT

On road test reports early GT6's and Vitesse's were criticised for their 'twitchy' rear ends; hence Standard-Triumph designed the rotoflex lower wishbone set up for the MkII cars (often referred to as MkII suspension). Pre MkII cars had swing axles with a fixed spring. At the same time S.A.H. had on offer a kit incorporating a rotoflex on the drive shaft with a modified hub (using Hillman Imp bearings) and upright, with a wish-bone connected to the bottom of the main chassis rail (at its lowest point!). The wish-bone is in fact a Triumph front upper wish-bone reversed, using a tapped block at the chassis end, finishing with a track-end bolted into a bracket welded onto the underside of the chassis. Wish-bone attachment points are welded also to the bottom of the upright, below the shock absorber mounting point. The photos of the set-up are from my MkI which unfortunately I crashed nearly two years ago, so with my Vitesse now on the road, I can start rebuilding it! From my ex-

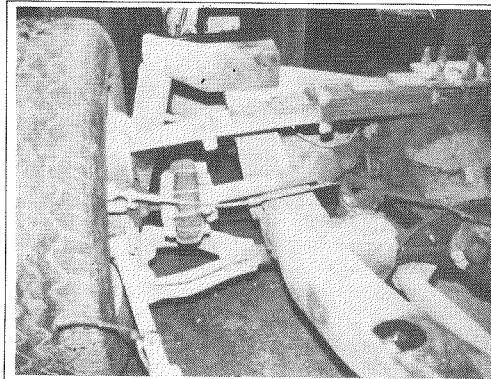


perience the true MkII suspension is superior, especially for a road car.

The S.A.H. set up suffered from poor Rotoflexes the reason being (as I found out from Nick Jones - keen Dorset member!) that to get a new rotoflex to fit at all the steel band has to be removed prior to fitting in order

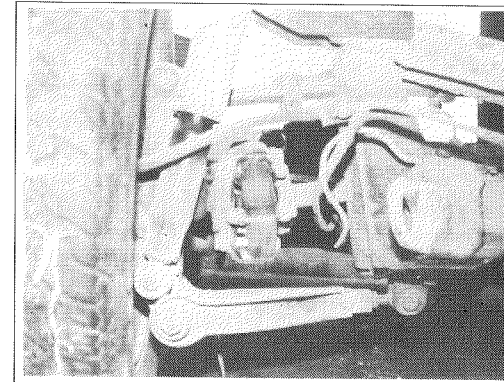
to get the bolts holes to line up, therefore the rotoflexes suffer from constant distortion when in situ.

The other complaint with the set up was that the lower wish-bone attachment point (to the chassis) gave very low ground clearance, less than 3" on my car, it could only just get up the farm track, and that was without a sheep in the back!



The track-end consists of a steel ball pressed into a race on the rod end and a bolt passes through the steel ball into the bracket on the chassis, there

is no rubber bush. This makes the suspension very noisy.



Bearing the above in mind, however, the car did hold the road well with the S.A.H. set up. My car also had an extra anti-roll bar on the front. The set-up can be considered as a step in the right direction, especially on a race/track car where refinement is not so important, or as in my case, I will be converting to a swing spring with long axles, but keeping the extra roll bar on the front!

NOTE: I was able to get spares for the S.A.H. setup through Triumph-Tune.

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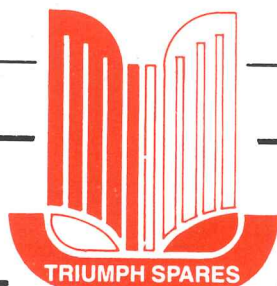
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Carpet set, all Spitfire	£60.00
Carpet set, all Spitfire moulded (original)	£110.00
Carpet set, all Herald convertible	£65.00
Carpet set, all Herald saloon	£65.00
Carpet set, all Vitesse convertible	£70.00
Carpet set, all Vitesse saloon	£70.00
Carpet set, all GT6 MkI	£75.00
Carpet set, GT6 MkII	£75.00
Carpet set, GT6 MkIII	£75.00

**ALL THE CARPET SETS ARE MADE WITH TOP
QUALITY MATERIAL WITH ALL EDGES BOUND.
EXCEPTIONAL VALUE FOR MONEY**

Hood, Spitfire MkIII	£65.00
Hood, Spitfire MkIV/1500 (zip window)	£65.00
Hood, Herald/Vitesse	£75.00
Hood bag with piping, Spitfire (state colour)	£39.00
Hood bag, all Herald/Vitesse	£36.00
Tonneau, Spitfire MkIV	£45.00
Tonneau, Spitfire 1500 with headrests	£49.00
Tonneau, all Herald/Vitesse	£49.00

**ALL HOODS, HOOD BAGS AND TONNEAU COVERS
ARE SUPPLIED WITH ALL FIXINGS AND CLIPS.**

ALL THE ABOVE PRICES ARE ONLY AVAILABLE AT THIS PRICE FOR JUNE PLEASE QUOTE YOUR TSSC
MEMBERSHIP No. WHEN ORDERING YOUR PARTS.

DON'T FORGET... SAVE YOURSELF MONEY BY JOINING OUR PARTS DISCOUNT CLUB. HUNDREDS OF
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The No1 TRIUMPH SPECIALIST IN SUFFOLK

Door trim panel, Spitfire MkI/II/III	£20.00
Door trim panel, Spitfire MkIV/1500	£20.00
Door trim panel, GT6 MkI/II	£22.00
Door trim panel, GT6 MkIII	£22.00
Door capping, vinyl, all Spitfire / GT6	£10.00
Glove box, all Spitfire / GT6 (left or right)	£13.00
Sun visor, all Spitfire / GT6 right hand	£10.00
Sun visor, all Spitfire / GT6 left hand	£13.95
Rear wheel arch trim kit, Spitfire	£39.95
Rear cockpit panel, Spitfire	£25.00
Headlining, GT6	£39.00
Radiator cowl set, Spitfire	£20.00
Radiator cowl, GT6	£13.00
Engine valance kit, Spitfire	£32.00
Engine valance kit, GT6	£35.00

STEERING AND SUSPENSION

Pair brake discs and pads, all Spitfire & Herald	£25.00
Pair brake discs and pads, all GT6 & Vitesse	£30.00
Pair lower trunnions with kit (Stanpart), all models	£25.00
Pair top ball joints, all models	£16.00
Pair track rod ends, all models	£10.00
Pair front springs, all Spitfire/Herald	£20.00

**ALL THE TRIM WE SUPPLY IS AVAILABLE IN MANY
DIFFERENT COLOURS AND MADE EXACTLY TO
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ELUSIVE PART(S), CALL US AS WE HAVE TONS OF
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credit card no. Annual membership free on orders
over £250.00. That's a saving of £36.25
immediately!

Name

Address

Daytime tel No

Type of car

Year of manufacture

Pair front springs, all GT6/Vitesse	£24.00
Pair front shock absorbers, all models	£32.00
Pair rear shock absorbers, all Herald/Spitfire	£30.00
Rear transverse leaf spring, all Spitfire	£49.00
Steering rack, all models (outright purchase)	£35.00
Pair column bushes, all models (not 1500 Spit)	£3.95
Lower steering coupling, all models	£15.00
Set of eight wishbone bushes, suitable all models	£6.00

EVERY OTHER MOVING PART IN STOCK

BODY PANELS (SUITABLE FOR ALL SPITFIRE / GT6)

Outer sill (original)	£24.00
Full floor pan (state left or right)	£29.00
Floor crossmember	£10.00
Boot floor	£38.00
Battery box	£12.00

SPITFIRE MKI/II/III, GT6 MKI/II

Front wing (original)	£49.00
Front wing, GT6 MkII with louvers	£65.00
Doorskin (all)	£16.00
Rear wing (all)	£55.00
Rear valance (all)	£35.00

SPITFIRE MKIV/1500/GT6 MKIII

Front wing /all)	£38.00
Doorskin	£16.00
Rear wing (all)	£99.00
Rear wing panel	£60.00
Rear lower valance	£29.00
Bootlid, Spitfire MkIV/1500	£105.00

HERALD/VITESSE

Front wing Herald 1200	£70.00
------------------------	--------

LARGE QUANTITY OF IMPORTED RUST FREE SPITFIRE/GT6 DOORS/BONNETS/ BOOLIDS. RING NOW TO RESERVE

All the above items have been remanufactured
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that we stock every available part for car. FIND
OUT WHY MORE PEOPLE USE OUR
SERVICES.

RING TODAY

Front wing, Vitesse	£65.00
Front wing, 13/60	£50.00
Doorskin, all models	£22.00
Rear wing, all models	£60.00
Rear centre valance, all models	£39.00
Rear quarter valance	£15.00

**PLEASE NOTE, WE STOCK EVERY AVAILABLE INNER BODY PANEL AND
REPAIR SECTIONS FOR ALL THE ABOVE VEHICLES.**

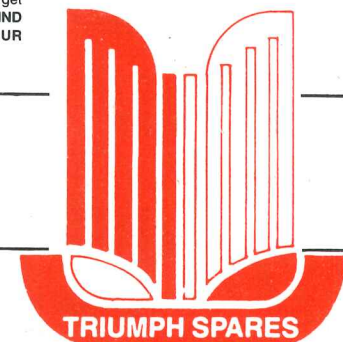
STOP PRESS STOP PRESS STOP PRESS STOP

Brand new Spitfire MkIV/1500/GT6 MkIII rear bumpers	£80.00
Brand new Spitfire MkII/III/GT6 MkI/II front wing chrome beading	£20.00 pair
Brand new seat cover kit, Spitfire MkII/III, black with white piping	£90.00 pair
GT6 moulded carpet sets now available, these are the best anywhere	£165.00
Front steel valance, pressed, Herald 13/60 and Vitesse, (available July/August 91)	£160.00

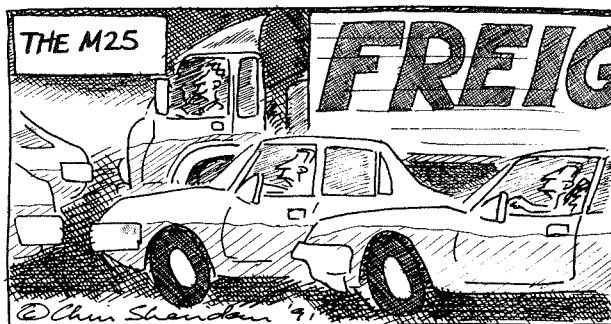
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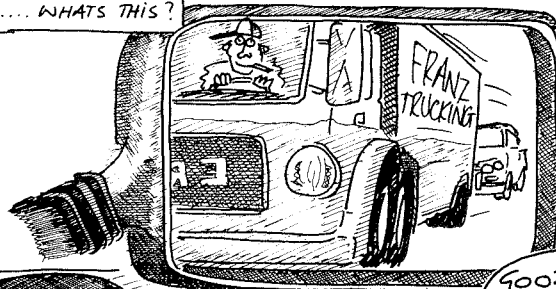


Tommy the Triumph

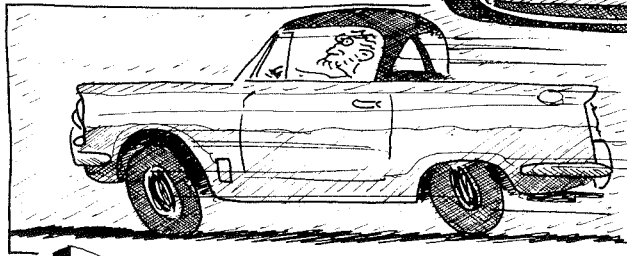


OFTEN DESCRIBED AS THE BIGGEST CAR PARK IN BRITAIN AND ALSO KNOWN AS BRITAIN'S BEST RACE TRACK! MILE AFTER MILE OF ECONOBOKES, H.G.V.'S, REPMOBILES AND NOTHING TO BREAK THE MONOTONY! BUT WAIT.....

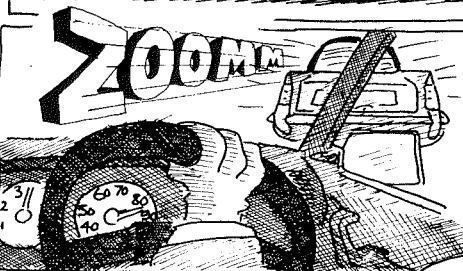
.... WHATS THIS?



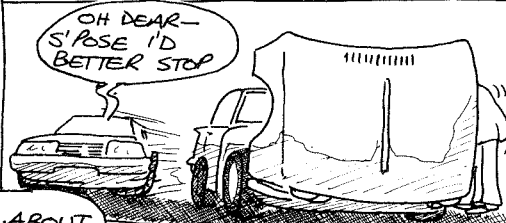
IS IT?
ISN'T IT?
COULD IT BE...?
YES, IT IS,
IT'S A...
WOW!



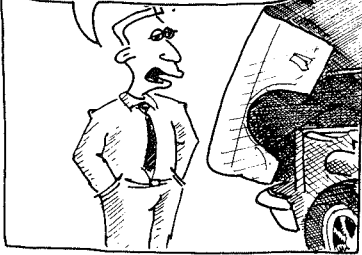
GOOD GRIEF!
HE'S PUSHING
THAT A BIT
FAST!



BUT, A BIT FURTHER UP THE ROAD.....



EVERYTHING O.K.? YOU WERE FLYING PAST ME EARLIER ON...!!



YES, ABOUT 100 M.P.H., ACTUALLY



DIDN'T KNOW IT WENT THAT FAST - THROTTLE STUCK WIDE OPEN, IT WAS - I WAS FLIPPIN' TERRIFIED....



INSURANCE ARRANGED BY



FOOTMAN JAMES



UNDERWRITTEN BY



SPITFIRES AND HERALDS EXAMPLE

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SEALS — HERALD/VITESSE

Header rail/hood seal front	£5.50
Hood side seal (top of door)	£3.75
Hood front outer finisher/seal (white only) original	£5.75
Front w/screen seal	£14.75
Door skin to door glass outer	£4.95
Door skin to door glass inner	£2.75
Bonnet scuttle/bulk head seal	£4.00
Hand brake lever gaitor — all models	£7.95
Triumph Pedal rubber	£1.55
Bonnet stop cones	£1.30
Gear lever gaitor	£3.95
Door aperture seal convertible	£9.50
Door aperture seal saloon	£11.95
Master cylinder dust cover	£3.25
Wheelarch to dash seal (small mud flaps)	£2.00
Front valance seals	£1.00
Boot seal, non original	£9.00
Boot seal, as original	£14.00
Estate rear tailgate glass seal — original	£16.00
Rear windscreen rubber saloon	£18.95
Door check link seal	£1.95
Window runner channel front	£4.95
Window runner channel rear	£3.45
'P' seal on windscreen frame	£3.25
Rear roof to deck seal (saloons)	£7.50

SEALS — SPITFIRE/GT6

Front w/screen seal	£14.75
Hood header rail/hard top front	£5.50
Door skin to door glass seal outer	£4.95
Bonnet scuttle seal	£4.00
Door skin to door glass inner	£2.75
Bonnet stop cone	£1.30
Door aperture seal (furflex) SPIT	£10.00
Door aperture seal (furflex) GT6	£13.75
Front valance seal SPIT I/II/III, GT6 I/II	£1.00
Front valance seal SPIT IV/1500, GT6 III	£2.00
Boot seal SPIT	£9.00
Tailgate aperture seal GT6	£9.00
Tailgate glass seal	£18.50
Door check link seal	£1.95
Gear lever gaitor SPIT I/II/III/IV	£6.80
Handbrake gaitor SPIT I/II/III/IV	£7.95
Master cylinder dust cover	£3.25
'P' seal on windscreen frame	£3.25
W/screen frame to body seal SPIT I/II/III, GT6 I/II	£13.50

ALL OTHER SEALS AVAILABLE FOR ABOVE CARS — PLEASE RING.

CHROME/LOCKS/BRIGHTWORK

Front w/screen insert, HER, VIT	£4.75
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	£0.85p
Door handle l/h HER, VIT	£9.95
R/h barrel and keys HER, VIT	£4.50
'B' POST STRIKER (LESS SLIDER) HER, VIT pairs	£17.90
Outer door handles (matched pair) black or chrome	
SPIT IV/1500, GT6 III (includes lock barrels)	£58.00
Matched pair door lock barrels, SPIT IV/1500, GT6 III	£11.95
Outer door handle assy SPIT I/II/III, GT6 I/II	£11.95
Matched pair door lock barrels SPIT I/II/III, GT6 I/II	£11.95
Inner door handle assembly SPIT IV/1500, GT6 III	£13.50
Inner door handle chrome bezel SPIT IV/1500, GT6 III	£3.50
Window winder handles and inner door opening handles all other models — please state model	£3.95
'B' post striker catch SPIT, GT6	£9.75
Boot hinges (pairs) HER, VIT, SPIT I/II/III	£15.50
Boot 'T' handle and keys HER, VIT, SPIT I/II/III	£9.80
Boot lock assembly SPIT IV/1500	£11.95
Tailgate lock assembly, GT6 I/II	£11.95
Tailgate lock assembly GT6 III	£11.95
Boot latch/striker assy SPIT IV/1500, GT6 all	£7.25
Chrome flip top petrol cap SPIT IV/1500 orig	£17.50
SPIT locking petrol caps	£11.95
Her, Vit locking petrol caps (chrome)	£6.50
Lock barrel and keys for GT6 III petrol cap	£6.95
Chrome wiper arm assembly all models	£5.25
Stainless wiper blades all models	£4.95
Bonnet mirror HER, VIT, ORIGINAL from	£11.75
Door mirror SPIT IV/1500, GT6 III	£10.95
CHROME BULLET MIRRORS NOW AVAILABLE — ALL MODELS	
Bonnet lock kit (pairs) all models	£15.95
Bonnet catch assy all models original	£17.45
Steering column lock assy SPIT IV/1500, GT6 III	£29.95
Ignition barrel and keys SPIT I/II/III, HER, VIT, GT6 I	£4.25
Ignition barrel and keys as above HIGHER SECURITY TYPE	£7.25
Matched lock set GT6 I/II, door, tailgate & ignition locks	£18.00
Full lock set as above with paired bonnet locks	£25.00
Matched lock set SPIT I, door boot & ignition locks	£12.50
Full lock set as above with paired bonnet locks	£20.00

Chrome/locks/brightwork - continued

Matched lock set, SPIT I/II/III, door, boot & ignition locks	£19.00
Full lock set as above with paired bonnet locks	£25.00
Matched lock set, HER, VIT, door, boot, ignition and c/box locks	£17.00
Full lock set as above with paired bonnet locks	£25.00
Cubby box assy HER, VIT	£6.50
Spit I/II/III, GT6 I/II chrome headlight rim	£7.50
Chrome hub cap, HER, VIT, SPIT I/II/III, GT6 I	£11.75
Rear overrider, HER, VIT fully pressed (pair)	£56.00
Front overrider, HER 948/1200 original (each)	£29.50
'B' post capping, SPIT IV/1500	£4.25

ALL LOCKS, BRIGHTWORK AND BADGES STOCKED — PLEASE RING

PANELS — HERALD/VITESSE

Front valance quality fibreglass	£24.95
Rear quarter valance steel	£13.00
Front wing HER 13/60 ORIGINAL PRESSING	£45.00
Front wing VIT	£68.00
Front wing HER 1200	£68.00
Rear wing, HER, VIT	£52.00
Front wing arch repair	£10.95
Rear wing arch repair	£10.95
Sill HER, VIT	£9.50
Door skin ORIGINAL PRESSING	£30.00
Door under section repair panel HER, VIT	£12.50
Door step/tread panel HER, VIT as original	£5.00
Bonnet 'D' plate, HER, VIT	£8.50
Rear centre valance (original VIT)	£32.00
Rear centre valance (original HER)	£35.00
Complete bonnet front panel HER 13/60 ORIGINAL	£48.00

ALL CHASSIS AND OTHER PANELS STOCKED — PLEASE RING

PANELS — SPITFIRE/GT6

Front valance SPIT I/II/III, GT6 I/II (steel)	£58.00
Front valance SPIT I/II/III, GT6 I/II (fiberglass)	£22.00
Front quarter valance SPIT IV, GT6 III (steel)	£46.50
Front quarter valance SPIT IV, GT6 III (fiberglass)	£16.75
Rear wing SPIT IV, GT6 III r/h ORIGINAL	£99.00
Front wing SPIT IV, GT6 III	£38.50
Front wing ORIGINAL SPIT I/II/III, GT6 I	£49.95
Front wing ORIGINAL GT6 II	£72.00
Sill all SPIT, GT6 ORIGINAL	£25.00
Sill all SPIT, GT6 quality pattern	£12.00
Rear wing ORIGINAL SPIT I/II/III, GT6 I/II	£49.50
Rear valance SPIT I/II, GT6 I original	£39.00
Rear valance SPIT I/II/III, GT6 I/II pattern	£30.00
Rear valance SPIT IV, GT6 III	£28.00
Boot floor all models	£37.50
Door skin SPIT I/II/III, GT6 I/II	£15.50
Door skin SPIT IV, GT6 III	£16.50
Full floor	£29.50
Rear light panel SPIT IV/1500	£59.90
Battery box	£11.00

ALL OTHER PANELS FOR SPITFIRE & GT6 STOCKED — PLEASE RING

MECHANICAL/SUSPENSION/STEERING

Front transion/swivel ORIGINAL STANPART	£11.00
Steering rack exchange	£26.00
Driveshaft all models non rototex	£45.00
New propshafts from	£65.00
Front vertical link VIT, GT6	£33.00
Front vertical link HER, SPIT	£35.00
Front wheel bearing kit inc. hub felt	£9.75
Top ball joint all models	£7.25
Track rod end all models	£4.75
Universal joint all models with grease nipple	£4.50
Front shock absorbers all	£15.75
Rear shock absorbers all	£16.50
Rear full wheel bearing kit rototex models	£12.95
Rear full wheel bearing kit non rototex models	£11.95

Mechanical/suspension/sterring - continued

Rotoflex coupling GENUINE	£17.50
Rear leaf spring SPIT IV/1500, GT6 III late NEW	£49.50
Rear leaf spring SPIT I/II/III NEW	£48.50
Rear leaf spring GT6 I/II/III, rototex NEW	£49.50
Rear leaf spring HER NEW	£58.00
Rear leaf spring VIT 1600II NEW	£58.00
Rear leaf spring VIT II NEW	£60.00

FUEL SYSTEMS & CARBS

Petrol tank sender unit HER, VIT	£22.50
Petrol tank sender unit SPIT	£18.50
Fuel pump HER, SPIT	£10.50
Fuel pump VIT, GT6	£18.50
Petrol tank new ORIGINAL SPIT IV/1500	£125.00
Carb repair kit (Stromberg) inc. needle valve	£9.95
Carb repair kit (S.U.'s) inc. jet	£11.95

FULL RANGE OF NEW AND FULLY RECONDITIONED CARBS AVAILABLE — PLEASE RING

BRAKES ETC.

Brake disc 4 cyl models	£11.25
Brake discs 6 cyl models	£13.75
Wheel cylinders — state model	£6.75
Brake hoses front/rear — state model	£6.50

MOUNTS & BUSHES

Engine mounts 4 cylinder	£3.45
Engine mounts 6 cylinder	£4.95
Overdrive gear box mounting	£13.95
Standard gear box mounting	£1.60
Bump stop rototex suspension	£5.50
Rear inner wishbone bush rototex models	£4.50

BUMPERS ETC.

Rubber bumper set HER	£99.00
Bumper end cap aluminium HER	£6.75

COOLING SYSTEM

Water pump SPIT IV/1500 (non viscous)	£26.00
Water pump, SPIT 1500 (viscous)	£33.00
Water pump HER, SPIT	£28.00
Water pump VIT, GT6	£28.00
Radiator overflow bottle all models	£4.95
Radiator overflow bottle cap	£1.20

HOODS, CARPET SETS AND INTERIOR TRIM

Hoods HER, VIT — original quality	£69.50
Hoods SPIT zip rear window — original quality	£69.50
Carpet set Her, Vit tufted and bound	£65.00
Carpet set SPIT tufted and bound	£60.00
Carpet set GT6 tufted and bound	£75.00
Car seat recovering kit SPIT IV/1500 black (car seat)	£70.00
Door trim panel SPIT IV/1500 black	£18.00
Door trim panel GT6 — state model	£20.00
Pair rear quarter panels SPIT IV/1500 black	£25.00
Glove box SPIT, GT6 each	£12.00
Pair of sunvisors SPIT IV/1500, GT6 III	£25.00
Engine bay valance GT6	£16.75
Engine bay valance SPIT	£15.95
Rad cowl GT6	£11.50
Rad cowl SPIT	£9.95

ALL OTHER TRIM AVAILABLE FOR ALL SPIT, GT6, HER & VIT

LIGHTS AND MISCELLANEOUS

Side indicator light SPIT IV/1500, GT6 III	£16.50
Rear light assy SPIT I/II/III, GT6 I/II	£32.95
Halogen headlight conversion set HER, SPIT & GT6	£26.50
Boot rack SPIT (wooden slats)	£18.00
Wood rim steering wheel all models	£38.00
Leather rim steering wheel all models	£26.00

PLEASE NOTE — ALL PRICES EXCLUDE POSTAGE & VAT (17.5%) AND ARE CORRECT AT TIME OF GOING TO PRESS.

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FOR 1991*



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Short-sleeved popular pique knit polo style shirts 65/35% polycotton placket. 10 colours available, choice of one of embroidered logos as shown. **£16.99. P&P £2.00.**

Sizes: S/M/L/XL/XXL. Please also state chest size when ordering.

Colours: Red, white, royal, sky, navy, bottle green, mint, jade, cerise.

COLLARED SWEATSHIRT

Fashionable square cut shoulder fleeced lined sweatshirt with collar and 3 button placket to front. Easy to wear and extremely comfortable — a true unisex garment. 50/50 7oz polycotton fleece. Available in five colours with the choice of embroidered logos. **£17.00. P&P £2.00.** Sizes: M/L/XL. Please also state chest size when ordering. Colours: Red, royal, navy, black or bottle green.

R012



RUGBY SHIRTS

Produced to a very high quality by a UK manufacturer. 100% heavy-weight cotton, featuring taped collar and shoulder seams for strength. These are genuine rugby shirts designed to give, not break. Do not confuse them with other inferior alternatives available! **£22. P&P £2.00.**

Sizes: Small 36", Medium 40", Large 44", XL Large 48". Colours: (Plain), navy, red, black, royal, jade or burgundy.

R031



R025

R116 GT6 ANNIVERSARY

Half Pint Crystal Tankard

£10.00 plus

£3.00 p&p



Mix 'n Match

Simply choose either Rugby Shirt, Collared Sweatshirt or Sports Shirt, then decide which colour, size and embroidered logo, ie. GT6, HERALD, SPITFIRE, VITESSE, BOND EQUIPE or TRIUMPH SPORTS SIX CLUB.

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Market Harborough. Telephone Orders 0858 434424

WHEN DID YOU LAST CHECK YOUR BRAKE FLUID?



Martin Réboul

WHY is it that I am never quite sure if that little aluminium cylinder has enough fluid in it to make my car stop? You know, the one that sits on that rusty bit of bulkhead under the bonnet at the back. The one that has the little cap that seizes on to the edge a few minutes after replacement. There is more than one reason.

One good one goes back to the late 1970s, and one of my first Triumphs. She was a grand old Mk1 2000 saloon, only 120,000 on the clock, a bargain at £25. Leather seats, and very similar breaking system to most club cars, ie, single circuit, effective but not festooned with fail safe hi-tech modern warning devices, brake pedal thickness monitors etc. etc, in fact a simple plumbing system, all joined together nicely with little rusty tubes, decaying bungy seals and corroded aluminium pistons and cylinders, and also a little metal 'film can' style reservoir somewhere or other under the bonnet. Hurtling back along the North Circular road, late one night, I was looking forward (with the usual thrill of anticipation) to traversing the deadly 'Neasden' bridge S bend, always a challenge in those irres-

possible youthfull days, and especially so with tired suspension and 'nearly slick' cross plies. Braking was critical of course on a challenging corner, such as this,

and I had it down to a fine art. So I thought. Imagine my surprise at stabbing the brake only to find my foot on the floor, no discernible decrease in speed, followed by a very nasty sensation in the pit of the stomach.

Yes, as you have guessed, the last few drops of opaque grey magic stopping juice had squirted out somewhere or other and I was in trouble. Anyway, I'm still here to write this (just) and I did make it round the corner by desperate pumping of the brake pedal, very inadvisable 'emer-

gency panic' use of the hand-brake, and a bit of luck with the steering. Looking back on it now, I would probably NOT be here had the rear brake drums not been saturated with brake fluid and had locked up under the influence of the handbrake. After this incident, I did become uneasy about brakes, not because of what had happened (leaky rear wheel cylinders in fact), but because there was no warning at all. I am sure we all know how people 'adjust' to gradually worsening defects in their cars (especially in the brakes) which are only noticed when the fault is rectified. My Vitesse developed a leaky rear cylinder a few years back and even a very experienced MoT tester who drove it described the brakes as 'brilliant'. The only clue was that there was increasing consumption of brake

fluid (which I was checking weekly by now) over the course of about three weeks. The fault was traced and fixed before disaster this time, but I thought it was time to do something about making the brakes a bit safer. I thought of the simplest way — if the fluid level drops dramatically there is a leak, so some early warning of this was in order. A trip to the scrapyards was interesting — many modern cars fitted with 'float' type switches on the reservoir cap, but none that would fit the large Vitesse / GT6 brake master (or I suspect the smaller Herald type). Eventually I bought a Ford cap to give me ideas, and took it home. What it consisted of was very simple — a small plastic float that sits on (or in) the brake fluid, connected by a plastic rod to the switch assembly mounted in the lid, if the fluid level drops down to 'danger' level, a small brass contact on the top of the rod connects two contacts together, and closes a circuit. To test the circuit, a small squidgy rubber cover that protects the switch can be pressed down with a finger, pushing the float down into the fluid and closing the contacts.

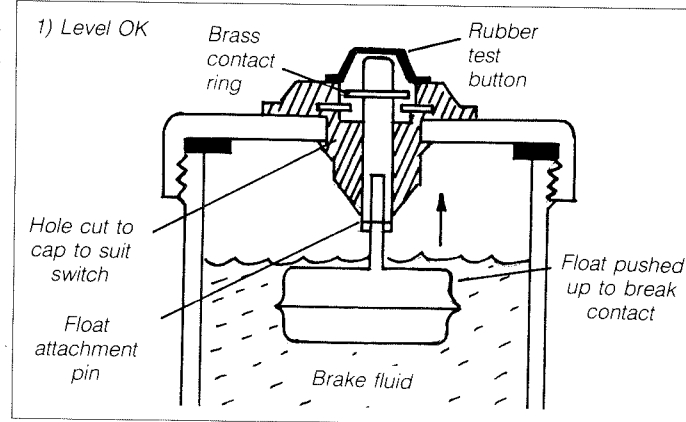
This means that you don't have to take off the reservoir lid to check fluid level, and the likelihood of dirt/water vapour etc. getting in is reduced. Also the warning circuit is checked at the same time —

I just used a bulb (prominently placed on the dashboard) but a small 12vc buzzer could also be used, or even both together.

For cases of extreme paranoia, an extra bulb can be mounted under the bonnet (because it is hard to see the dashboard from

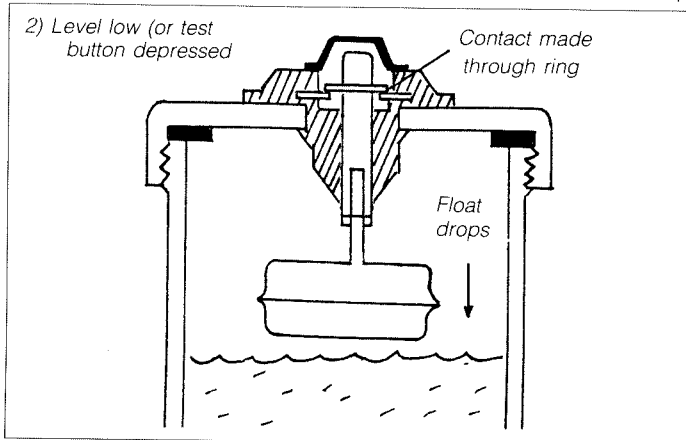
under the bonnet). The switch was fitted as follows:- a spare reservoir cap was used, actually an alloy type, although the PVC types could also be used. A hole is drilled in the centre, then filed out if necessary, to take the shaft of the switch. The switch can then be removed from the Ford cap by judicious levering with a screwdriver. The float must be removed from its shaft, to which it is held by a tiny locking pin.

The switch was also cleaned, and carefully glued into place with Araldite. This seems to have worked perfectly and does not react with brake fluid. A different sort of glue may be necessary with plastic caps however, I have not tried this yet, but I am sure it is possible (possibly a plastic 'weld' with a soldering iron would be better). The float can then be attached to the shaft by pushing a hot pin through both parts of the shaft,

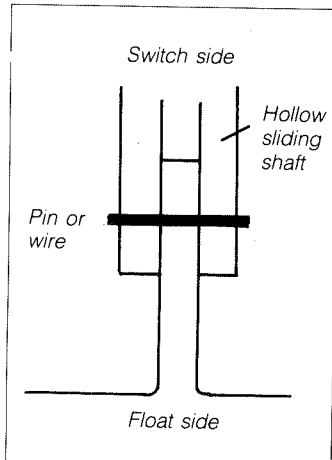


This is pulled from the shaft (or poked out with a pin). The plastic float shaft must be shortened a little for fixing to the Triumph reservoir, the shorter it is, the 'earlier' the warning! The Triumph cap was then cleaned and roughened with emery paper where it contacts the switch assembly.

and 'pinning' with a piece of wire. Make sure the hollow 'switch' side of the shaft is fully retracted into the switch (ie fully open position) or the pin could stop it from fully travelling up and opening the circuit. Thoroughly clean the whole assembly with meths, and the float should be able to move up



and down a couple of centimetres, the distance is not critical. A quick test with a meter (or battery and bulb) will show if the assembly is working: ie, float up is 'off', float dropped is 'on'. The float should fall easily under the force of gravity, this is important because it must not stick.



Incidentally, when the assembly is 'liberated' from the scrapyards, don't forget to take the plug as well, and as much wire from the harness as can be managed. This will avoid having to make extra connections later on, and I had enough wire to attach the plug to my Vitesse directly.

There were in fact three wires and three pins on the plug, but two of them are connected together (which can be seen through the plastic switch top), and therefore one is not used. The cap was then replaced (with a hopeful smudge of 'copper slip') on the thread of the reservoir top and plugged in. I actually used a permanent 12v supply from the battery (via a fuse of course!), so the level can be tested without the ignition switched on. With the fluid properly topped up (with a small air gap to take into account the displacement of the float), the warning lamp should be off, and a depression of the black button should make it light. Needless to say, the light should go out when the button is released. Now you don't have to take off the cap to check the level. Incidentally, the switch will 'leak' a tiny amount of air, so the vent hole (now drilled out) is not required.

If the bulb now blinks (especially whilst cornering / braking / accelerating) you know that the fluid level is low, and if it stays on all the time it is very low (about 1/2 full), so investigate at once. From long (and bitter) experience I find that slow fluid loss is most likely to be from the rear brake cylinders, possibly from a leaky hose/pipe joint (less likely),

and least likely (although possible) from the calipers at the front. Have a look at the drums first anyway (and front drums if you have them), and go from there. The level will also drop (though not drastically) as new pads and shoes were in, although frequent adjustment of the drums will eliminate the latter. However, frequent topping up means a leak for sure:

Don't do it! - INVESTIGATE AT ONCE (like I didn't). Be aware that 'single circuit' means single chance. Now all your brake failure worries are over - assuming the bulb filament is OK... and that connection under the dash... and that earth... and the float hasn't stuck... PS. Thinking about the actual brake fluid, I had another nasty experience when I used a cheap brake fluid (made by a company that usually makes wallpaper paste - a'hem!) and decided to do some acceleration tests on the local race track, and also some 'top speed' evaluations at the same time. All went fine as I braked from a doubtfully indicated 120+ for the 'Stirling corner' bend, but was there a trace of sponginess perhaps at the 'Apex corner' chicane! - never mind, up to full speed, a few bits rattling, no problem

down the 'Fiveways' straight, brake for the lights... arrgh! pump, pump, sweat, sweat! I stopped just over the 'finish line' by about six feet. After recovering, I investigated. Plenty of fluid, no leaks, no air locks, no water visible, just nice clear brake fluid. I used the rest of the bargain five litre (about £9.50 I think) can as paint stripper. And, after thoroughly flushing and refilling with Castrol RR363 Heavy Duty Fluid, no more problems. I think I know why after reading John Thomason's article in the February issue, and looking at the boiling points of various types of fluid - thanks. This DOT 4 fluid is WELL worth the extra and works as well in the Vitesse as Rolls Royce's and Bentleys. I have also found the same with antifreeze and oil - it rarely pays to buy cheap and nasty stuff, always look for the specifications on the container before purchasing. This does not

mean that 'branded' names are always best.

There are bargains around, but never buy anything in a plain wrapper or can, with no specifications on it. This also applies to mechanical parts, especially brake pads (as mentioned in John's article too).

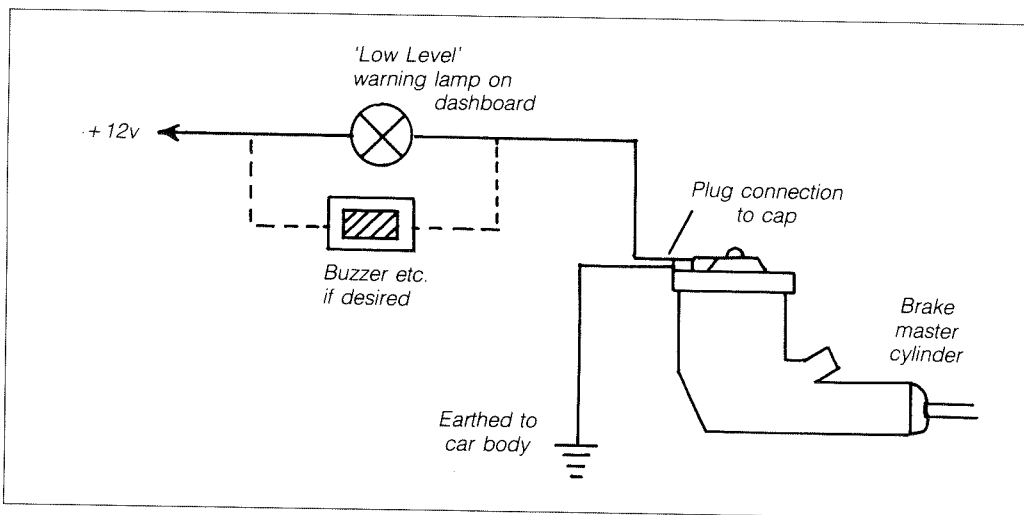
I once bought a set in a pretty blue box...

One last thing. You know I mentioned that rusty bulkhead where the paint peeled off (probably sometime in the 1960s) when the first owner spilt brake fluid on it? After a fruitless search for 'brake fluid' proof paint, I think I have found the answer (apart from using silicone fluid, that is) available from

modelling shops in tin or aerosol is a substance known as 'Hot Fuel Proofer', which is meant to save model aircraft from the evil ravages of glowplug fuel. It also saves Triumph bulkheads (and carefully painted cylinders etc) from the evil ravages of brake fluid. It is a slow drying, strange smelling and unfortunately slightly yellowish clear laquer, which goes over cellulose and enamel finishes and seems to work! I would like to know if there is a paint that works - any ideas?

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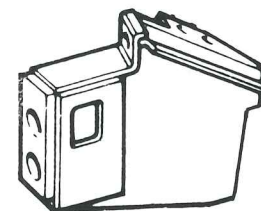
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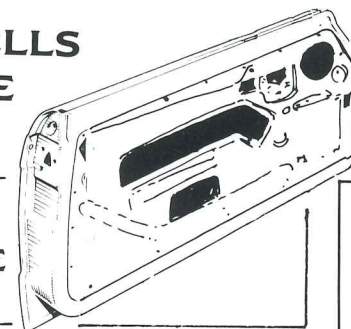
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Herald Vitesse Restoration

Peter Williams

Part 5

Near side rear quarter replacement continued.

With the tread plates replaced, assembly of the rear quarter, started in part three, was picked up again and presented few problems but a number of mistakes were made concerning how to best repair the outer wheel arch. As usual I like the idea of showing the trials of restoration as well as the successes so that others perhaps might choose the correct way first and save a lot of time and unnecessary expense in the process. The maxim of replacing the whole panel rather than patching, whilst not always holding true, is often the best approach.



Figure 83. Hence, the damaged area was simp-

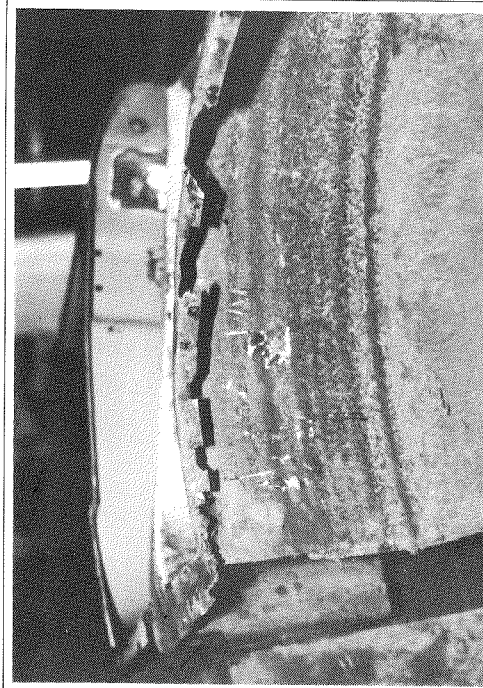


Figure 82. With the old wing cut off, the damage to the outer wheel arch lip was self evident. As only about one third of the lip appeared to be in this sort of poor state, it was decided to go for a simple patch repair.

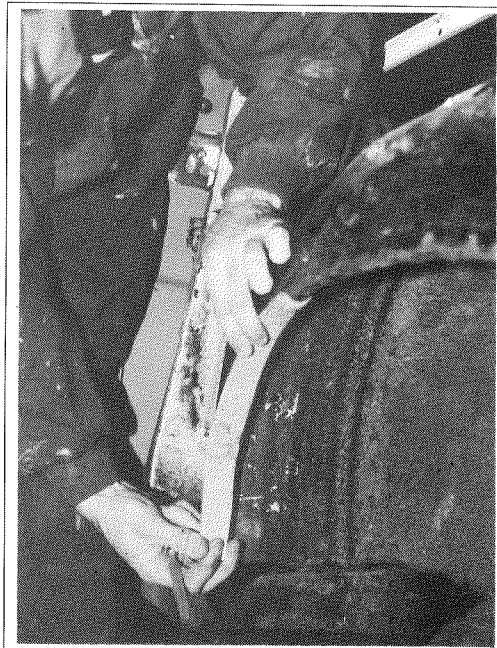


Figure 84. ...and a patch fitted up. Unfortunately, welding attempts proved rather less than successful as the surrounding metal vaporised into a lacework of holes. It just wasn't sound enough.



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Timing chain tensioners	each	1.35
Fuel pump MKIV 1300 & 1500 please state engine number	each	13.50
Water pump MK 1,2,3 New outright sale	each	25.00
Water pump MKIV 1300 & 1500 new outright sale	each	25.00
Water pump MKIV 1500 with viscous fan, new outright sale	each	30.00
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Points, all models	each	1.00
Plugs, all models	each	0.90
Condenser, all models	each	2.00
Fan belts	each	2.25

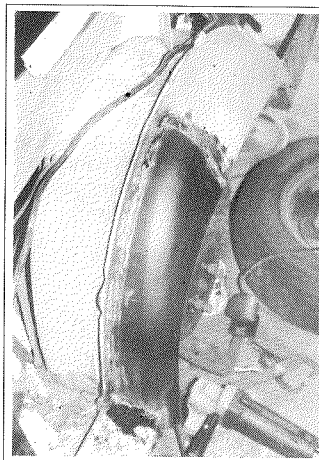


Figure 85. The next mistake was to buy a repro wheel arch, OK in itself, but only to use half of it. Doing the job as shown here was relatively easily achieved, cutting out half of the old wheel arch and welding in the new section but when it came down to it, the fit to the wing lip just wasn't good enough so the job was done again using a full arch. Repro wheel arches can be made to fit surprisingly well in a similar way to the original item but they do need working on quite extensively before fitting to the car in order to achieve the best result- to be shown in a future issue.



Figure 86. However the job's done, one thing that is a good idea is to use a flexible body sealer on all such welded joints. This Dunlop sealer proved to be very good with a usefully quick setting time. I just wish I could find another local outlet that stocks it, my original supplier having done a runner! After sealing the joint, give the job a good coat of paint as with the wing on, it's hard to reach all the nooks and crannies.

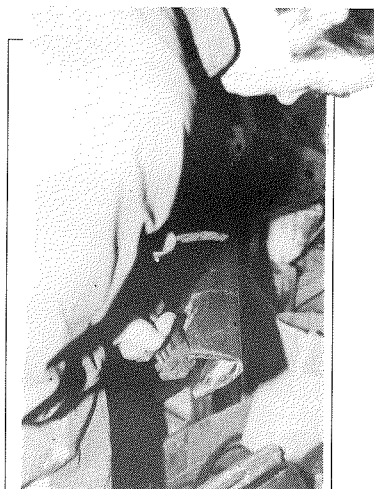


Figure 87
Attention now comes back to the assembly of the rear quarter remembering its conversion from the original estate item. The front and rear seams of the convertible wing top were treated to punched out holes every inch or so with the double action joddler.

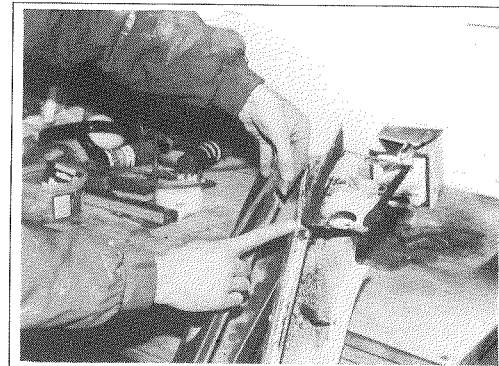


Figure 88. Pay close attention to old panels before throwing away as some subtle cutting is required to ensure a good fit. Here a very small section at the rear of the new wing top was cut away to match the old.

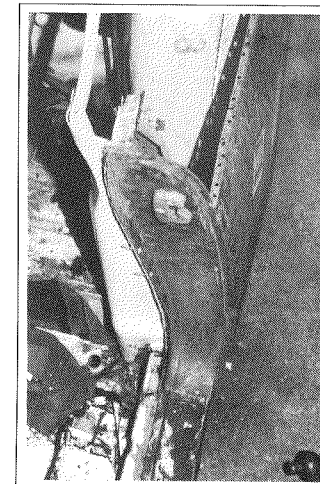


Figure 89 (left). Panel fit should be checked & checked again all the way through the process. Self tapping screws are quite useful for temporarily holding the panels together especially if you run out of clamps. Note the holes punched along the top of the wing ready for more plug welding.

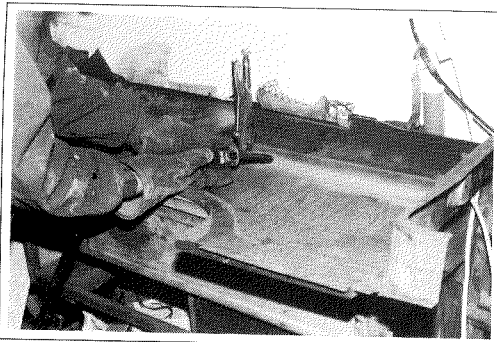


Figure 90. Just a little cheat for the camera to show the wing top clamped into position and me pretending to plug weld it on having already completed the job earlier sans said camera. Make a few well spaced welds first to ensure the correct positioning of the panel and then work your way along in between. For a good tight join, always weld close to a clamp. Finish off with seam sealer and paint.

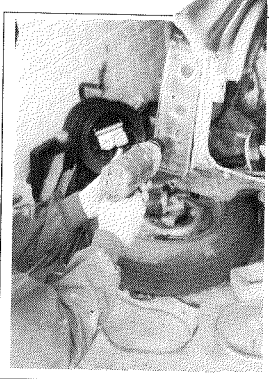


Figure 93 (left). Drill a few holes in the rear of the panel to enable its welding to the heavy vertical backing plate.

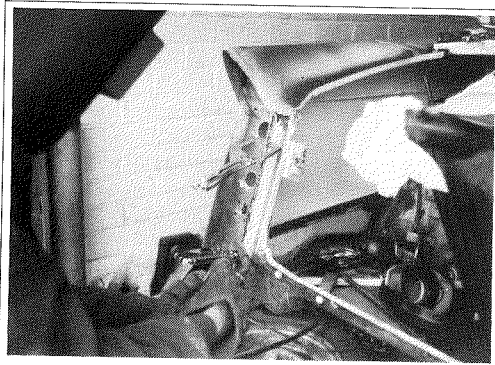


Figure 94. Secure the new assembly with as many clamps as possible and after checking against every reference point noted before hacking the old wing off, welding can begin. Here, up the vertical pillar and along the horizontal seam inside the boot.

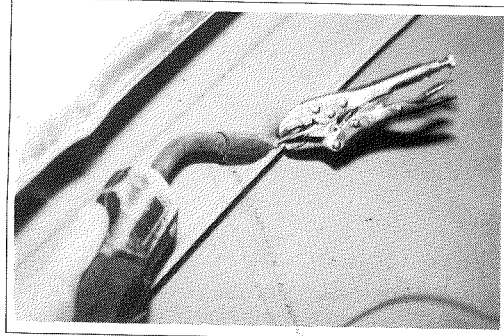


Figure 91. Don't forget to weld on new wiring loom clips as appropriate.

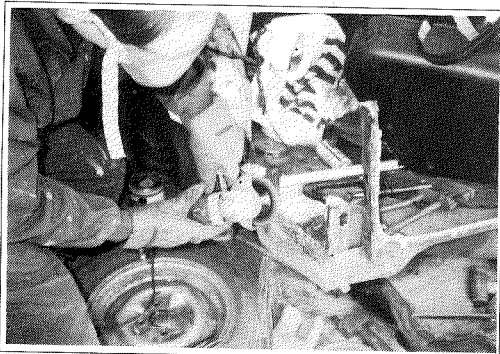


Figure 92. Prior to offering up the new rear quarter, clean back and inspect other areas where the wing is to fit. Unlike here, don't forget to keep the petrol tank out of the way: drained of fuel or not, dangerous petrol fumes can linger for ages.

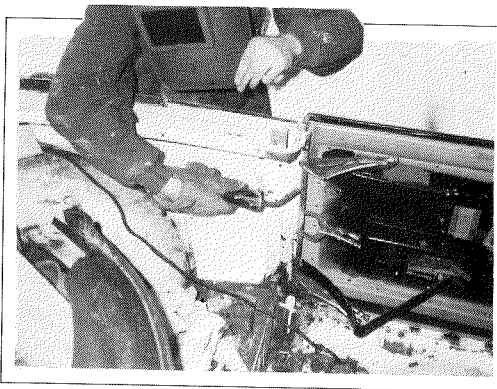


Figure 95. Inside the car the inner B-post, specific to convertibles, had been carefully removed to allow easy access to the B-post/wing seam.

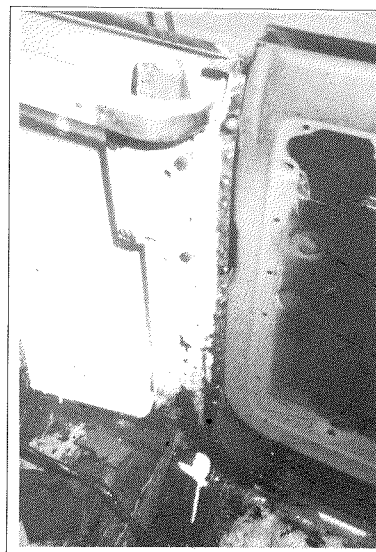


Figure 96. Welds complete and awaiting dressing back flush with the grinder. Note that the door was left on as a general check against the fit of the wing.

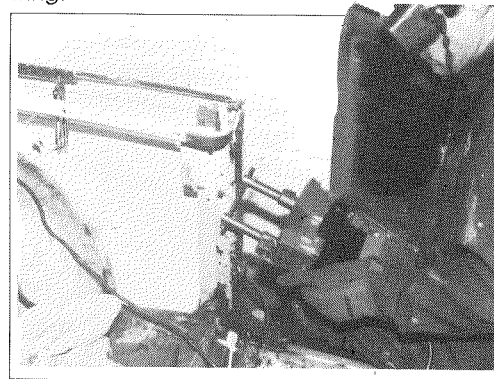


Figure 97. Any welding shown so far has been exclusively carried out by MIG welding. Many years ago before the advent of good affordable DIY MIG welders, I had bought a spot welder so I took the opportunity to try it out having properly plumbed it in to a 30 Amp cooker style connection point in the garage. My conclusion is that if you have a MIG don't buy a spot welder as the latter is very heavy, cumbersome, to do anything more than the simplest of jobs you need a range of different shaped arms and the welding tips are in almost continual need of being cleaned up. Having said that, it did give strong, professional spot welds in this application but all in all I found plug welding to much easier on the muscles and ultimately quicker.

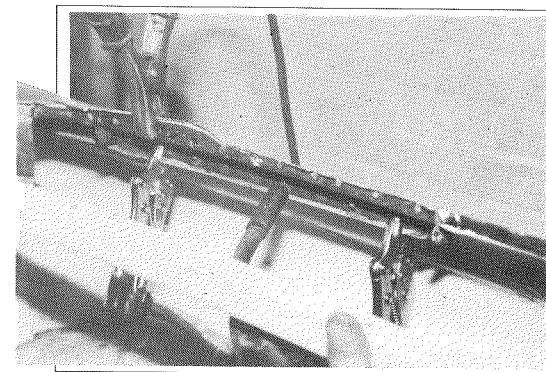


Figure 98. Carrying on with the rebuild, the wing top was itself plug welded to the forward spur of the rear deck: access being obtained by the previous removal of the strengthener panel shown in figure 43, after which the strengthener itself can be simply welded back in place.

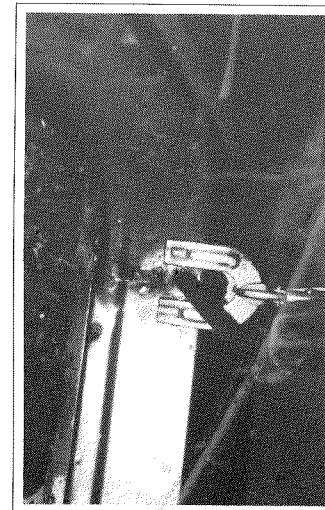


Figure 99 (left). A few welds are then required at the bottom of the B-post...

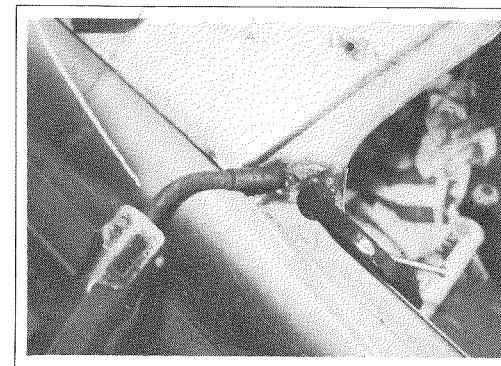


Figure 100. the front corner of the boot drain channel...

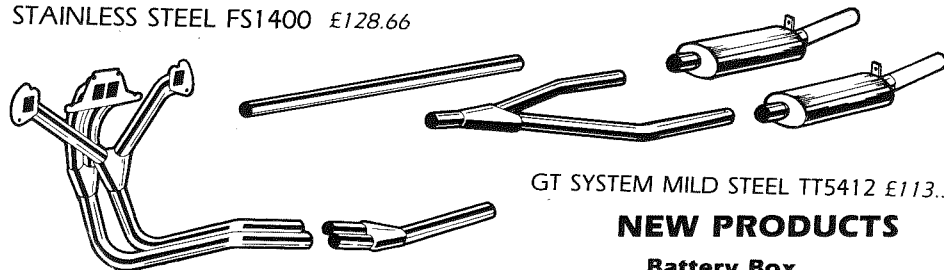
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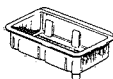
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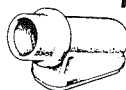
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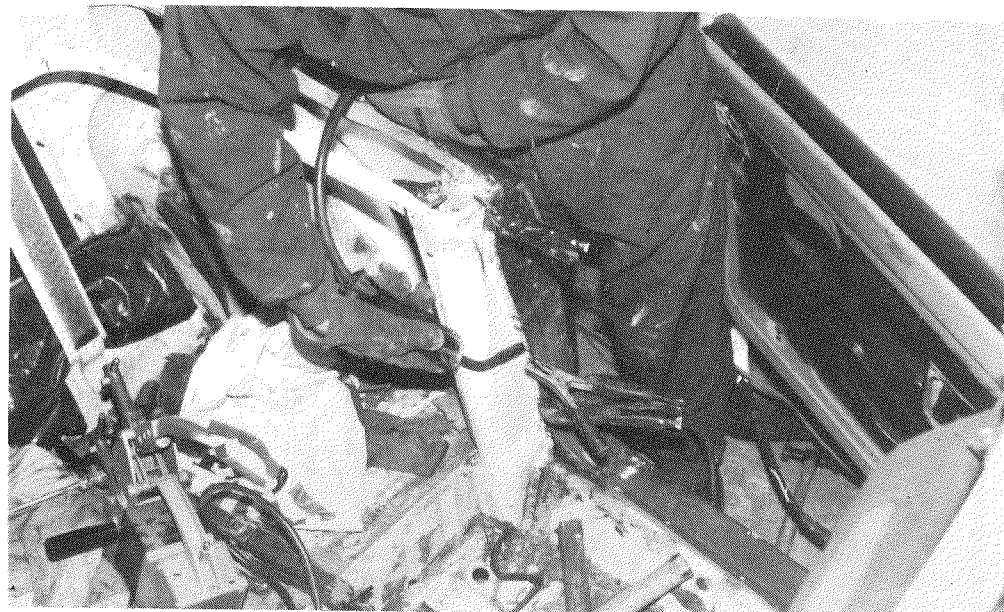


Figure 101...and at the top of the rear upright. A little braze might be alternatively applied here if you've the necessary equipment as it's less likely to crack in this flexible area than a welded joint.



Figure 102. Due to the force of gravity, upside down welding is not as easy and is more messy than 'the right way up' so if the body is to come off anyway, this part could be left until the body itself can be turned upside down.

Figure 103 (below). To finish the job, grind back the welds shown above and replace the inner B-post. Stand back and admire your handywork.



Next month sees the near copybook removal and replacement of the off side rear wing and wheel arch both with the correct original panels. No messing about. Lovely.

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INTERNATIONAL LIAISON SECRETARY



Leon F Guyot

QUITE a busy month this time, my father has just bought a new car, it's made in Coventy, the body was designed by an Italian, and it's red, well, not quite a Triumph, but he likes his Peugeot 405 Diesel Saloon, and it does 64mpg on a run, 47mpg around town, on diesel, which is cheaper than normal unleaded petrol in the UK, but very much cheaper in many other European countries.

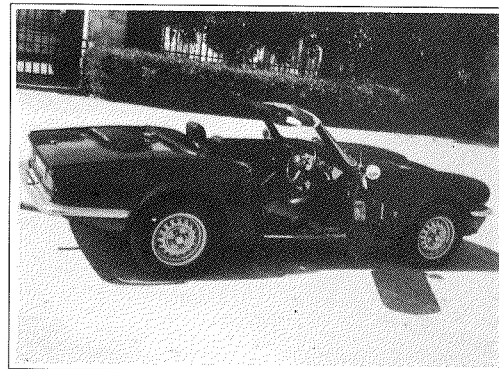
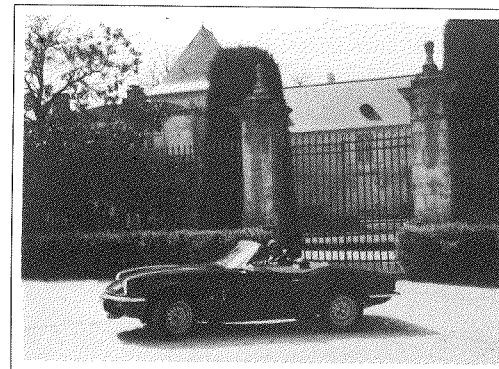
My Herald went into the spray shop on 27th April, for a respray of the bonnet top and bootlid, due to unsatisfactory preparation before the last respray of the bootlid, causing paint cracking and peeling, especially around the boot hinges. Due to various supply problems, indicative of British traders, the pain was not actually applied until this morning, Friday 10th May, which left me very little time to clean and prepare the car for the South of England Meet, tomorrow 11th May!

I must express my regret at not being able to attend the Triumph Club of Finland, River Kymi run from 8th-9th June 1991 in Kouvola, some 85 miles N.E. of Helsinki, Finland.

For me, as probably other British members, this is too early in the year, and also, I cannot afford it!, either financially — thanks to my long-running Vitesse project and also due to annual leave from work, which I am holding back for my July/August break, however, I do hope that I am able to make it up to their Oulu Summer meet in Western Finland on the Baltic Coast, from 27th-28th July 1991.

I would also like to thank Ivan Souverain (90/33999) from Bordeaux in France, who wishes to become TSSC Area Organiser for this part of France. I have no objections to this, although I must stress that I do not want the TSSC to 'tread-on-the-toes' of Amicale Spitfire (the French Spitfire Club), although it is desirable to have a TSSC presence in France, which is after all, a very large country. Ivan wrote to me a very nice letter, parts of which I may well reproduce in a following article (no time now), but his great enthusiasm is evident from the letter, and his is working on no less than three types of club car, ie: Herald, Spitfire and Vitesse, so, if any French TSSC members wish to contact him, please write to Iven Souverain at 13 Rue Tustal, 33000, Bordeaux, France.

A couple of photos of his Spitfire in a suitably French setting are reproduced here.



A message now from Andy Rayner, the TSSC Area Organiser for Canterbury/Dover area, who would like French/Belgian/Dutch Triumph enthusiasts who may be interested in a cross-channel trip to consider visiting Lydden Hill racing circuit, near Dover, on 22nd/23rd June 1991, for the Pirelli Classic Marathon weekend — well worth it!, and/or 10th/11th August 1991 for the Classic Car weekend, both of these event will include a free

Concourse, free camping, classic parade, autojumble, barbeque and Saturday night dance etc, and TSSC Racing on 11th August.

Pirelli Marathon time stage on 23rd June. Entrance is £5 per person on each day, under 15s free. If you wish to be included in TSSC reserved area, then pre-booking is essential, all pre-1974 cars booked in advance will receive one free pass valid for car and driver, their passengers will only need to pay £5 for both days. A commemorative Plaque will also be supplied free.

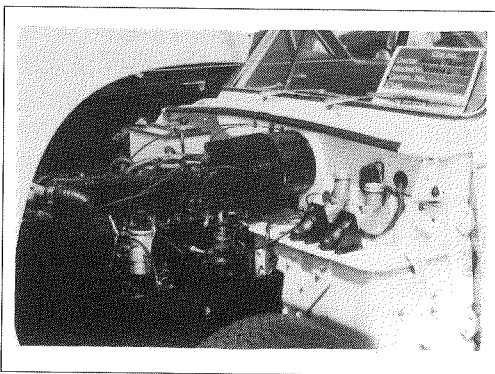
Booking forms may be obtained by sending a stamped-addressed envelope to Andy Rayner, 14 Derrington Downs, Barham, Canterbury, Kent, CT4 6QE, or telephone 0227 831793 (evenings).

Forms must be returned to Andy by 12th June for both events.

N.B. Lydden International Circuit is located off the A2, between Canterbury and Dover. Now, some interesting photographs from the USA, lent to me by Richard Symonds of Classic Components (Triumph 2000 trader, tel. 0264 55719) but actually the property of Bob Whitehead — a well known American Triumph enthusiast — these photos show that not all American Triumphs are TR6's etc.

did make it to the States, also a very nice looking Triumph 2000 Mk1 Sedan, both here in the Concours judging.

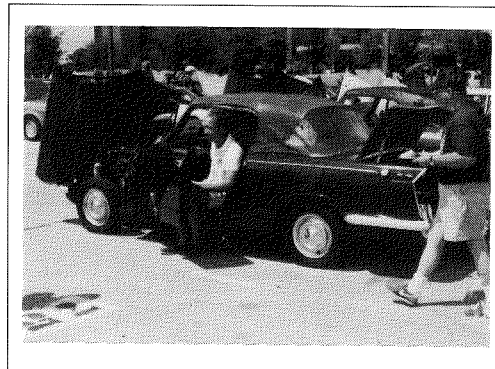
The second photo shows the underbonnet area of the Vitesse 6, showing the high (original) standard to which these cars are prepared allowing for the wrong battery, the rather short rubber strip, and painted over commission plate, otherwise beautiful.



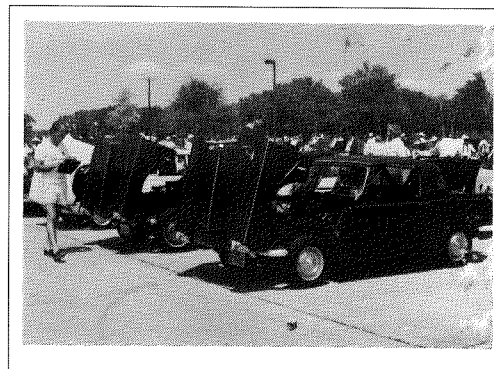
The first photo (above) shows a Triumph Vitesse 6 Sedan (Saloon), note Vitesse 6, NOT Sports 6, and it's left hand drive, which proves that some Vitesse

The next picture (over) shows two Herald 1200 convertibles, both looking resplendent in decent Signal Red paint jobs, although the hoods look a

bit tatty, and the last is a closer shot of the nearest 1200 convertible, note the US specification red-on-red rear lamp covers, and painted over door-lock-plates, also the rather peculiar U.S. wheel trims/hub caps.



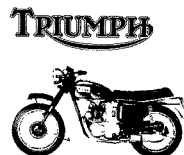
These photos were, I am told, taken at the STIR in Chicago, Illinois, during 1985. I thank all concerned for their inclusion here, any more photographs from anywhere around the world would be most welcome, as I am running out fast!



I include, below, the Club Triumph Holland Calendar for the information of all our European members who might be travelling in these countries this summer, our thanks go to Jos Jurriens for supplying it.

Well, nice to have the chance to talk to you all again and hope to see lots of you at the Stafford International this July 13th-14th, let's make this the one to remember! Regards to you all.

TRIUMPH AGENDA 1991



EVENTENPLANING T.O.C.N.

MAART
 zat 2 en zon 3 Vekel Old Timer jaarbeurs, Utrecht
 TOCN stand
 zat 9 Mujavrijen, Melderlo, Peter Nijholt Datum
 nog niet zeker!
 zon 10, Indon-Eindhoven, Oopon (Flora), Eindhoven
 zon 31 Kettingrijden, Noord-Holland, Kees Vrij
 Verreplaats nog onbekend

APRIL
 zon 14 Bekeursvergadering, Amersfoort, TOCN, Bi
 thep of de Gert!
 zon 26 Binnens Bloemstrijt, nog onbekend, Jan Gys
 Kip

MEI
 zat 11 en zon 12 Triumpstreffen, Amersfoort, Cees
 Stout, Datum nog niet geheel zeker
 zat 18, zon 19 en maan 20 (26 pinkster) Vrij-
 lerskampenweekend d'n Toernooi, Melderlo, Geert
 Juni

JUNI
 zon 1 Bekeursvergadering, nog onbekend, TOCN
 Datum niet zeker!

JULI
 zon 7 Calarici-dag, Teuge, Eindhoven, Datum niet
 zeker!

AUGUSTUS
 zon 13 Indon-Eindhoven, Oopon (Flora), Eindhoven
 zon 20 Algemeen Ledenvergadering, Oopon (Flora),
 TOCN Vooral bekeursvergadering

SEPTEMBER
 zon 17 Bekeursvergadering, nog onbekend, Erik Boelen
 Datum niet zeker!

OCTOBER
 zon 28 en zon 29, Amstel treffen, Nes, Jan Bloem
 Datum niet zeker!

NOVEMBER
 zon 17 Bekeursvergadering, nog onbekend, Erik Boelen
 Datum niet zeker!

DECEMBER
 zon 1 Onderdelmarkt??

Indelingen: 02152 - 66612

Bijlage bij clubblad van:
 C.T.N.T.T. - T.S.C. - T.O.C.N. - TOCN
 T.S.C.N. - T.E.C. - B.T.C.



TRIUMPH SPITFIRE CLUB

MAART
 zat 24 Technische Meeting bij Britisch Leyland dealer
 Fleet Beer, Havenstraat 26, Ols
 Indelingen: Marc Kuhlman 010-435415

APRIL
 zon 21 Meeting Noord-Holland Indelingen: Margie
 Philpotts 02526-75042

MEI
 zon 26 Lustrummeeting (10 jaar TSC) met nationaal
 concours in het Valk-motel in Tel. Indelingen: Andre
 van Schak 03457-1341

JUNI
 zon 30 Meeting Deventer Indelingen: Gert Timmer
 05705-53359

JULI
 zon 31 Gezamenlijk Triumph Meeting Indelingen:
 Koos Verdoornicht 04951-31792

AUGUSTUS
 18. Meeting Zwolle Indelingen: Gerard Adema
 05229-485

SEPTEMBER
 zat 31, 1 sep, en zon 1 sep.
 INTERNATIONAL TRIUMPH SPITFIRE WEEKEND
 Indelingen: Frank Honckens 04760-11508

OCTOBER
 zon 21 Technische meeting, Indelingen: Marc Kuhl-
 man 010-435415

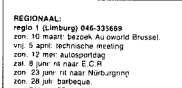
NOVEMBER
 zon 10 Onderdelmarkt gezamenlijk Triumph clubs



CLUB TRIUMPH HOLLAND

LANDOLLEN
 zat 9 maart: technische meeting
 din 30 april: openbaar i.s.m. TOCN
 maan 20 mei: pinkster
 zon 9 juni: English Car Rally E.C.R.
 zon 16 juni: meeting alle gezamenlijke Triumph clubs
 zat 14, 15, 16 sept.: 15-pig-rijden C.T.H. lustrum
 weekend
 zon 6 okt.: verassingsrijden i.s.m. TOCN
 zon 10 nov.: onderdelmarkt i.s.m. T.S.C. en TOCN

Indelingen:
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TRIUMPH STAG CLUB

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 regio 1 (Limburg) 046-33569
 zon 10 maart: bezoek Au d'orand Brussel
 vij 5 april: technische meeting
 zon 12 mei: autospierdag
 zat 8 juni: in naar E.C.R.
 zon 23 juni: naar Nieuwburg
 zon 28 juli: barbeque
 zat 24, 25, 26 aug.: nachtrit
 7 sept.: historische racen in Lelystad Eindhoven
 zon 20 okt.: herenrijden
 zat 14 dec.: bowling
 regio 2 (Brabant) 04136-77844
 zon 24 sept.: herenrijden
 zon 29 mei: koffiekafes
 zon 1 sept.: herenrijden
 zat 26 okt.: studeerdag
 regio 3 (Zeeland) 01680-29545
 zon 27 maart: koffiekafes
 zon 11 aug.: Wiensluis W. Brabant
 regio 4 (N. en Z. Holland) 070-3230239
 zon 31 maart: koffiekafes
 zon 21 april: ri
 zon 30 juni: zonnepaneel
 zon 8 sept.: herenrijden
 zon 27 okt.: koffiekafes
 zon 8 dec.: koffiekafes
 regio 5 (Utrecht) 030-863950
 zon 24 maart: mede-rijden
 zon 12 mei: kastelen
 zon 23 juni: puzzel
 zon 28 juli: koffiekafes
 zon 8 sept.: technische meeting
 zon 20 okt.: koffiekafes
 zon 24 nov.: koffiekafesvergadering
 regio 6 (Gelderland en Overijssel) 08819-74646
 zon 10 maart: koffiekafes
 zon 5 mei: ri
 zon 30 juni: ri en koffiekafes
 zon 8 sept.: Davenport
 zon 24 nov.: vroege
 regio 7 (Groningen, Friesland en Twente)
 055-10145
 zon 17, 20, 30, 31 maart en maan 1 april
 Oostersamenstelling 2 Lisen
 zat 23 maart: technische meeting
 vij 10 mei: koffiekafes
 zon 30 juni: ri
 vij 8 sept. en vij 1 nov.: nader in te vullen



TRIUMPH STAG CLUB

NEDELAND
 Hog pen-cum-bekend
 vij 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 augustus en 1 september
 vij 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 augustus en 1 september
 vij 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 augustus en 1 september



TRIUMPH DOLOMITE CLUB

FEBRUARI
 zat 23 winter
MAART
 zat 23 A.L.V. algemene ledenvergadering
APRIL
 zon 30 openingmeeting i.s.m. C.T.H.
MEI
 zon 19 A.S.K. keuring Hilversum
JUNI
 zon 9 English Car Rally
 zat 22/23 24 Clubweekend Assen
JULI
 zon 31 Dae Meeting alle Triumph clubs
AUGUSTUS/SEPTEMBER
 15, 27, 18 sept.: Arnhem w.e. in Vriethuis
 (org. J. P. Jans)
 21 aug. en 1 sept.: Intern. Spitfire w.e. in NL
 22 sept.: Rally in West Vlaanderen
 (org. E. Vanel)
OCTOBER
 20 Bekeursdag in de Kempen
 (org. W. Willem)
 INLICHTINGEN: 0358-62991
 03526586391 vanuit Nederland

TRIUMPH ENTHUSIAST CLUB BELGIUM

FEBRUARI
 24 Bekeursdag omgev. Antwerpen
 (org. W. Willem)
MAART
 9 en 10 Antwerpse Oldtimershow
 17 Algemeen ledenvergadering en Annual Dinner
APRIL
 14 Uitnodiging op Palace Rally
 (org. Belg. Nieuwoud)
 30 Rally Zeven Vlaanderen
 (org. B. M. Evers)
MEI
 19, 24 Vierjarenfeest omgev. Antwerpen
 (org. efr. en meir. Capener)
JUNI
 9 British day omgev. Babari (Walle en Vlaam
 se Triump club) (org. B.T.C.)
 17 Kaptelconferentie omgev. Lier
 (org. R. Vekemans)
JULI
 21 Meeting gezamenlijke Triumph clubs
 27 T.E.C. nacht Rally samen met Roter Rover en
 Lotus club (org. J. Vanden en Y. Van Nuffen)
AUGUSTUS/SEPTEMBER
 15, 27, 18 sept.: Arnhem w.e. in Vriethuis
 (org. J. P. Jans)
 21 aug. en 1 sept.: Intern. Spitfire w.e. in NL
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OCTOBER
 20 Bekeursdag in de Kempen
 (org. W. Willem)
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 9 juni: sprint-race op de E.C.R.
 1415 september: bekeursdagproeven tijdens
 lustrum C.T.H.
 5 oktober: Nieuwoud
 20 november: vroege
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BELANGRIJKE EVENEMENTEN

English Car Rally Valkenswaard
 9 juni
 Triumph Sports Six Club International Weekend
 Staffordshire England
 12, 13 en 14 juli
 Triumph Spitfire weekend Arcen
 21 augustus en 1 september
 Oldtimer markt Beaulieu England
 7 en 8 september



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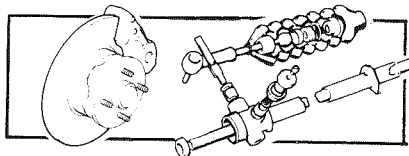
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Herald/Spitfire 67 on £36.00 each exchange.Plus VAT.
Vitesse 2ltr/GT6 £46.00 each exchange.Plus VAT.



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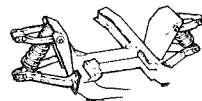
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The car featured on this months cover is probably unique in the history of the Spitfire for as far as it is known it is the only one to have won a National Status rally outright including works entries back in the sixties.

A Triumph at the RAC Historic Rally 'Bieka' and Simon Evans

As revealed in the March issue of the Courier, the car, a 1964 Spitfire 4, was entered in the RAC Historic Rally of Great Britain in the National Class. Both the International event which attracted such names as Makinen, Clark, Aaltonen and Ytterbring, and the National Class which was poorly supported, followed the same route for the night navigation section which was not tackled by the National class. The event was to last four days and we clearly had a lot of work to do!

The event started badly for us at scrutineering as the result of a rocker cover gasket incorrectly replaced during the last minute preparations which left everything covered with oil after the journey down to Bath. The scrutineer (quite rightly) insisted that we clean things up before he would examine the car. Having done this (why is it we never take enough rag with us to these events?), we discovered that a headlight bulb had blown on the journey down and that a throttle return spring had gone astray! A generous (but not altogether impressed) scrutineer allowed us to sort out these minor details by the next morning which only left us the task of driving over the measured mile to calibrate the Halda that evening.

After finding a replacement bulb and spring (the latter from a musical instrument shop in Bath) and

having the car re-scrutineered, we eased our way down the start ramp with headlights blazing for the cameras and set off in the direction of Castle Coombe for the first test.

The test consisted of a mixture of fast sweeping bends on the circuit and tight chicanes made of straw bales and all was going well until we slid at the last corner and ended up stationary in eight inches of sticky mud. Some much appreciated muscle power from about ten spectators and marshals enabled us to finish the test with five seconds to spare before penalties. Needless to say this excursion had dropped us right down the order and with some disappointment we set off over the Severn Bridge into Wales and headed for a test in the Forest of Dean at Serridge. This test was not without problem either, a carburettor gasket blew out which left us sounding like a 2CV and with about as much power. However we somehow produced a reasonable time, replaced the gasket and continued with a bit more optimism.

The rest of the first day went well, including a blistering performance at the famous Prescott Hill Climb. After an hour of service time we gratefully headed towards the pub and our beds in Builth Wells while the International drivers took to the Welsh hills for the night regularity section — now we knew why we had entered this class!

The next morning we swapped the driving and navigating jobs, and the new navigator made what was almost a monumental mistake before the driving had begun. By taking a short cut through the Royal Welsh Showground we found ourselves strolling along a tarmac road with flags and bales on either side. All of a sudden we heard the familiar sound of a big Healey at full chat. Looking at each other we realised that we were actually walking along the stage. A panic look at our watches revealed that there would not be any cars along for at least three minutes, however, it certainly caused us to get a move on.

Our second day went well with no offs or navigational errors and we set the fastest stage time at the Burwarton stage and so were slowly crawling back through the order. All was looking rosy until the last two miles as we returned to Bath for the overnight halt. Just as we pulled onto the A4 in the evening rush hour, the fuel pump gave up the ghost. By playing with the electrics we got it going intermittently but it packed up completely with a mile to go. A passing spectator offered advice and help, some of his suggestions being so outlandish that they had best not be repeated in this magazine while Mike Crewes is writing for it. In desperation we were about to accept one of his offers when the official RAC service crew, who had been sent out to find us, turned up and

helped us limp to the finish just eight minutes away from disqualification. A tremendously supportive crowd who had stayed late to see if we would make it gave us a great cheer as we gunned the car up the finish ramp and into parc ferme with the last gasp of petrol vapour. We had learned a lasting lesson about carrying spare fuel pumps!

We will certainly be grateful to Brian Cox driving the Pontiac Firebird for finding us a fuel pump in the middle of the night and the next morning during the four minutes we had to drive between parc ferme and the first test start of the day, we

The final day dawned bright but damp, and all we needed to do was to finish safely, but with the crowd egging us on we went for it on the very last stage — a fast slalom course on the promenade at Paignton. The flag dropped and a mis-timed clutch almost stalled us. Just recovering, we rocketed into the first left hander to find that the driver's door was not secured. It flew open, was grabbed shut while negotiating the corner and we finished the rest of the test in hysterical laughter. Maybe we should make a habit of this as our time was fastest overall in the National

Rally and only two seconds slower than the fastest in the International event. It was also fast enough to beat Timo Makinen, frequently acknowledged as the world's best rally driver who has won both the Monte Carlo and RAC rallies on numerous occasions, this was the icing on the cake.

As we drove away from the finish ramp, we realised that we had taken the Spitfire to victory against cars almost all of which had at least twice the engine capacity. We were only beaten on number of fastest stage times in the National class by Tony Fall in the Datsun 240Z producing

about 180bhp and driven by an experienced works driver of the '70s. We would like to thank our sponsors, the MG Machine and Lancaster Insurance for the considerable help, Steve Phillips for extracting an indecent amount of power from a Spitfire engine, Chiswick Car Craft for doing those tricky tasks which were beyond our capabilities and the organisers and marshals for making the event enjoyable.

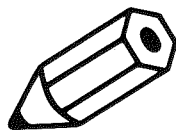
AN INCREASING NUMBER OF CLUB MEMBERS ARE VISITING THE NEW CLUB OFFICES AT LUBENHAM. THIS IS EXACTLY WHAT THE STAFF HERE WOULD LIKE TO HAPPEN AS IT KEEPS US IN TOUCH WITH YOU AND ALSO, IF VISITING IN THE WEEK, YOU GET AN IDEA OF HOW THE CLUB FUNCTIONS AND THE STAFF WORK TO GET THE MAG OUT.



changed the pump with one second to spare and then set the fastest time around Victoria Park in the centre of Bath. By now it must seem that our catalogue of disasters would have us running at the back of the field but this turned out not to be the case. In fact other people were having even more problems than us. Some were due to navigator or driver error, but others were either due to lack of preparation or gremlins depending on your point of view. The Aston Martin Volante had its rear suspension break and had an hours delay while it was welded back together. A Saab 96 V4 had ripped off its exhaust system leaving the start ramp on the first day and had lost a lot of time in a visit to Kwik-Fit, while the Pontiac Firebird, all 5.7 litres of it had a badly slipping clutch and had to miss a stage entirely. We therefore somehow reached the end of the penultimate day leading the National Historic Class overall after some exciting tests at places like the Cricket St Thomas Wildlife Park, the Westpoint Showground and a fantastically complicated autotest on Plymouth Hoe — ideally suited to the Spitfire with its tight spins around cones — we pitied the drivers of the Ford Falcon Spring and the GT40.



Pen to Paper



CRANKSHAFT END FLOAT?

I have just read the letter by D. F. Swindell in the April Courier concerning clutch shudder. I wonder whether his problem is due to excessive crankshaft end float. It is fairly well known now that after a high mileage the crankshaft thrust washers wear sufficiently to cause this problem. They are not difficult to change and the repair manuals explain how.

I was also interested in Grahame Watts letter about us old folk. I am 54 and am looking forward to driving my Spitfire again after a 3 year complete stripdown and rebuild. It was a lot of fun driving it, even in the bad state. I am thoroughly enjoying the restoration project which I am doing completely by myself — so if anybody would like any help or advice I would be glad to assist as I am becoming an 'expert'. My other car, which probably suits my age, is a Triumph 2000, I have done a lot of work on that too.

Don Reed

FEW TRAFFIC JAMS BETWEEN WEYMOUTH AND WAREHAM

EVERY working day I drive my Triumph, Herald 1200 saloon in the winter, Vitesse 2 Litre convertible in the summer, 20 miles each way to work and back again from Weymouth to Wareham.

I'm lucky because we seldom get real traffic problems here and driving my Triumphs is a real pleasure, especially in the summer with the hood down (thanks to Andy Topp at Templecoombe for a fine rebuild). Of course, there are problems with running old cars as everyday transport, I suffer the occasional overheating in the Vit if I do get stuck in some traffic (is there a more efficient fan that will fit?), and the Herald's a bit buzzy at 60mph and rattly at the rear end, more of which later.

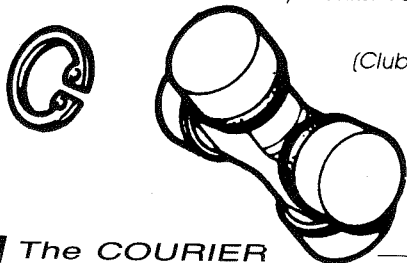
But my biggest complaint is the total lack of other Herald/Vitesse drivers around these parts. I see the odd Spitfire, but I honestly cannot remember the last time I saw another Vitesse, let alone a GT6. I hear a lot of griping about MGBs and their owners in the Courier, but at least these owners drive their cars on the roads. So come on you Triumph owners in Dorset, let's see all those cars back on the road, or else all those enterprising people who set up in business to restore our cars are simply going to fade away and with them will go the means of keeping them on the road.

On the subject of rattly rear ends, of course most of the noise comes from the UJs. If they're worn it's simple enough, though a bit of a chore, to change them, but that doesn't always seem to completely cure the problem. I've found the hard way after hours of head scratching, that the cause of much of the rattling is due to, no, not the oft quoted wear in the yokes, but that the thickness of the replacement circlips is often 0.5mm or so less than the originals. This allows the circlip to rattle around in it's groove making all that noise as it does so. Replace the old circlips or find new fat ones and the problem will almost go away, almost!

I immensely enjoy the Courier, but I too like some of your other readers was slightly disturbed to find that most of the membership consists of under 30s. But that won't stop me driving my Triumph. Keep up the excellent work. Many thanks. Very best wishes.

David Moth (Early Guitar and Lute Maker)

(Club members certainly cover a range of occupations!)



INTERESTING PROBLEM

AN interesting problem arose recently when I visited the London Classic Car Exhibition at Alexandra Palace.

On the Moss stand was a complete GT6 rolling chassis with engine, gearbox and all suspension. Being a GT6 owner, I was naturally interested and after some minutes examination, I noticed the prop shaft appeared to be fitted the opposite way to the one on my own car. The chassis on the Moss stand had the shaft with the spline joint at the gearbox end.

As I have owned a couple of GT6, and a Herald in the past and thought I knew the vehicles more or less inside out, you can imagine I was disconcerted by the discovery. On questioning persons on the stand they thought that their example was correct. I then checked a parts manual on one of the adjacent stands and this showed a picture confirming their belief.

Prior to altering the shaft on my own vehicle, I consulted my workshop manuals and it would appear that my car is correct.

This was reinforced by skeletal diagrams in magazine articles and the Brooklands road test book.

However a good friend of mine who is restoring a Vitesse claims his shaft was fitted as per the Moss stand example and has conflicting details in his literature on the cars. One handbook indicates that the factory fitted shafts in both modes and owners should note the way their particular vehicle was supplied.

Was this last statement in fact true? I would be interested in the views from other club members.

J D Griffiths

FUNDAYS & SUNDAYS

I am toying with the idea of rebuilding my Spitfire 1500 as a 'Fundays and Sundays' car with its doors permanently closed.

The idea cannot be original and there are some serious 'cons' to set against the 'pros'. However, the concept of a door-and-windowless, sleek and clean, tonneau-protected Spitfire does have its attractions. I would be interested in the TSSC views and also those of any club members — particularly if anyone has done it.

Max Ford

The GREMLINS crept in to Pen To Paper last month. many apologies to Dean and herewith is his letter in its ENTIRETY.

MY WONDERFUL EASTER

HERE'S a little tale called 'my wonderful Easter'. Good Friday, 1991, and I'm on my way to Scotland for Easter.

The weather's fine, the car's running as smooth as silk. The blackbirds are singing and so am I. About 8 miles south of Hexham, whilst coasting down a long hill, I hear 'one of those little noises' which doesn't sound quite right. When the road levels off, that funny little noise becomes an alarming clatter. Obviously I stopped to investigate, my diagnosis being 'knocking big ends'. I pulled in to the railway car park of the nearest village, Stocksfield, and not being in the RAC, rang my dad. He said he would come to my assistance and arrived 3 hours later. On starting the engine, he agreed with my diagnosis and offered to tow me home. This I vigorously declined, as being dragged 130 miles, 6 feet from the bumper of another car is not my idea of fun.

'Can I change the big ends here, in the car park'. After ringing round most local parts places, which, seeing it was Easter, were shut anyway, I got in touch with Sports Car Supplies of Gateshead. They

were closed but Andy interrupted his golf to go to the shop and sell me the required bits. Three hours were spent changing the big ends and after much searching, the last sump bolt was found. The moment of truth. It *still* clattered like a Talbot. After much cursing and swearing, I decided to drive as far as I could home, planning to use the tow rope only if essential.

Driving very carefully, I managed to nurse it home, the only highlight being the look on peoples faces when I went for a pee at the services. As you can imagine, I was black from the waist up.

8am start Saturday morning. 5 hours sees us with the engine out of the car and on the floor in bits. The problem — broken crank. The break wasn't visible when I'd changed the big ends, because of its position. Food was eaten, the phone changed from beige to greasy black.

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John

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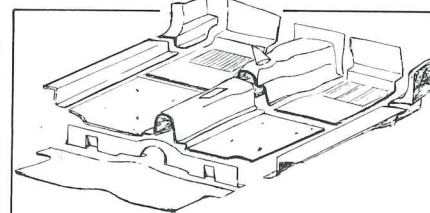
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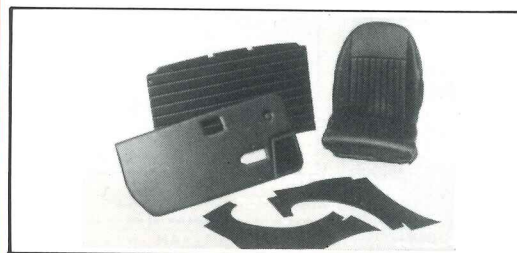
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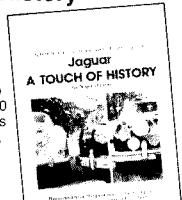


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we had to go. Off to Gateshead we went. No problems encountered apart from the idiot in the Escort who decided to pull out in front of me while I was going at a very illegal speed! After much sign language, he realised that I was slightly displeased and moved.

Sunday morning at 8.30 saw many bug eyed neighbours looking for the lunatic who was disturbing their beauty sleep. Stopping only for lunch, we got the engine rebuilt and in place. Oh yes sir, we have no bananas, we have no rocker cover gasket either! Monday lunchtime saw us

ready to go. After a few minor problems my Spitty was running as good as new.

Thank you time. Thanks to my dad for the rescue and help with the rebuild. Thanks to my neighbour Pete Wood (a fellow TSSC member) for general help and advice and thanks to my mum and Maureen for providing us with gallons of steaming hot coffee.

Finally, thanks to Andy of Sports Car Supplies for his assistance, sorry we dragged you off the golf course.

Dean Carr.
South Yorkshire Area

AM I JUST UNLUCKY WITH QUALITY?

I completed the rebuild to my Triumph Herald just over a year ago and have clocked up about 12,000 miles since.

The new rear overriders are *rusting*, the new front wings are *rusting from the inside*, the new bumpers are *cracking* and the new rear axle has *creased*. I have owned the car some 18 years and covered 90,000 miles in total so I know just a little about Triumph Heralds and how to look after them.

If the club is going to attract new members and stop cars being scrapped in the future, the new parts are going to have to be much better. I may have just been very unlucky but I am considering just keeping the car for show. Is there anyone out there who uses their car having the same problems with new parts.

J L Kempshall

The TSSC club do not supply any of the parts mentioned in the above letter.

WHAT A BUWT!

It always amazes me that in this country, anyone over forty is considered to have one foot in the grave. I am 56 years old and although I was born and bred in the North West, have lived in Buckinghamshire for over twenty five years. The air must be good down here, too.

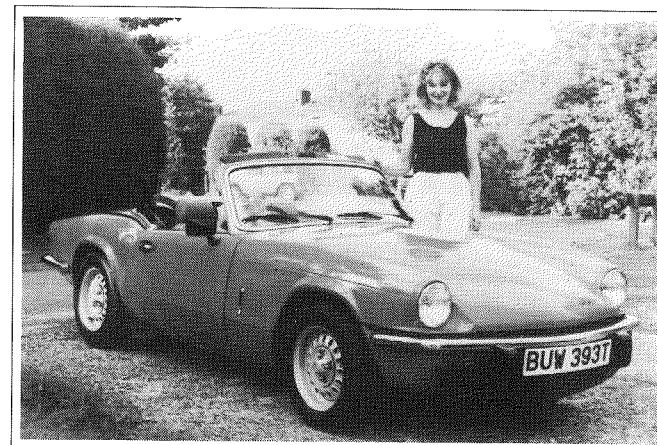
I first bought a 1300 Spitfire nearly nineteen years ago, and seven years later traded it in for a new 1500 model (1979). At that time, I used the car every day, and three and a half years ago, having accumulated a fair amount of rust, had it rebuilt. It is now in superb condition and is my pride and joy. We have travelled 33,500 miles together.

Since the rebuild, it has been out in the rain only when it has been booked in for a service (it always rains then!). Unfortunately, I wouldn't know how to start servicing it myself. I wish I did, it would be a lot cheaper.

I advertised it for sale once, and one of your readers nearly bought it. I am so glad he didn't. I hope to be driving it at 76 years old! There's nothing like driving along with the wind rushing through your hair! I was once told I was immature, but then I've still got a few more years left to grow up.

Here I am with 'BUWT' taken two years ago for revaluation purposes.

Pauline Carr



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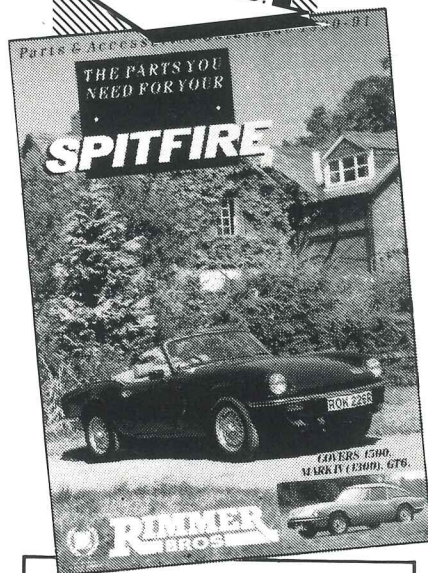
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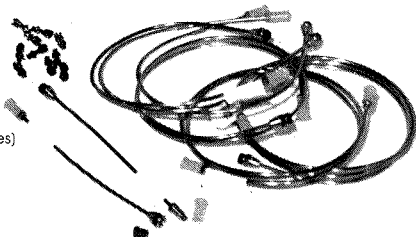
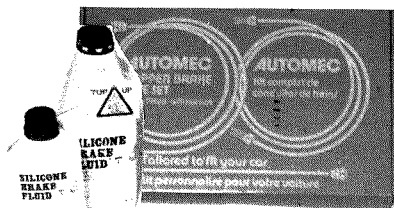
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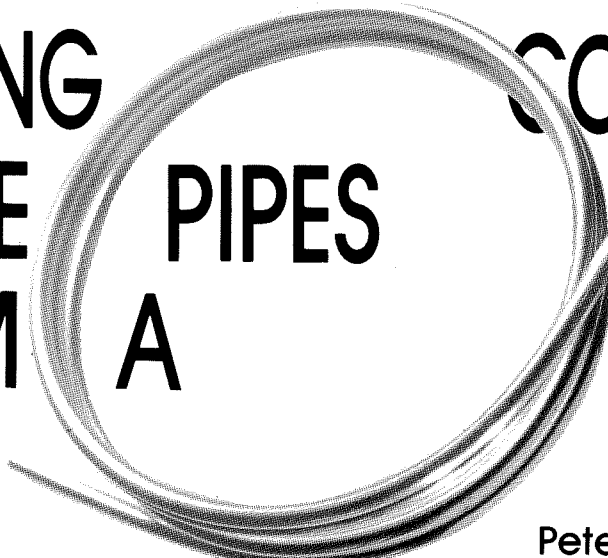
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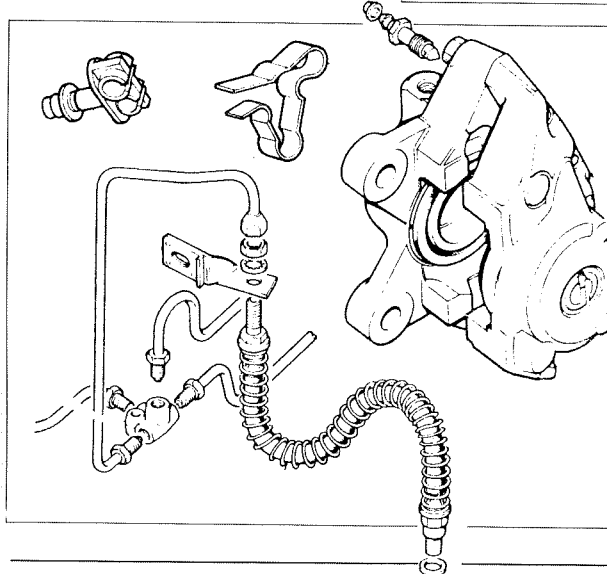
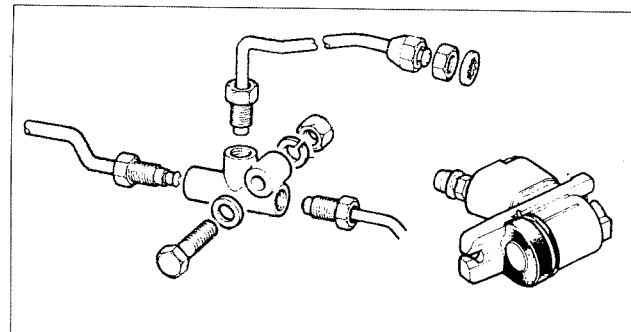
FITTING BRAKE FROM ROLL



Peter Crouch

THIS operation is quite simple in theory; the difficulties arise when corrosion has seized up every nut which you want to undo!

The brake pipes on my newly acquired Spitfire 1500 were badly rusted (how on earth did it pass last year's MoT?), and replacing them took a lot of time — and money — than originally thought. If I had to do the job again, I would buy new union nuts for every joint disturbed, and a new 3 way junction at the rear. The modest cost of these would easily outweigh the frustration of trying to drill out the remains of badly rusted brake pipes from the union nuts.



The first thing to do is to give every joint which you will need to undo a liberal soaking with penetrating oil. Additionally, the bleed screws on each wheel should receive the same treatment. Allow to soak in, and repeat several times if badly rusted. Before going any further, it is a good idea to check that each bleed screw will move. Sod's law will usually dictate that at least one is seized up solid. Applying more force will then generally shear the head off. It is better to have this happen **before** disconnecting the pipes, as the car is still driveable.

If you wait until after you have changed the pipes, the system will be full of air which you cannot bleed out, and you will be immobilised.

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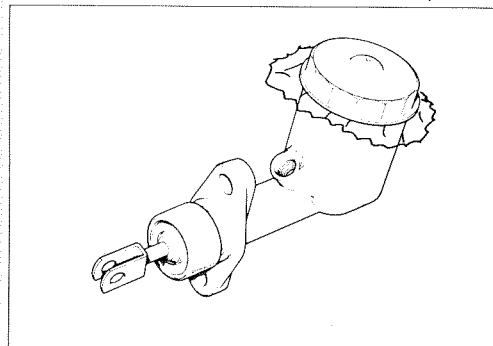
If you cannot budge a bleed screw, or shear its head off, you will need to replace either the cylinder (rear wheel), or caliper (front wheel).

The cylinders are about £20 each including VAT and postage, calipers about £50 exchange. Needless to say, I needed a new caliper. Fitting is quite straightforward, and covered in the Haynes workshop manual.

You could try drilling the broken screw out, but you must be very careful not to damage the thread or seating, as the system operates under very high pressure. I broke a screw extractor in mine before giving up and opting for an exchange caliper. I am told that drilling is rarely successful.

Once you have conquered the bleed screws, you can proceed!

If you don't want to lose all your brake fluid, undo the master cylinder cap, and place several layers of thin polythene (such as supermarket vegetable bags) over the neck before screwing the cap back down. This should give you an airtight joint, which will hold most of the fluid in the system.



Be careful not to burr the edges of the union nuts with a *badly fitting spanner*, or you will never get them off. The best way of getting a stubborn one undone is often to saw off the old pipe close to the nut, allowing you to get a ring or socket spanner onto it. A large screwdriver or lever bar is invaluable to brace the mounting brackets, as otherwise they will bend or even break under pressure.

If you are retaining your rear 3 way junction, it may be easiest to unbolt it from the chassis, saw through the 3 pipes, and remove it to the bench to undo the nuts in comfort, clamping it in a vice.

You will need a pipe flaring tool to make up the

ends of the new pipes. I was fortunate in being able to borrow a professional flaring tool but most DIY Car Accessory shops offer these at reasonable prices.

The new pipes can easily be bent to shape by hand, but try to avoid making the bends too sharp, or you may weaken the pipe.

Remember to put the union nuts on to the pipe before flaring the ends, and to do both ends before fitting to the car! Ensure that the new piping is located in all the clips from which the old came, and that the front pipes do not foul the bonnet when closed.

Once all the nuts have been tightened, it only remains to bleed the brakes. One-man bleed kits are readily available, but if you have an assistant, you can easily do the job with a spanner and a jam jar. Again, the Haynes manual will give detailed instructions to those who need them. Finally, have your assistant press down hard on the brake pedal, while you check each joint carefully for leaks.

At the end of the day you will have the satisfaction of knowing that this is a job that will not need repeating for the life of the car.

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AGO was purchased during June 1988 after a long-standing longing for a sports car.

The early days were spent looking at MGs but fortuitously none appealed, so my attention turned to TRIUMPHS and the SPITFIRE 1500 suited my requirements. It has conspicuous curves where as the other had straight squared lines.

After twelve months my hunt was over, but even driving home I still harboured some doubts, had I done the right thing, was it really what I wanted? Having made my decision I had to live with it. But now it's a well cemented relationship which I do not regret for one minute.

Doug Cresdee

Living with



AGO 839S

Upon arrival home, it was time to take stock, AGO looked and sounded OK for her age which was beginning to show. I commenced with a clean sheet of paper and went through every part of her, listing items which required attention, or replacing together if what changes were desirable from my point of view.

This exercise resulted in three pages, but priorities were drawn up. This produced the plan of work

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complete with approximate costings, but no time scale. It will continue to be an ongoing project of summer enjoyment and winter work.

The first move was made by changing the oil and filter plus plugs and coil complete with the rest of the ignition system.

I acquired a hard top at this time as AGO stood out in the open and winter would be upon us. A garage was also acquired within five minutes of home so as I could 'pop in' and see that AGO was OK in passing. Now with club membership, catalogue of spares and workshop manual, work could get under way.

With no intention of parting with AGO, I decided that all replacement parts should be of the highest order. Engine and drive train gear were found to be sound but running hot.

So, first things first, replace the radiator, water pump, 13 row oil cooler and at the same time a stainless steel exhaust system. Now, running as it should, the brake system was overhauled, braided hoses and new master cylinder fitted.

This done, I set about removing all the old underseal and painting the chassis. With the

passage of time, a new hood and frame plus steel bonnet became available from club members. Just before these were fitted the hurricanes struck, ripping the roof off AGO's garage. AGO was to move to a new home, better suited to her needs. Her bonnet was resprayed from Inca Yellow to Red and fitted.

Now was the time to turn one's attention to the suspension, first the front was all rebuilt and the steering rack changed.

Next the rear end was tackled as she sat low and had a distinct lean to the off side. Every part was replaced, leaf spring, shock absorbers were uprated, down to the last nut and bolt. What an improvement to the ride and handling!

All that is now left to do are the rear wheel arches and trim. These I will consider early next year.

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