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TRIUMPH SPORTS SIX CLUB - JUNE 1992

144



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THE COURIER

The Official Monthly Magazine of
The Triumph Sports Six Club
VOL.12 No. 144 JUNE 1992
Price £1.50 Free to Club Members

CLUB HEADQUARTERS
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

TSSC OFFERS ADMINISTRATOR
Diane Spence

COURIER MAGAZINE
EDITOR
Bernard Robinson
TYPESETTERS

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

GENERAL SECRETARY
Peter Williams

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

COMMITTEE MEMBERS 1992

Brian Waters, Peter Williams,
Mike Costigan, Leon Guyot, Trudi Squibbs,
Bill Sunderland, Mike Crewes, John Thorpe,
Mark Hugall, Andy Higgins, Annis Green,
Simon Roberts, David Aspinall, Tom Longley.

For a full list of TSSC Officials see page 82

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Cover
June Bride
Photo
Jonathan
Del Mar.

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



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CHECK IT OUT !

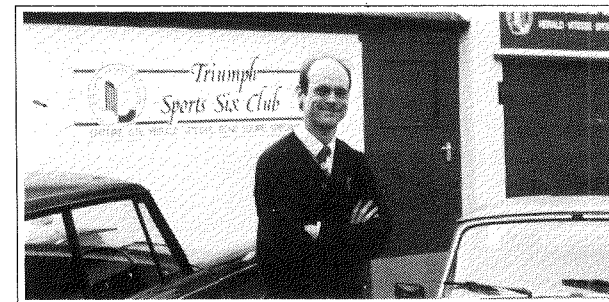
Comment

Bill Sunderland

Herald/Vitesse Restoration

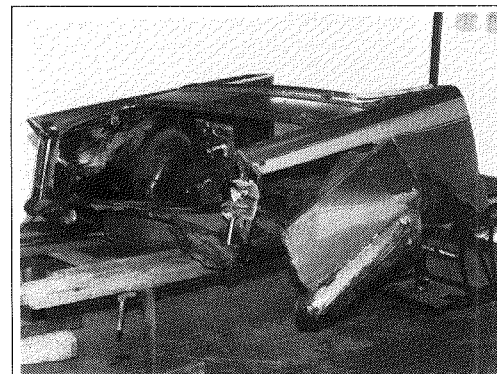
Many of you are avidly reading Peter William's Restoration through the pages of the Courier, and some of you will have seen the finished car at the S.E.M.

The car has been completely rebuilt by Peter in a single lock-up garage to a very high standard. Apart from all the knowledge Peter is passing on through the pages of the Courier, he is now using this car, and judging by the response of members at S.E.M. his efforts have and will encourage many more members to have a go, to do a D.I.Y. restoration. I take off my hat to Peter, as with his very demanding job, and being General Secretary of the TSSC, Club photographer, rebuilding Club cars and making time to document and relay to all, thanks for giving so much to the Club, and long may you continue!



Vitesse Saloon to Convertible conversion

Along with all the chaos presently at the Club HQ, Bernard Robinson has now started in earnest converting a Vitesse MkII saloon to a convertible. Both donor car and convertible parts were doomed to scrap, before Bernard stepped in. This car is now the HQ project car and in future Couriers, the story will unfold.



we will have extra lines connected but please bear with us, as we now take over 300 telephone calls a day. Footman James have the same problem although they take over 1000 calls a day, so if ringing them, just let the phone ring, you will be connected.

Telephone Lines

Over the past few weeks many of you may have experienced difficulty getting through to the TSSC or Footman James.

Due to the extraordinary amount of telephone calls, we sometimes give an engaged tone. At present we have 5 direct lines with the facility to take 20. If needed

International Weekend

Being only seven weeks away, all our attention is being focussed on our 15th International Weekend. By all accounts this is going to be the best ever, make sure you are part of it. In this months Courier, we have listed all the Trade Suppliers attending and supporting us throughout the 18th and 19th July. We are sure many will be offering something special over that weekend. Get your shopping list ready!

PRESS RELEASE
ENGLISH CAR RALLY VIII JUNE 14 1992

A lot of action during this spectacular FAMILY EVENT (including a nice present for the first 800 drivers of an originally British car, arriving at the event).

EVENT: English Car Rally VIII.

DATE: Sunday, the 14th of June.

LOCATION: The renewed Eurocircuit of Valkenswaard (The Netherlands).

ENTRANCE FEE: f. 9, --per person (Bfrs. 160, --/Dm. 8, --) Children, up to 8 years, have free admission whenever guided by an adult.

SPEEDSCREENS

are very pleased to announce that due to increased workloads they have opened a Triumph Workshop and Parts Department at Unit 2, Hill Farm, Radlett, Hertfordshire.

Based on several years experience of preparing racing Vitesses, TR6's, TR8's and other Triumphs, they will now be undertaking all work from general service, through restoration to race preparation. For further information contact: John Sadler or Debbie, tel: 0923 852686. FAX 0923 853825.

NEW TRADER

A new trader to Club members. 'Just Triumphs', tel 0354 692970 run by Robin Hunter at Chatteris, Cambs. Robin says he wants to build up his business by offering his customers a really fast efficient service. Check out his advert in this month's Courier.

DISTURBING NEWS

Disturbing news is coming in about thefts of Club cars which seem to be organised by individuals with the right equipment, i.e. cars being stolen that couldn't be driven. With the relative increase in values of our cars the reasons should be obvious, so remember, if you're offered a car with no log book or its commission number/chassis plate is missing (reputable traders always ring the police), you could be buying a fellow members' pride and joy. A good idea maybe is to identify your car (i.e. stamp the chassis number onto the chassis) and anywhere else as obviously there is a market for spares too. Let's put these guys out of business as obviously if you don't buy questionable cars or parts they won't have the incentive to steal them. Remember, if in doubt, question it, then contact the police. Also make sure your car is properly covered with insurance, even if it is up for sale, being worked on or restored or laid up through mechanical breakdown. You may get something back!

NEWS REVIEW

The English Car Rally, edition no. VIII, will take place on Sunday the 14th of June 1992 on a **fully revised Eurocircuit in Valkenswaard**. It concerns the largest meeting of owners and lovers of the historical and significant British car. Furthermore, the exclusive products of today's British Car Industry will be shown.

MAX WALLACE MOVES

MAX WALLACE TRIUMPH SPARES have **NOT** closed down, but we have moved to:-
MAX WALLACE TRIUMPH WORKSHOP,
34, SAYERS ROAD, BISHOPSTOKE,
EASTLEIGH, HANTS. SO5 6GW.
NEW TEL: NO. 0703 642134.

We apologise for any inconvenience and confusion, but we are still very much 'alive and grinding, welding etc!' So let's hope this puts the record straight and ends a very nasty rumour!!!!. Hope to see you all soon.

ANOTHER MOVE

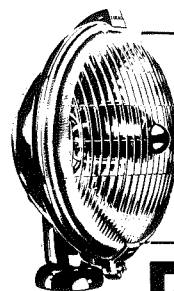
Another company on the move is **METAL-MORPHOSIS**, who can now be found at:-
Weston Garages, 1-2 High Street, Weston,
Bath. BA1 4BY. Tel: 0225 421 309.

RECRUITMENT DRIVE 1992

As we enter the heady summer time you have many more Club cars to recruit to the TSSC.

This month's winner is **NEIL GUNNELL** 91/34754, your prize a Classic Addition indoor cover for your Club car. This month we have given a second prize, winner John Richardson 88/21892, your prize, a set of overmats for your Club car. In this month's News Review you will see printed two recruitment calling papers, cut them out and place them on cars not carrying a current TSSC windscreen sticker, if you wish for larger supplies, contact Club HQ.

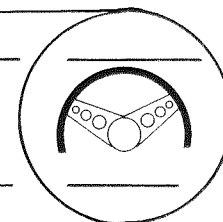
The Club gains many members via this way, and your help is appreciated.



SPOTLIGHT MOTORSPORT

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BUSINESS is booming! That's the message from Motorsport Engineering, the Triumph specialists based in Slough, Berkshire.

'Since the beginning of the year we have got busier and busier', says Peter Haigh, who together with partner Phil McConnell runs the company.

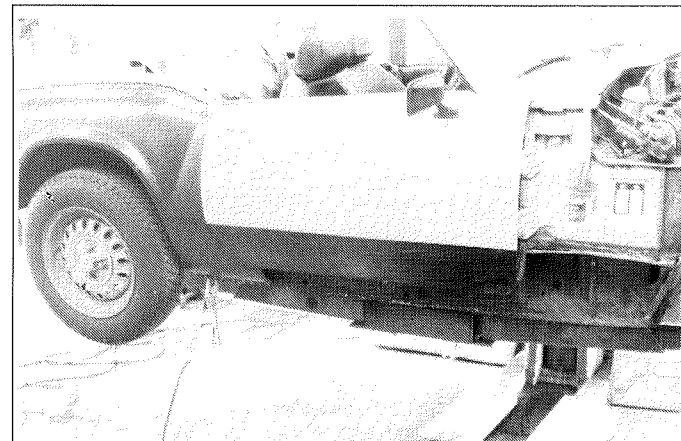
'After the gloom of the last year it seems that people now want to have some fun, and with interest rates down and hopefully more money in members' pockets the best way to have fun is to get the Triumph back on the road!

During the recession many owners were forced to mothball their cars because they simply didn't have the spare cash to get their cars through the MoT test'. Peter says, 'and many of

those that were kept on the road have suffered badly as essential maintenance work has been neglected'.

As the sun has come out many owners have decided that they can't face the thought of another summer without driving their cars, and Peter and Phil, together with Philip Davidson have been kept busy welding, painting and spanning to prepare members' cars for this summer's area meets.

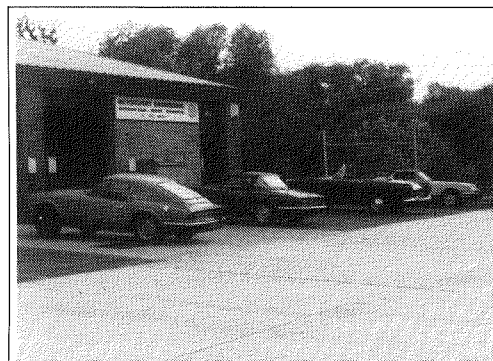
'People often forget that their car can still deter-

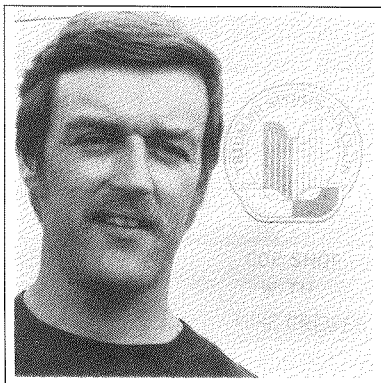


iorate even though it is stored in a dry garage' Phil McConnell points out, 'brakes and clutches seize, sills and exhausts rust through, brake and suspension rubbers perish, and oil degrades. If your car has been unused for an extended period it is wise to have it fully checked and serviced by an expert before using it on the road'.

He has noticed an increasing number of owners coming through the door clutching a copy of 'The Courier' or the club handbook. He puts this down to an increasing unwillingness on the part of owners to entrust their pride and joy to just any old garage.

'Everybody has a horror story to tell about shoddy workmanship and overcharging on our Club cars', he says, 'owners are obviously more confident to use the specialists listed in the handbook, and particularly those listed as Top Traders in 'The Courier'. We all know that our livings rely on providing a high quality service to members. It takes a long time to get a good reputation, and no time at all to get a bad one! Every weekend now sees more of our Club cars back on the road, many of them beating a path to Motorsport Engineering workshops at 850 Plymouth Road, Slough Trading Estate, Slough, Berkshire SL1 4LP. Why don't you join them? Alternatively give the lads a call on (0753) 696216. See you there!





Mike Crewes

COP SHOP

THIS month I thought I would give you a flavour of the International appeal of Cop Shop, with a cutting taken from the New Straits Times (in Penang, Malaysia), of Tuesday 31st, March 1992. The column was headed.

'CAR TALK'

By Tom and Ray Magliozzi.

The Optimal tyre pressure is the best.

Question: Dear Tom and Ray:

The owners manual for my '89 Toyota Supra recommends 32 psi as optimal tyre pressure in the original tyres. I've since replaced the tyres, and written right on the new tyres it says 'maximum pressure 44 psi'. The funny thing is, they're the same size as the originals. Who's right, the car manufacturer or the tyre sidewall? Please advise before I ruin my US \$800 rubber investment!

Answer: Tom: Good question, Chris. This is confusing isn't it. And you're absolutely right — you could ruin your US\$800 rubber investment.

Ray: The trouble is that we often equate the words 'maximum' and 'best'.

Tom: But what if you've just been convicted of embezzling money from the company, and the law says the maximum sentence is 20 years? Now maximum isn't best any more, at least for you (my brother has personal experience of this).

Ray: Yeah, I kind of thought that maximum was best. But seriously, Chris, the answer to your question is right in your letter. You say that Toyota recommends 32 psi as 'optimal'. And when it comes to tyre pressures, optimal is best. Maximum means maximum, i.e. if you put in more air than that, the tyre could blow up!

Tom: Also too much air wears the tyres out in the middle. It also gives you poor handling, a very hard ride and constant headaches from bouncing off the roof every time you hit a bump. Too little air gives you poor handling too. But it also reduces gas mileage, and wears

out the tyres on the edges.

Ray: So you should always fill the tyres to the pressure recommended by the vehicle manufacturer.

Wise to trade in problem vehicle.

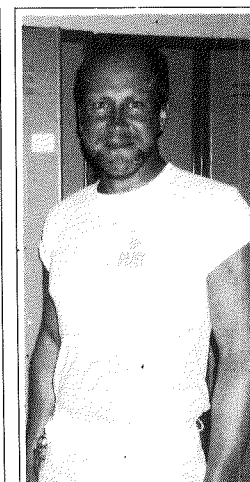
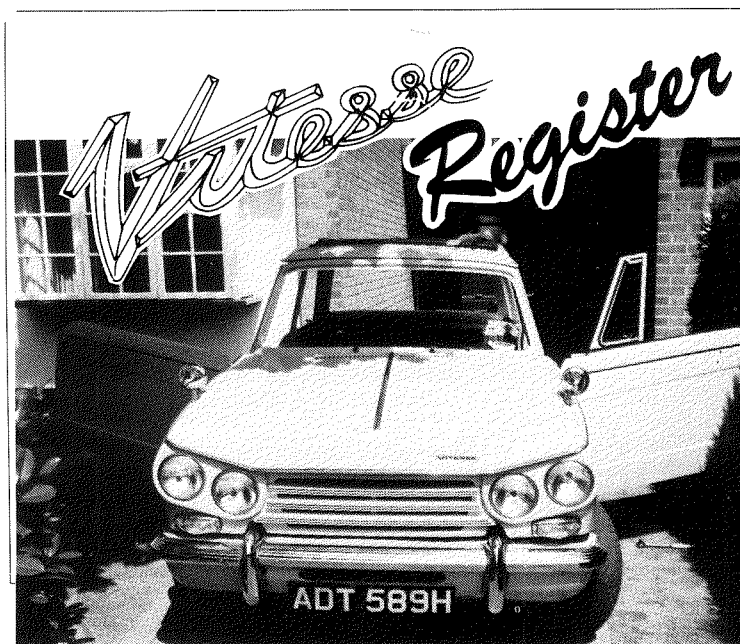
Question: Dear Tom and Ray:

I am writing to expose the myth of Japanese car superiority. We purchased a new 1988 Toyota Corolla in January 1988, and it has just reached 160,000km (96,000 miles) — somehow. Despite changing the oil and filter every 6,400km (4,000 miles) to 8,000km (5,000 miles), and getting a major service every 48,000km (53,862.72 miles), the distributor cap and spark plug wires had to be changed to correct an engine miss.

In December 1990, at 124,750.4km (74,850.24 miles), I had to replace the interior dome light bulb. The car seems fine right now, but what is going to happen next? American sub compact, and if so, which one? — Tony.

That is a direct quote, all I have added is the mileage conversions! I thought that it might be an insight for Triumph Drivers to see what terrible problems Toyota Drivers are currently facing. Perhaps now you will have some sympathy with these poor people when you see them coaxing their cars along the road.

If you have a query or topic on Road Traffic Legislation, why not write to Mike Crewes: 112 Blackmoor Wood, North Ascot, Berks. SL5 8EN. Always enclose a S.A.E. please.



Mac Reynolds

H!! The first of this month's two featured Vitesse (still clearing the files), is a superb restored MKII saloon, chassis no HC53611DL, belonging to Paul Morris (Breaston?, Derby). Finished in Wedgewood Blue with a light grey interior . . (seats in leather! . .), it has taken Paul 3½ years to complete the rebuild.

Paul has included many detailed modifications . . fully boxed outriggers with additional chassis round the boot area . . 4 x adjustable Spax shocks, 175/70 Dunlop D6s . . chromed bumpers . . brushed chrome rear panel . . 4 x inertia seat belts, Dolomite 1850 gearbox with overdrive . . to name but a few . . as I have a Wedgewood saloon awaiting a rebuild . . this is one Vitesse I am truly green with envy over . . superb job Paul . . . The second featured Vitesse (right) belongs to Jonathon Hadcroft (Bradford), a Vitesse 1600 saloon, first registered 11.06.63, chassis no. HB10278DL finished in Green with a white stripe, interior in cream, current mileage just over 98,000 . . it's one of the early single dial models . . and in excellent original condition . . only having one previous owner, Jonathon admits to only driving her in dry weather . . a difficult decision to leave her at home . . but I can see why . . the photo of 1244 VR shows the view most other motorists see of the Vitesse . . .



Jonathons Vitesse being a single dial model serves to remind us that 1992 is the 30th Anniversary of the first Vitesse being launched in May of 1962 (chassis no. HB4DL) . . it's almost difficult to imagine a car so advanced and flexible (still easily able to keep up with . . if not in fact able to see off many of its counterparts) actually being 30 years old . . it just goes to

show how advanced and before its time the Vitesse was 30 years ago
A couple of pleas for information now . . the first from Jon Griffin (Chalfont St Giles), who wants to know if a previously owned MKII convertible XWN 997J is still out there somewhere? The second is information on a mystery Vitesse van??, spotted by Karl Jones (West Drayton), registration TPA 5F . . he was intrigued (and so am I) at seeing such a beast . . anyone know anything about this car . . it's not on any IVR's I have
For the model collectors amongst you . . EFE . .

have released another pair of their Vitesse/Roadster line . . this time the MKII convertible is finished in red and the Triumph Roadster in blue . . This means that the Vitesse has now appeared in . . red, white and blue, patriotic if nothing else . . the price for the pair is now £5.50 (photo, page 10, June 1991 Courier). I've received another newspaper article road testing the Vitesse (evening news July 19th, 1969), thanks to Gary White . . East Berks A/O, the car pictured accompanying the article has the registration number CBP 707G, anyone know if this MKII saloon still survives?

PAGE 32 SUNDAY MIRROR, February 15, 1970.

TWO INTO ONE GOES EASILY . .

MOTORING

SCENE 1: My foot was hard down on the throttle. The rev. counter neared 5,000 - 70 m.p.h. in third gear - as I swung into the right-hand bend.

The tyres squealed a little as the sports car went through the line I was taking but there wasn't the faintest suggestion of roll.

Through the corner we went, with no sign of skittishness from the back end, into top and away without fuss.

SCENE 2: London traffic at its thickest. The family car crawled forward.

The speedometer needle flickered on 15 m.p.h. I stayed in top. A gap in the traffic. Gentle pressure on the throttle. The car answered smoothly without protest from the valves . . 25 m.p.h., 30 . . then back down to 15.

The scenes could not have been more different. But the sports car on the track and the family car in the traffic were the same - the Triumph Vitesse Mark 2.

Let me say bluntly that I



MARK KHANN tests the Vitesse, Mk 2

started out with a prejudice against this car. I do not much care for family saloons, and my experience of those that claim to have sports car qualities as well has not been happy. These cars are usually such a mass of compromises that they fail to satisfy the requirements of either class. And no wonder. For the family car must be judged on comfort and economy, while with the sports car, performance and handling qualities come first. But the Vitesse Convertible

converted me. Let us look at it first as a family car - and I believe it will best suit the young family.

Basically the Vitesse has the familiar Triumph Herald body.

It has an air of luxury with polished wood facia and door cappings. The vinyl-covered seats are comfortable and give plenty of side support.

Leg room is ample in front and adequate in the rear for normal sized adults.

The all-independent suspension gives a remarkably comfortable ride. The turning circle is a mere 25 feet, so parking is no bother. Night driving is made easier by the splendid double headlamps. The Vitesse is powered by the twin carburetor 2 litre six cylinder engine that is used in the Triumph

2000 and the out-and-out sports GT6. It is flexible, smooth and quiet.

But it isn't a car for the sleepy or heavy footed driver. Too much throttle at the wrong time can have the back wheels spinning and the car sliding - although this is easily corrected. Economy? At a steady M-road 70 and using overdrive (in third and top gear) I got 32 m.p.g. In town I got just under 20 m.p.g. but perhaps I sometimes used the gears too enthusiastically.

As a sports car the Vitesse is first rate. The handling is astonishingly good. The car stays firmly on a line. The gearbox is delightful to use and the ratios very well chosen.

Put your foot down hard and the engine softly but unmistakably growls as it develops its 104 maximum bhp.

From 0-60 m.p.h. took me a fraction over 11 seconds - which is respectable acceleration indeed! The makers claim a top speed of 103 m.p.h. On a test track I just failed to hit the

ton, but the car had done only 1,000 miles and will get quicker as it loosens up.

For the young man who has had to sacrifice a two-seater sports car with the acquisition of a wife and baby this is ideal.

At £872 6s 5d. tax paid (overdrive £62 0s. 3d. extra) the Vitesse is the cheapest six cylinder saloon in Britain.

Other figures: Length 12ft 9in, width 5ft, boot 11 cu ft, fuel capacity 8¾ gals.

What an excellent write up that is . . I could have almost written that myself . . put your foot down hard . . and the engine softly but unmistakably growls . . wonderful . . although I believe the Vitesse to have always been held in high esteem . . I recently came across this old Chinese proverb

*If you want to be happy for a day get drunk
If you want to be happy for a week kill a pig?
If you want to be happy for a month get married
If you want to be happy for life DRIVE A VITESSE*

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

P.S. . . . I know the whereabouts of a 62 1600 convertible in need of total restoration in North Kent, price £150 . . drop me a line if you are interested . . .

P.P.S. . . . Thanks to Andy at SW Classics who recently got me back on the road with a touch of 'Spring Fever' . . .

. . . . Sorry I couldn't stay longer to chat longer, I had an important meeting to attend to!!

TOP TRADERS

The Traders listed below are reported as having given satisfactory service to members recently.

1 Sports Car Supplies, Newcastle upon Tyne	Parts
2 John Kipping, Coventry	Parts
3 Cambridge Triumph Spares	Parts
4 Clive Manvers, Bury St Edmunds	Parts
5 Six Spares, Twickenham	Parts
6 Yeovil Coachbuilders	Body & Mechanical
7 John South, Carlisle	Work
8 Herald Motor Company, Hockley	Repairs
9 Spit Bits, Reading	Parts
10 County Motors, Carlisle	Parts
11 Andrew Stone, Darley Abbey, Derby	
12 Chiswick Car Craft, Turnham Green, W London	
13 Max Wallace, Eastleigh	Parts
14 Motorsport Engineering, Slough	Repair & Restoration
15 Blair Engineering, Tayside	Machining & Engine parts
16 GB Sports Cars, Leighton Buzzard	Used parts
17 Yeovil Triumph Spares	Parts
18 Swindon Classics, Swindon	
19 S.W. Classics, Totness	Restoration
20 Triumphtune, Richmond	Tuning
21 Newton Commercial, Leiston	Trim
22 John Hill, Redditch	Parts

The following specialist source is listed on past performance though no current information is available. Classicar Automotive, Middlewich

Note to Traders:- Some traders issue a Top Trader form to their customers with each transaction made. If you wish to do likewise, forms can be obtained from the Club office or photo copies may be used.

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 offer 10% discount off our normal retail prices to members who quote us their membership number. However, the prices advertised here are not subject to further discount as they have already been reduced.

Due to changes in the law, our advertised prices now include VAT. However the prices we quote you over the phone or list in the catalogue DO NOT INCLUDE VAT. We hope this clears up any misunderstanding.



Once again our man in the States has stuffed a container full of **RUST FREE** doors, bonnets, bootlids, quarter valances, etc., all collected from the sunny State of California.

The container should clear customs by 25th May, so parts will be available by the time you read this.

Guide prices — at the present the prices below are **ONLY A GUIDE** as I do not have final documentation on the total cost of shipping, exchange rates at time of purchase or duty. All parts are Spitfire or GT6. **Sorry**, no Herald or Vitesse.

Guide price — doors from **£95** inc. VAT

Guide price — bonnets from **£375** inc. VAT

Guide price — boot lids from **£75** inc. VAT.

Please phone for details as firm prices will be available by the time you read this.

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ENGINES & GEARBOX

	List Price	Courier Price
Engine Fully Reconditioned	458.82	421.94
Gearbox Fully Reconditioned	175.07	152.75
Differential Fully Reconditioned	205.62	185.06

PLEASE STATE MODEL & YEAR WHEN ORDERING

Front Lower Wing MkIV/1500/GT6III	49.35	44.41
Rear Wing MkIV/1500/GT6III (B.L.)	139.82	125.61
Front Wing MkIII/GT6 I	55.81	47.59
Front Wing GT6 MkII (LOUVRE)	88.12	79.31
Rear Wing MkIII/GT6 I & II	69.32	60.81
Front w/ arch Repair Mk IV/1500/GT6 III	22.91	20.62
Wheelarch Inner/Outer Section	34.07	30.86
Bonnet Under Leading Edge Panel		
MkIV	22.32	20.09
Headlamp Support Panel MkIV	22.91	20.62
Bonnet Support Tubes MkIV	23.26	20.93
Steel Front ¼ Valance MkIV	46.41	41.13
Doorskins MkIII/GT6 I/II	20.56	18.50
Doorskins MkIV	20.56	18.50
Rear Wing Repair (Inner/Outer)	34.07	30.66
Rear Inner Wing (in boot)	35.25	31.75
Rear Lower Valance	34.07	30.66
Valance to Wing Finishing Strip	5.75	5.18
Boot Lid MkIV	135.12	121.61
Outer Sill Genuine B.L.	30.55	27.50
Outer Sill Heavy Duty Pattern	14.68	13.21
Inner Sill	8.81	7.93
Diaphragm Sill	5.87	5.28
Full Floor (Front to Back) Left Hand	36.42	32.78
Full Floor (Front to Back) Right Hand	36.42	32.78
Front Footwell (State Left/Right)	16.45	14.80
Boot Floor	49.35	44.41

STEEL PANELS - HERALD/VITESSE

Front Lower Wing Herald 13/60	68.15	61.38
Front Inner Wheelarch Outer Section	34.07	30.66
Front Lower Val. (FIBREGLASS ONLY)	28.20	25.38
Rubber Bumper Mounting Strip (centre)	5.87	5.28
Rubber Bumper Mounting Strip (corner)	4.70	4.23
Front Floor Footwell (Ribbed)	28.14	25.32
Rear Floor Footwell	15.21	13.66
Body Mounting Bracket Under Floor	8.10	7.29
Body Mounting Bracket Under 'B' Post	8.81	6.60
Body Joint Strip (Floor join Front/Rear)	8.81	6.60
Doorskin (Original Press)	41.12	37.01
Door Treadplate (As Original)	8.16	7.34
Outer Sill	11.75	10.57
Rear Lower Wing	68.18	61.34
Rear ¼ Val. Herald (Inc. Bumper Mount)	22.32	20.09
Rear ¼ Valance Vitesse	22.32	20.09
Rear Centre Valance Herald (Inc. Bumper Mount)	49.35	44.41
Rear Centre Valance Vitesse	45.82	41.24
Boot Floor/Side Closure	15.27	13.74
Bootside Rain Channel	14.68	13.21

TRIM & RUBBER SEALS

Door Draught Excluder (Furflex) Spit	12.92	11.63
Door Draught Excluder (Furflex) GT6	17.63	15.86
Draught Excl. (Furflex) Her/Vit Saloon	18.80	16.92
Draught Excluder Her/Vit Conv	15.27	13.74
Outer Weatherstrip Spit/GT6	8.81	7.93
Inner Weatherstrip	4.11	3.70
Weatherstrip Clips	0.21	0.18
Window Channel Front Her/Vit	8.81	7.93
Window Channel Rear Her/Vit	4.11	3.70
Door Checktraps	8.81	7.93
Checkstrap Gaskets	2.93	2.64
Windscreens Seals	18.80	16.92
Herald/Vitesse Rear Screen Seal	25.85	23.27
Bright Trim Insert (Narrow) with Clip	9.22	8.29

Bright Trim Spit IV/1500 GT6 III, Please Ring

Pedal Rubbers	2.35	2.12
Bonnet Stop Cones	2.93	2.64
Brake/Clutch Master Rubber Gaiter	4.64	4.17
Handbrake Gaiter	11.16	10.04
Gearstick Gaiter Her/Vit	5.58	5.01
Gearstick Gaiter Spit/GT6	7.46	6.70
Door Trim Panels Spit/GT6 (PAIR)	49.35	44.41
Doortrim Vinyl (PAIR)	25.85	23.36
Doortrim Clips	0.25	0.22
Carpet Set Superior Quality Spitfire	76.37	68.73
Carpet Set Superior Quality GT6	88.13	79.31
Carpet Set Superior Quality Her/Vit	88.13	79.31
Hood Spit IV/1500 Original Quality	76.38	68.74

List Price Courier Price

Hood Her/Vit Original Quality	88.13	79.31
Header Rail Seal	11.16	10.05
Seal Retainer	13.51	12.16

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Steering Rack (Exchange)	34.08	30.67
Standard Rubber Rack Mounting	2.59	2.33
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Vertical Link	41.13	37.01
Stub Axle	21.74	19.56
Front Brass Trunnion (STANPART)	14.10	12.69
As Above Including BRUSH KIT	17.63	15.86
Front Wheel Bearing Kit	10.46	9.41
Front Wheel Bearing Felt Seal	1.76	1.59
Front Standard Shock Absorber	21.15	19.04
Spax Adjustable Shock Absorber	35.25	31.73
Armstrong Standard Shock Absorber	21.15	19.04
Shock Absorber Top Plate	12.34	11.10
Lower Steering Joint	15.86	14.28
Steering Lock 13/60/Spit IV/GT6 III	58.16	52.35
Set of Eight Inner Wishbone Bushes	8.93	8.04
Eight Inner Wishbone Bolts & Nylocs	6.11	5.50

ALL SUSPENSION PARTS AVAILABLE PLEASE PHONE

REAR SUSPENSION - NON-ROTOFLEX

Rear Driveshaft New (State Model)	52.88	47.59
Rear Driveshaft Unused (Checked)	29.38	26.44
Rear Transverse Leaf Spring	69.33	62.39
Drive Flange	17.63	15.86
Driveshaft Flange (checked)	9.40	8.46
Rear Wheel Bearing Kit	13.50	12.16
Rear Vertical Link S/Hand	29.38	26.44
Hub & Stud Assembly	71.68	64.50
Hub & Stud Assembly Reconditioned	35.25	31.73
Rear Trunnion Block Reconditioned	35.84	32.25
Rear Trunnion Bush Kit	3.47	3.12
Rear Trunnion Bolt & Nyloc Nut	1.12	1.00
Spax Standard Shock Absorbers	21.15	19.04
Spax Adjustable Shock Absorbers	34.08	30.67
Radius Arm Bushes	1.12	1.00

REAR SUSPENSION - ROTOFLEX

Rear Driveshaft Inner	109.28	98.35
Rear Driveshaft Outer	99.88	89.89
Rear Driveshaft Flange	17.63	15.86
Rear Trunnion Kit Less Bolt	29.38	26.44
Rear Trunnion Kit With Bolt	33.49	30.14
Inner Wishbone Bush	6.46	5.82
Inner Wishbone Bolt & Nyloc Nut	1.47	1.32
Rear Shock Absorber GT6	22.93	20.52
Rear Shock Mounting (On Wheelarch)	19.39	17.45
Rear Shock Absorber Bump Stop (Vitesse MkII only)	8.11	7.30
Rear Transverse Leaf Spring	69.33	62.39

THIS MONTHS SPECIALS AT CRAZY PRICES

Her/Vitesse locking petrol cap	£5.50
Electric screen washer kit	£8.50
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Spitfire MkIII front grille	£10.00
Battery clamp kit	£5.00
Hornpush badge	£1.50

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BOND

Equipe V-REGISTER

Peter Jacklin

FOLLOWING on from last month's paragraph regarding overseas Bond Equipes, I have made contact with two more owners to add to the list of Equipes in foreign parts. Firstly we received two telephone calls from Steve Ferguson in Pennsylvania U.S.A. concerning the 1965 GT4S which he is restoring.

Then hot on the heels of that, a letter was passed to me via the Club office from Lynley Davis who hails all the way from Wellington New Zealand and is restoring a 1970 Equipe which I hope to find out more about in the near future. Both of these cars are right hand drive, which if my memory serves me correctly would have been right for a car exported to New Zealand in the seventies but it is interesting that the American 4S must be a home market model, taken abroad by its original owner? I hope to find out more about both of these new discoveries — watch this space.

I have now obtained a small supply of new stainless steel side trim strips for 2 litres, would

heard from me recently, I have mislaid (i.e. lost!) my list. I also have a few secondhand pieces of the above at a correspondingly cheaper price, again please call for further details. For the benefit of newer members may I remind you that I can supply reproductions of every Bond produced badge for all the models. The Triumph sources items are available from the usual club car spares suppliers. Reproduction Commission Plates stamped up with authenticated commission and serial numbers, door window glasses in the correct toughened glass for all models plus front seat support diaphragms for 2 Litres and later 1300 models (those fitted with 2L type seats), these parts are available direct from myself at realistic prices!

Last reminder for the Equipe Weekend, 13th/14th June (see separate advert for further information).

Please come along if only to buy me a farewell drink, an appeal based on pure greed on my part, well at least it is a bit different from the usual grovelling indulged in by me in previous years!

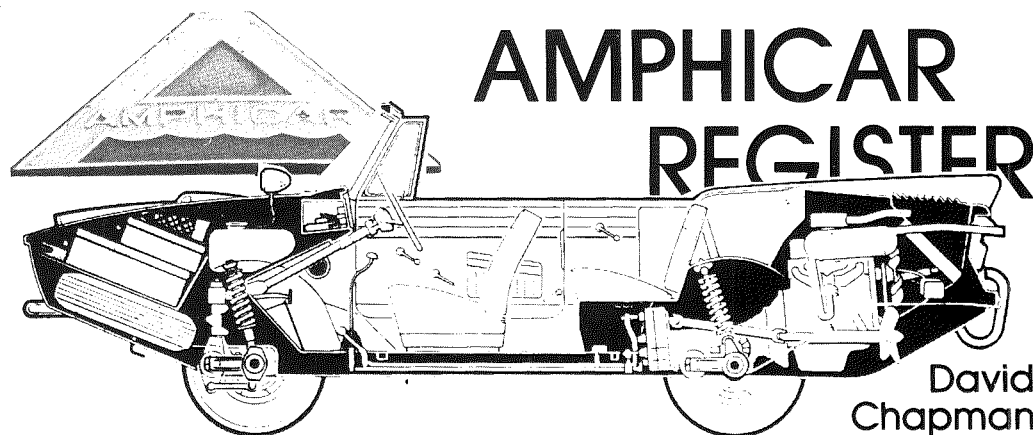
Watch out for the June issue (that means it will be on sale from mid May!) of the magazine 'Your Classic' as it should carry an article featuring a 2 Litre.

The vehicle in question is John Millers' red Vitesse Convertible earlier this year, the photo call took place in the New Forest area. You may recall that John's car took the 'Choice Equipe' award at the 1991 Weekend.



Photo showing the Equipe production line in the early days.

all those who were enquiring after these items please make contact again unless you have



FIRSTLY thank you to all the people who contacted me with information about the proposed new boat licensing regulations. A new parliament and the possibility of 'European harmonisation' means that the threat of the new regulations being applied rigorously and retrospectively has diminished for the time being.

Well it's gearbox problems this month! The oil seal that separates the land and water box has failed which allowed the oil in the water box, which is mounted higher than the land box, to drain into it and overflow it. This meant that on the road the whirling of the differential in a very overfilled box pushed the oil out through the filler depositing ½ a gallon in the bilges, it then all runs under the seat when braking. You don't need any sort of sensor or warning gauge to indicate this, the stink of gear oil is incredible! I didn't have a spare gasket for the water box but managed to purchase a large sheet of gasket material to make my own (that took some hunting down, very few people stock it these days). As I didn't have the correct gasket punch for the holes for the studs I improvised by using the following tool:-

SHORT LENGTH OF 6MM COPPER FUEL PIPE

END GROUND DOWN TO A SHARP POINT
IN AN ELECTRIC DRILL



BOLT IN END SO IT DOESN'T BEND
WHEN HIT WITH HAMMER

It's a lot easier than trying to cut a small circle with a pair of nail scissors!

Later on I found another use for the pipe when fitting a new echo sounder under the dash (yes really!). Drilling through thin sheet steel can always be tricky with a twist drill as they break the surface and pull themselves through right up to the drill shank in a split second. I have found that slipping the copper pipe over the drill so only the last ½" is showing makes things a lot easier. Now that my gearbox is back together I hope to be able to 'dip the headlights' in the lake at the NEC during the Classic Car show later this month, probably on the Sunday and I should be able to attend the National in Stafford in July.

Finally, what's happening to our petrol in the UK? As I've mentioned before, fuel vaporisation is a subject dear to the heart of all Amphicar owners, strangely it doesn't affect cars in many other parts of the world with a climate hotter than ours and many people tell me that cars they ran unaffected through the very hot summer of 1976 have spluttered to a halt in the warm summers in the past few years. I don't think it's just down to less lead in petrol as that would make it a worldwide problem.

Have you Spitfire 1500 owners without heat shields noticed the problem getting worse. It seems to be affecting many more classics and even an increasing number of modern cars. Does anyone have an explanation? I would love to read an in-depth exposé on the subject in a Classic Car magazine (hint hint).

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GT6 III bottom trims (also fits Spitfire) £31.00 pair

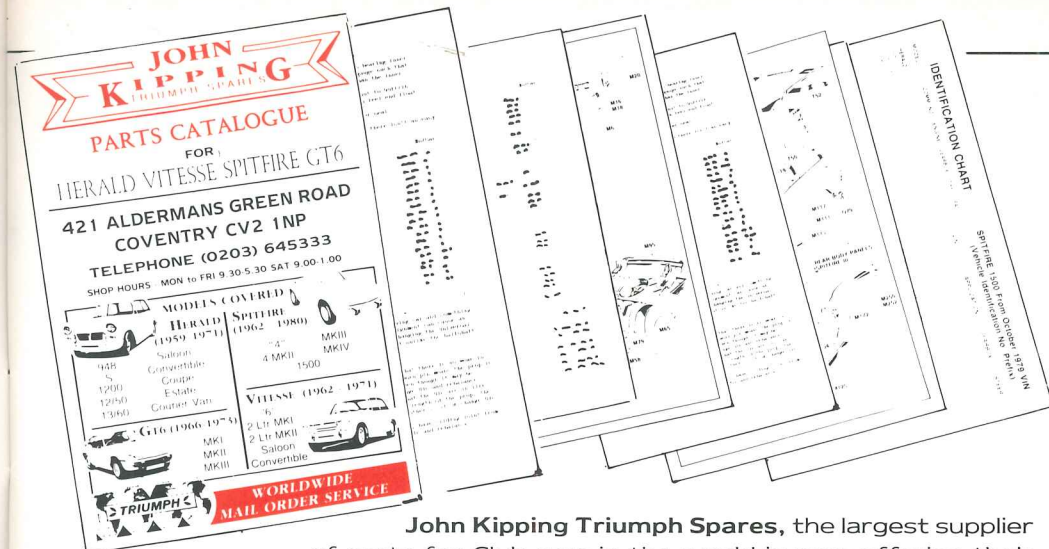


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THERE has been a change of plan this month. The quiz has been put off to next month to make way for more pressing information. Since the beginning of the floor/sill replacement articles by Bernard Robinson, I have been getting a steady increase in phone calls concerning this subject.

The main question being asked is 'How can I find the correct position for the A-post and sills as every panel is floating?'

Firstly, to coin a phrase, 'The time and care taken is directly proportional to the end result'. It took me two weeks of evenings and weekends just to clamp one side of sills (outer, inner and middle) and A-post in the correct position, and that is without any welding.

I do not believe these people who say they just prop up the floor with a block of wood and that was it. With the repaired A-post left floating with no means of support and measurements to go by it is all too easy to get it wrong, very wrong. With the A-post in the wrong position, the sill will be wrong and the door will not fit.

SPITFIRE I, II, III REGISTER

Brett Dennis

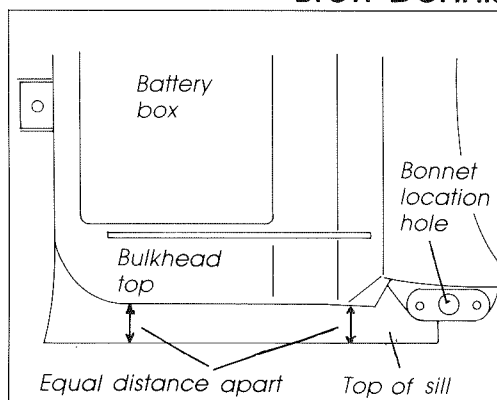
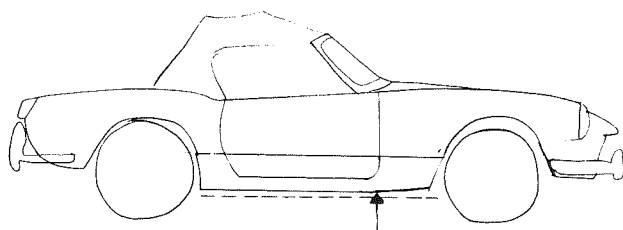


Diagram 2.

touch, neither the door hinge strengthening plates with the A-post. You cannot trial fit a door with all the glass the window mechanism still inside. So take it all out, including the outside door handle. The reason for this being that the weight of a complete door will pull the clamped A-post down and out of position.

There are a number of ways to jack the A-post into position — my way is to cut a hole in the floor in front of the box section in the front footwell

DIAGRAM 1



Firstly, let's look at how an original Spitfire sill looks. Look at diagram 1, you can see that everything runs in nice horizontal lines, apart from the first ten inches or so of the sill which rides up slightly. This is how all Spitfires and GT6s should look.

In diagram 2, you can see that the top of the bulkhead edge should run evenly with the edge of the sill. Also the front of the sill should stick out further than the bulkhead sides.

The door must fit perfectly with the corresponding panels, with an even $\frac{1}{8}$ to $\frac{3}{16}$ " gap all the way round. The lock and striker must not

directly below the dash panel, then use a block of wood and a scissor jack to lift the falling A-post, this by itself will not be enough. Now clamp all three sill sections into place using about five pairs of mole grips, then check along bottom edge of sill to see whether all the sill sections line up. If the A-post is still low, then place another jack under the A-post and jack up until all three pieces of metal are flush.

Now, using the measurements which are in diagram 3 (overpage), check to see if they are the same.

If so, trial fit the door, if not reposition bulkhead by moving jack, placing blocks of wood between A and B posts etc.

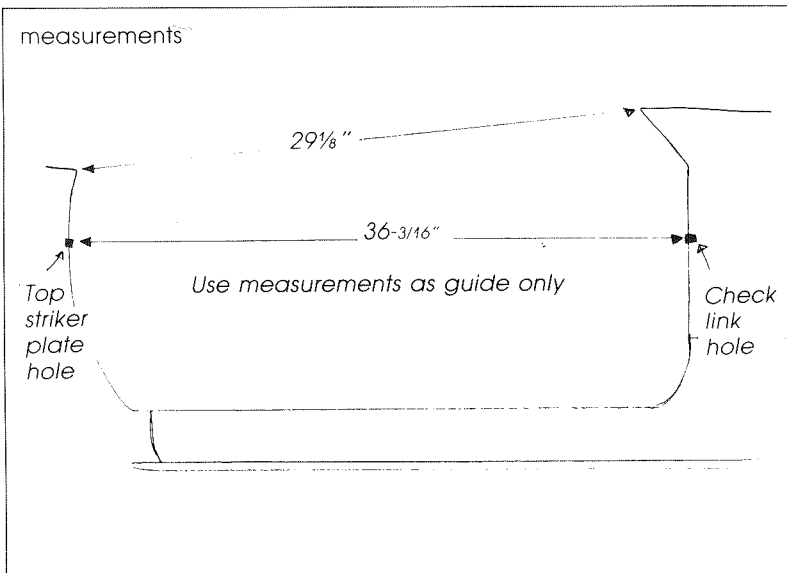
Now this is when a light door comes in very handy. Remember the door can be moved backwards and forwards, up and down and in and out, all on the hinges.

So this is where it gets very time consuming. You cannot trial fit a door with worn hinges.

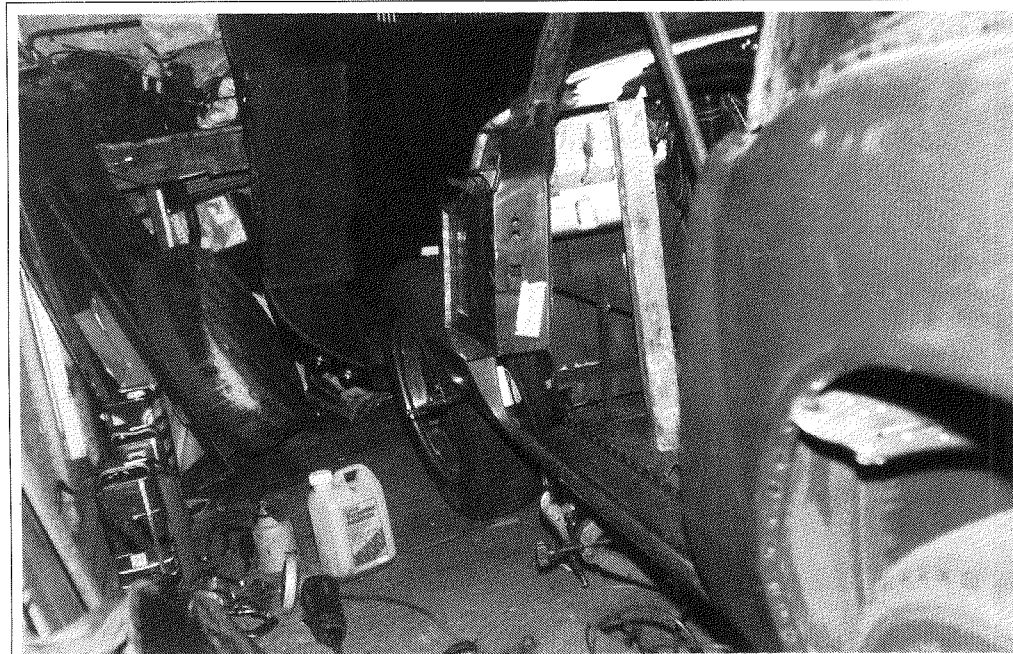
If all seems well, but the bottom of your doors stick out, do not try and adjust it on the hinge, because the bottom of your door will be too far in and the top front too far out.

This means that your doors are twisted and need squaring up.

To do this, put the bottom of the door on your



shin and force the top of the door out with your lower arms. This is not easy but can be done. I hope this is of some interest to you. If you have any trouble, please ring and I will try and help you out. . . . This month's parts for sale is a new rear quarter bumper for a Spitfire Mk1/II, £22 plus postage.



A post/dash being propped up by block of wood and scissor jack.



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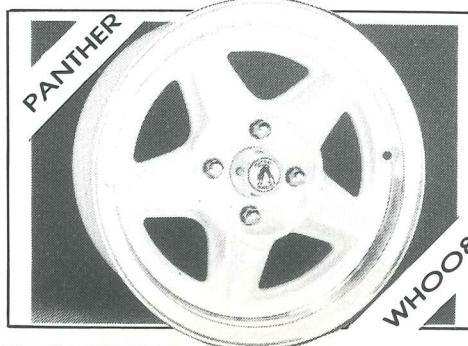
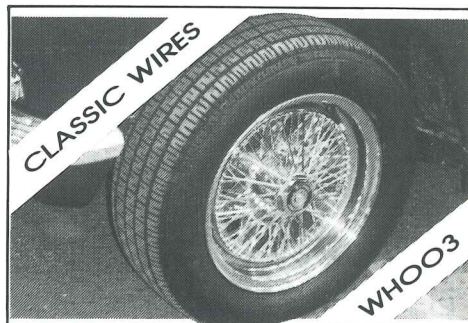


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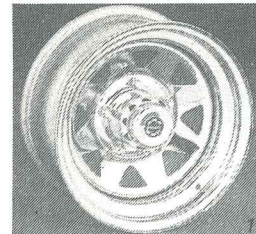


TELEPHONE ORDERS



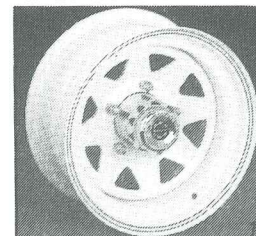
8-SPOKE CHROME

WH001



8-SPOKE WHITE

WH002

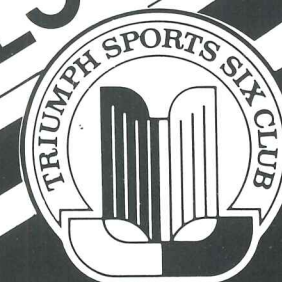


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Propshaft.

The overdrive propshafts are approximately 3.4" shorter than the standard versions. There is some leeway in this change because the engine is also able to slide on its mounts by about 0.25". It is fortunate that the standard Vitesse **NON-OVERDRIVE** propshaft is ideal for this purpose. This shaft is fitted with the larger flanges for mounting to the gearbox and differential and you may need to change these over depending on which gearbox and differential you're using.

Table 2 details the flanges you will need to mate up this propshaft:

Table 2. Flange sizes

Gearbox/Overdrive	Flange Size
Standard Herald	Small 5/16" bolts
Spitfire I, II, III	Small 5/16" bolts
Spitfire MkIV	Large 3/8" bolts
Herald differential	Small 5/16" bolts

If you are fitting the MkIV gearbox the only flange you will have to swap is the output flange on the propshaft for a smaller one to mate up to the small flange on the Herald differential. Fit new Genuine BL universal joints (Unipart GUJ101 standard or GUJ115 if you require a grease nipple).

I have now converted 2 propshafts in a similar manner and have not needed to rebalance the propshafts afterwards. It would appear that the machining tolerances for the flanges are very good when compared to the welded tube of the prop. and changing the flanges over and using good quality, new joints does not give balancing problems in a lot of cases. Remove any old Jubilee clips that may have been fitted to the prop. because it will be 95% certain that they will make things worse. If you are in doubt, give the prop. and the flanges to a propshaft company to rebuild and balance. Most of these companies will balance a propshaft that you have rejoined for about £20-£25. When refitting the gearbox, leave the bolts for the front engine mounts, the overdrive mount and the overdrive mounting plate loose. Fit the propshaft and then tighten the mounts. This way you will ensure that the propshaft is not trying to pull/push on the diff. and gearbox).

Switch and wiring.

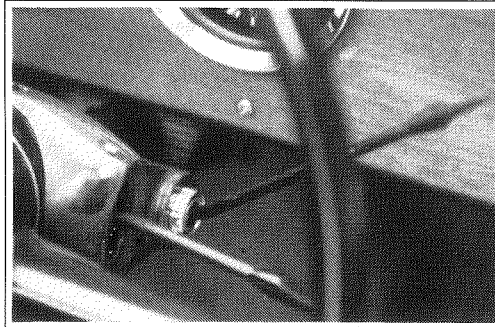
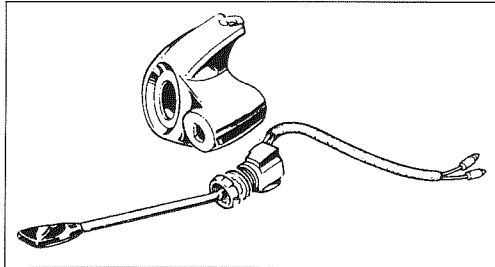
If Standard/Triumph had fitted the overdrive option, they would have more than likely used the column stalk as per the early Spitfires and Vitesse as shown (next column).

HERALD OVERDRIVE CONVERSION

Part 2.

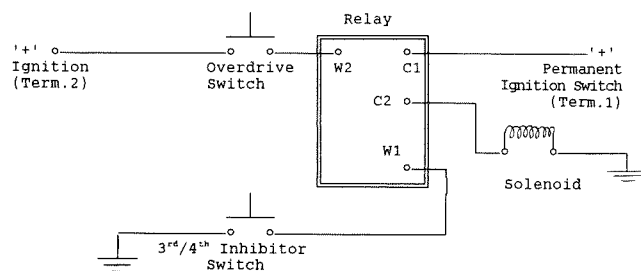
Technical Secretary, Carl Heinlein

The second option is to use the switch in the gear knob set-up used for the MkIV Spitfires. This has a hollow gear stick which can be prone to cracking around the hole for the cables. It can be difficult to find either of these arrangements second hand so try to pick them up with the gearbox.



D-type overdrive.

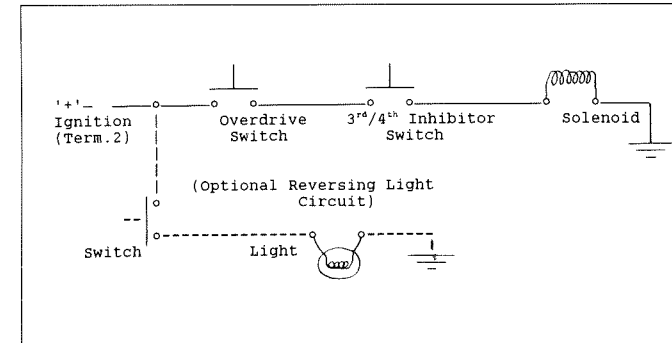
WIRING D TYPE OVERDRIVE



The cheapest and most inconspicuous is to hide a toggle switch under the dashboard. It is possible to use an old heater fan switch to give that period feel and look. Whilst it looks original, it is not imperative that you use the original Lucas relay. Any relay capable of switching 20 amperes will do. The letters on the relay above refer to those on the Lucas relay:- W for winding connections 1 and 2 and C for contacts. Tandy/Maplin stores etc will stock suitable ones.

Also, Standard/Triumph never fused the overdrive circuit. If you want to do this you will need two in-line fuses, one 25 amp fuse in the positive lead to relay terminal C1 and one 1 amp fuse for the winding side of the relay, in the line to terminal W2.

J-Type overdrive.

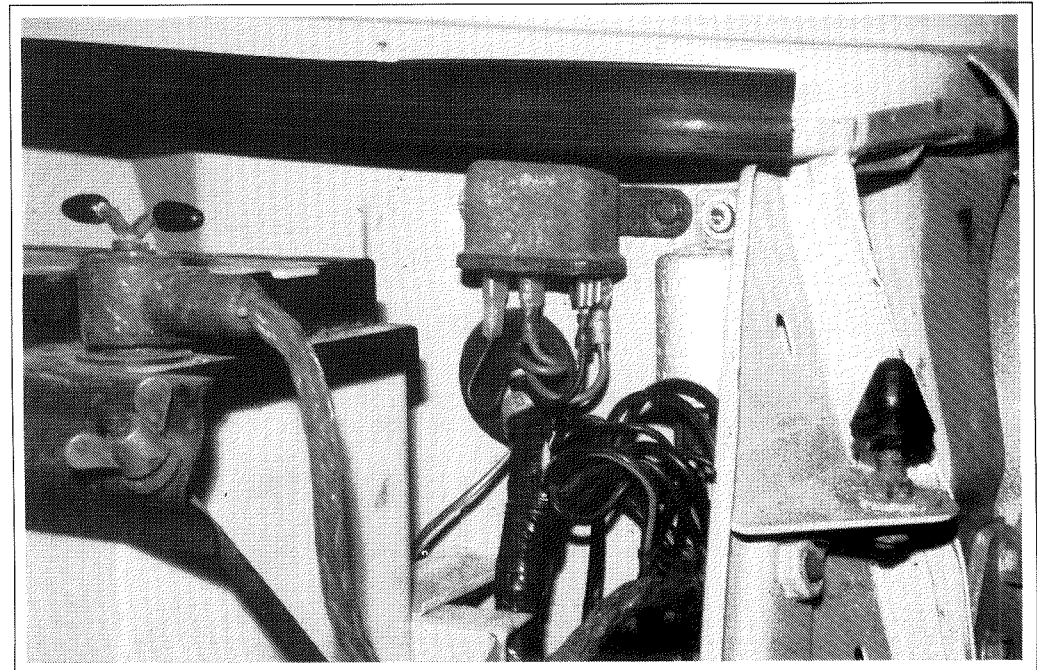


If you already have reversing lights fitted to your car this means that there is a positive (ignition switched) supply already at the gearbox and this makes wiring for the J-Type very easy.

The reason for the different wiring for the two overdrives is because the D-Type requires a higher current. This would destroy a small toggle switch and, therefore, a relay is used. The relay for a D-Type can be mounted alongside the battery as shown below.

CONCLUSION

For today's faster traffic and motorways, overdrive is a more attractive option than it was in the 60s. It does not increase top speed or make a significant difference to fuel economy, but it does make the car quieter and more refined. The standard differential of the Herald can be retained to good effect. . . . The ratio can be lowered (see the article on diff swaps, Courier No. ***, 19**) but this may make the car gutless without some tuning to the engine . . . but that is a different article.



Relay for a D-type overdrive mounted next to the battery.

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Doorskin Spitfire Mk4/1500, GT6 MkIII	£18.00	
Outer sill (supplied by Rover Group)	£38.00	
Bootfloor all Spitfire & GT6	£40.00	
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Rear valance Spitfire MkII/III & GT6 MkI/II	£32.00	
Rear valance Spitfire Mk4/1500, GT6 MkIII	£27.00	
Rear wing, Spitfire MkI, II/III, GT6 MkI, II	£75.00	
Rear wing, Spitfire MKIV/1500, GT6 MkIII (right hand)	£130.00	
Rear inner wing, Spitfire & GT6 (state model)	£45.00	

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Front wing Herald 1200	£85.00	Inc. VAT
Front wing Herald 13/60	£52.00	
Front wing Vitesse Mk1/2	£69.00	
Doorskin Herald, Vitesse	£25.00	
Rear wing Herald, Vitesse	£55.00	
Rear valance Herald	£35.00	
Rear valance Vitesse	£32.00	
Rear quarter valance Herald, Vitesse	£20.00	
Door step Herald, Vitesse	£8.00	
Front valance Herald 1200	£23.00	
Front valance Herald 13/60, Vitesse	£23.00	
Bonnet 'D' plate Herald, Vitesse	£9.50	

BRAKING SECTION

Front brake disc all Spitfire, Herald	£14.00	Inc. VAT
Front brake disc all GT6, Vitesse	£16.00	
B F Goodridge stainless braided brake hose kit (state model)	£39.00	
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Rear wheel arch panel kit, GT6 MkIII	£30.00	
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MANVERS/0392



Master Class
Original Herald
Modified Herald
Original Vitesse
Modified Vitesse
Original Spitfire
Modified Spitfire
Original GT6
Modified GT6
Bond
Special
Paintwork
Interior
Engine Bay
Unrestored

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Now is the time to think about entering your car in this year's event. Different classes, different judging schedules, how about some different cars? See the May Courier for the full rules of the competition and guidance on how to prepare your car.

This years competition has been restyled to make it more accessible to more members. Why not take this opportunity to compete? The cars competing in this years Master Class will be:-

Original Herald	1200	GGU 540C	Terry Lowe
Modified Herald	Coupe	7777 NX	Dennis Benson
Original Vitesse	MkII	RFA 270H	Dave Binnington
Modified Vitesse	MkI	LKO 717F	John Tomlin
Original Spitfire	MkIV	RBD 489M	Tim Brown
Modified Spitfire	MkIII	MFL 334F	Mike Rose
Original GT6	MkIII	RAC 558M	Andrew McGowan
Modified GT6	MkIII	XJH 291M	Bev Warren
Bond	Equipe 2L	NJA 791G	Keith Dungworth
Special	Awe Roadster	CYG 605H	John Houghton

Leon F Guyot INTERNATIONAL LIAISON SECRETARY



At least I've got the South of England Meet to look forward to tomorrow, if only to console myself whilst I'm still virtually car-less, my Herald remaining ensconced in the Dutch paintshop which, I am assured, didn't squash my car during their recent earthquake! I will at least see my car again after some four months, when I go over to Holland and Belgium to attend STIR with my friend and fellow Club member, Bob Rowland in his recently completed Vitesse convertible.

My Herald may, or may not be ready for STIR (?). However, I've not been idle whilst my Herald has been 'resting' as I've progressed on my Vitesse project including remaking/fitting all the soundproofing (thanks dad for the help and Bob for the originals as patterns), also rebuilding/modifying the GT6 MkI two-speed wiper motor (thanks Graham Mountford for the idea). It is now fitted with the case repainted in Black Crackle finish paint - very difficult. I've also fitted both my rebuilt brake/clutch pedal assemblies and master cylinders. My father and I had the most fun fitting my brand new MkII Vitesse dashboard, found at a Bristol Autojumble long ago, to my 1962 Herald 1200 dash surround with its nice chromed courtesy light switch, so much nicer than that nasty bent piece of 'tin' found on later cars.

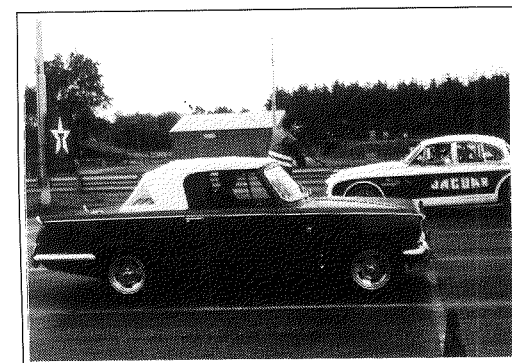
My instruments are now back from Speedy Cables in Islington and a fine job they've done too, right down to re-anodising the cases. I can recommend them but be sure to tell them exactly what you need them to do for you, tel: 071-226 9228.

I'm still squirting Waxoyl into every nook and cranny as I proceed with the assembly but I intend to be really certain and get Phil Seymour to come along with this endoscope and high-pressure to inject copious quantities of Waxoyl-type substances into places that I didn't even know I had!

The next big steps on the Vitesse must be the brake pipes in kunifer, not copper and the wiring loom, naturally one-off special for my car's many idiosyncrasies. Long standing fellow Club member and friend, Steve Phillips is helping me with both the onerous tasks, for which I am most grateful (thanks Steve, for the Triumph 2.5PI tachometer innards, it is appreciated).

Enough of my cars, now on to International matters: I've had a letter from George A Dondos of Athens, Greece, who refers me to my April '92 report and the description of Enrico Pastori's Spitfire Restoration/Customisation. George tells me that Pendelican White is a reference to Pendeli, one of the four mountains surrounding Athens. It was famous worldwide for its valuable white marble, which is, alas, no more but continues to be famous for providing the mild

Athenian winters by blocking north winds and latterly causing the smog to hover over the city instead of being blown away. This is of great concern to George because it means that if he doesn't fit a catalytic converter and other emission control equipment to his beloved Spitfire, he won't be able to drive it in his home town after 1st January 1994. I have done my best to help him with his problem but if any other members have any ideas, please write to him directly; George A Dondos, 6-8 Georgoula Str. GR-115 24, Athens, Greece. This brings me on to reasoning that unless we wish to have such Eurogreen-retrofit measures forced on us eventually and it will come, mark my words, then we in the TSSC should continue to support the Federation of Historic British Vehicle Clubs and their European Parliamentary lobbyist along with the other 161,000+ Classic Car Club members throughout the world, in their efforts to safeguard our very place on the roads of Europe and the world, otherwise the very Raison D'Etre of our club will cease. . . . A couple of photos now of some fine motor cars.



Firstly the really beautiful Vitesse convertible, until recently owned by one of our dedicated Dutch members, Arthur Denzler, over in Friesland, in the northern Netherlands. Also his and her Spitfire MKIIs and

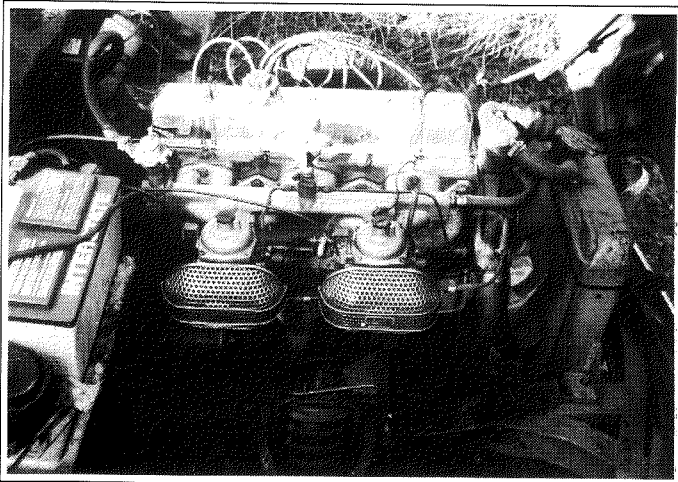


Arthur & Ina Denzlers Spitfire Mk3's.

don't they look fabulous - summer's almost here! Whilst on the subject of photos, here are some that I've recently received -



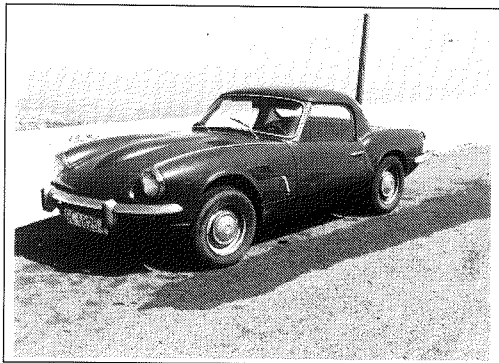
of a Valencia Blue 1968 GT6 MkII+ bought for just 400 U.S. \$ - a gift! With an appropriate personalised U.S. registration. How much less boring than our dogmatic system!



The engine shot shows modified U.S. style air filters and a good deal of fibreglass around the

battery tray. I don't unfortunately, know the name of the owner of this car but rest assured, no matter how much restoration work he has to carry out, it's all worth it in the end with one of these rare and desirable GT6s.

Next up I've received a letter from Iain Rawlings (89/27724) of Shrawley, Worcester, who's father's holiday found him atop a mountain in Grand Canaria, peering through his camera lens at what appears to be a Spitfire MkIII with a GT6 bonnet fitted to it.



Spitfire/GT6 atop Gran Canaria

Obviously well cared for, it's just a little dirty and bonnet locks are fitted - unusual in an overseas car. Thanks to Iain and father.

Now, as promised, a report on the IVth Giro Del Polesine of the Auto & Moto Storiche Rovigo in Northern Italy, held in association with the TSSC Italy Area. The event took place last year from 21st to 22nd September.

As far as I understand it, the event was a kind of mini-Monte-Carlo rally for classic cars with special stages, a dozen timed road runs, driving tests, slaloms etc., with lots of cups/prizes.

The entry list showed some 112 entries ranging in age from 1937-1973, including several Triumphs, Minis, MGs, Jaguars and many Italian and French classics, including FIATs, Alfa Romeos, Lancias, Abarths and Innocentis.

The results in Category D (vehicles built from 1966-1974) showed Lazarin and Cochet coming second in their GT6 MkII and in the 1st classification (Tofee TSSC Italy Area).

1st was Bellinello & Curtarello in 1970 Spitfire MkIII
2nd was Loconte & Loconte in 1971 Spitfire MkIV
3rd was De Regis & De Regis in 1973 Spitfire MkIV

The event and the TSSC were given excellent coverage in regional journals etc., including I1 Quadriviro Rovigo, I1 Veneto, I1 Gazzettino Di Rovigo, RuoteClassiche, (Classic Car Magazine) and Le Risposta Sport Motori.

The following photos may help to put that certain 'feeling' across.



TSSC evening gathering.



Michele Loconte from Pavia during a 'Prova Di Abilita'.



TSSC Italy area at The Final Arrival.

La Risposta

1° Trofeo Triumph Sports Six Club
Italy Area.
21-22 settembre a Rovigo

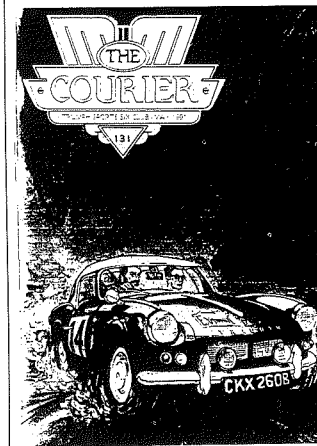
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otori

a cura di Luca Bellinello

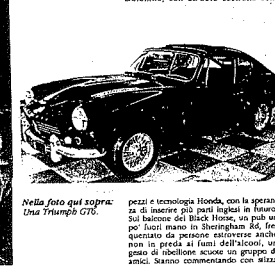
Pagina 17

Il Polesine salvi l'Inghilterra



"Il suddito di Sua Maestà si sente sperduto se non può contare su un gruppo..."

Si sa, gli inglesi amano socializzare. Il più agguato, in loro si annida la passione per le gare automobilistiche e per le vetture d'epoca. Inghilterra, vogliono che costruisca a vincere e, soprattutto, sopravvivere. Hanno un'idea importante: desiderano costruire un Club di automobili da corsa di Triumph in particolare. Fra i buchi imboccanti di birra e tanto entusiasmo nasce così il Triumph Sports Six Club. Da allora sono passati quindici anni i soci del nuovo club sono aumentati a dismisura: in Gran Bretagna che allora. Oggi sono più di 17.000 sparsi in tutto il mondo. Molti sono in Gran Bretagna, in Francia, in Italia ce ne sono in tutte le regioni. L'idea è nata in una ufficiale del Club, "The Courier", che mentalmente raggiunge ogni socio, pensatore o dell'istinto, o della Vase, o della GT6 o della Spitfire, invitandolo a partecipare a raduni, gare e manifestazioni. Ogni nazione cerca d'invitare i numerosi soci la cui amicizia va oltre il comune interesse. La Gran Bretagna fa la parte del leone, mentre l'Olanda ed il Belgio seguono a ruota mentre il bel paese non sta certo a guardare. l'Italia Area, la sezione italiana del Club, ha promosso quest'anno, nell'ambito del 4° Giro del Polesine, organizzato dal Club Auto & Moto Storiche di Rovigo, il 1° Trofeo Triumph Sports Six Club Italy Area, in programma per il 21 e 22 settembre 1991 a Rovigo.



Nella foto qui sopra: una Triumph GT6.

pezzi e tecnologia Honda, con la speranza di inserire più parti inglesi in futuro. Sul battente del Black Horse, un pub un po' fuori mano in Sheringham Rd, frequentato da persone autorevoli anche non in preda ai fumi dell'alcolici, un gancio di ribellione scuote un gruppo amici. Saranno commentando con stizza

la notizia. John, Neil, Paul e Peter sono i più agguati. In loro si annida la passione per le gare automobilistiche e per le vetture d'epoca. Inghilterra, vogliono che costruisca a vincere e, soprattutto, sopravvivere. Hanno un'idea importante: desiderano costruire un Club di automobili da corsa di Triumph in particolare. Fra i buchi imboccanti di birra e tanto entusiasmo nasce così il Triumph Sports Six Club. Da allora sono passati quindici anni i soci del nuovo club sono aumentati a dismisura: in Gran Bretagna che allora. Oggi sono più di 17.000 sparsi in tutto il mondo. Molti sono in Gran Bretagna, in Francia, in Italia ce ne sono in tutte le regioni. L'idea è nata in una ufficiale del Club, "The Courier", che mentalmente raggiunge ogni socio, pensatore o dell'istinto, o della Vase, o della GT6 o della Spitfire, invitandolo a partecipare a raduni, gare e manifestazioni. Ogni nazione cerca d'invitare i numerosi soci la cui amicizia va oltre il comune interesse. La Gran Bretagna fa la parte del leone, mentre l'Olanda ed il Belgio seguono a ruota mentre il bel paese non sta certo a guardare. l'Italia Area, la sezione italiana del Club, ha promosso quest'anno, nell'ambito del 4° Giro del Polesine, organizzato dal Club Auto & Moto Storiche di Rovigo, il 1° Trofeo Triumph Sports Six Club Italy Area, in programma per il 21 e 22 settembre 1991 a Rovigo.

I cannot reprint any more of the articles here, as there is just too much to handle, and it's all in Italian! Suffice to say that the history of the TSSC is well covered, and this can only have helped make the event a success and to have contributed to the considerable increase in TSSC membership in Italy, for which we are all most grateful to TSSC Italy Area Organisers. It is quite difficult for me to put into words the atmosphere of this event that comes over in the literature sent to me, but the Italians are certainly a nation in love with the motor car in general, and especially the sports car.



Luca Bellinello's Spitfire at the Saturday night arrival. This photo says it all!

There's not much more I can add, except I really wish I could be there one day and take part - if you are interested in the 1992 event, please write to Luca

Bellinello, TSSC Italy Area, Via Levico 5, 45100, Rovigo, Italy. Drive carefully, hoods down for summer! See you soon.

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JULY 22-25, 1992

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SPITFIRE IV John Thomason

1500 REGISTER

THIS month's heading photo is sent in by Eddie March of Ilford, Essex and features his Pimento Red Spitfire 1500. This is Eddie's third Spitfire, which has currently clocked up 135,000 miles.

CLUTCH PROBLEMS?

Some of the more frequent enquiries I receive are those associated with clutch problems. A better understanding of some of these problems can be had by first looking at the principals of the clutch and operating mechanism. The operation of the clutch can be represented by 2 discs A and B (figure 1),

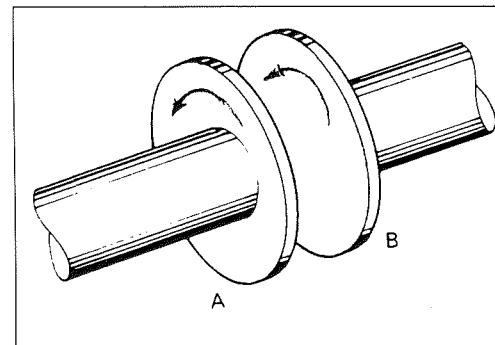


Fig. 1. Basic principle of the clutch.

connected to the engine and gearbox respectively. If the discs are held apart then there will be no drive between engine and gearbox. When disc B is moved into contact with disc A, the friction between the disc surfaces will allow drive to be transmitted. The amount of drive or slip will depend upon the **FORCE** which pushes the discs together and the level of **FRICTION** between the disc surfaces. With age, faults may develop which will restrict the amount of pressure or friction and allow the clutch to slip.

Figure 2 (overpage) shows the development of the basic idea into a typical working clutch as found on the Spitfire IV/1500. The clutch (figure 3), comprises 4 key elements, the friction plate, the clutch cover incorporating the pressure plate and the clutch release bearing.

In the drive position, the diaphragm spring forces the pressure plate against the friction plate, clamping it to the flywheel. Spring pressure is sufficient such that the friction plate doesn't slip between the pressure plate and

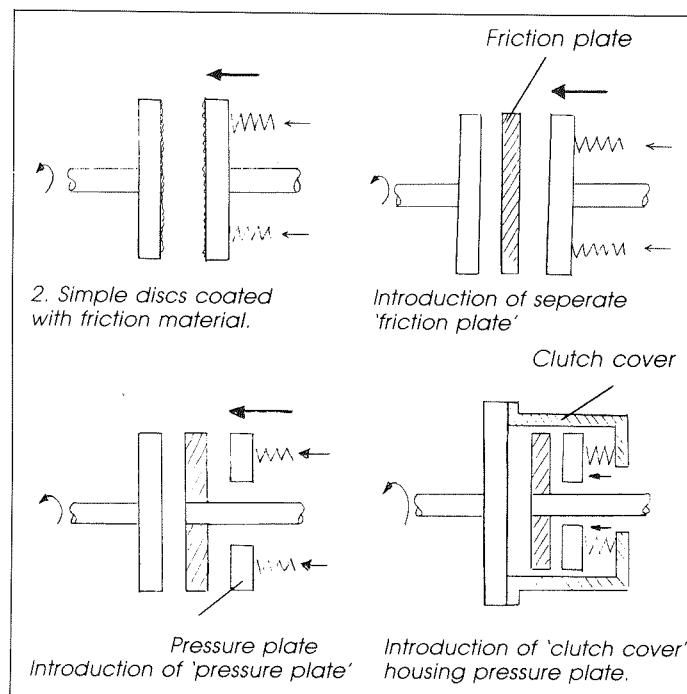


Fig. 2. Basic development of clutch.

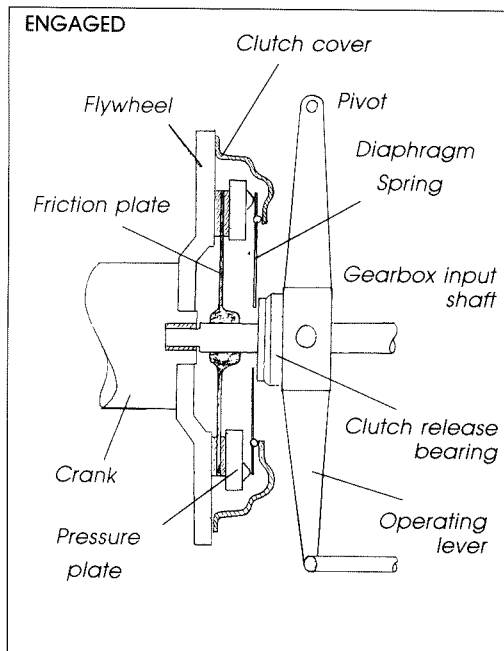


Fig. 3a. The basic single plate diaphragm clutch fitted to the Spitfire IV/1500.

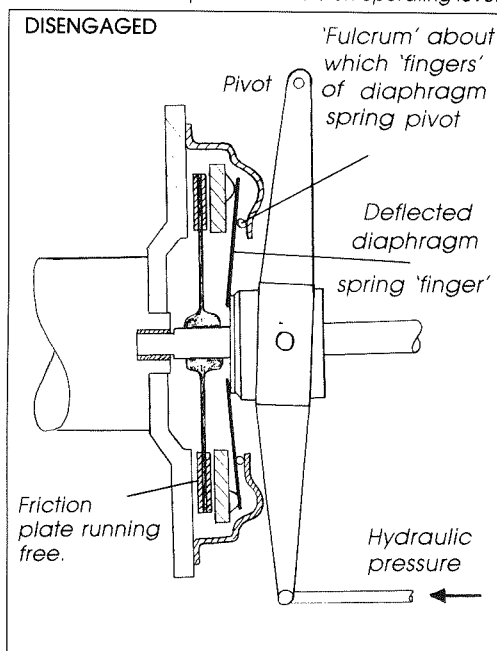


Fig. 3b. The friction plate released by movement of the clutch release bearing against the 'fingers' of the diaphragm spring.

flywheel. Drive is thus transmitted from the flywheel (and pressure plate) to the friction plate, then through the splines onto the gearbox input shaft. When the clutch pedal is depressed, hydraulic pressure exerts a force against the end of the clutch operating lever (figure 4).

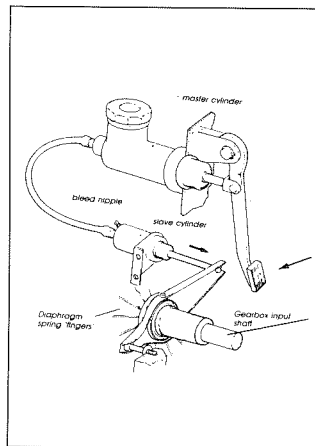


Fig. 4. Hydraulic system exerting pressure on clutch operating lever.

This then forces the clutch release bearing against the metal 'fingers' of the spring diaphragm, which removes the spring pressure from the pressure plate.

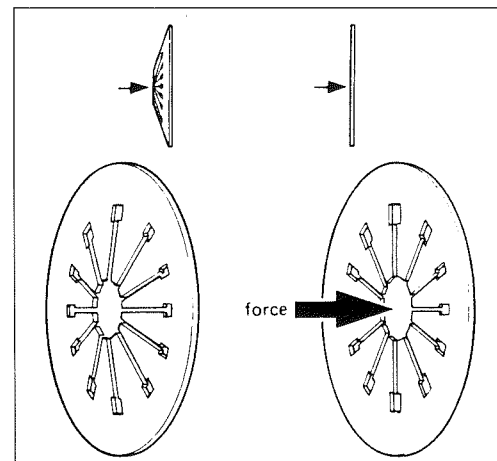


Fig. 5. Principle of diaphragm spring, a circular, slightly conical, tempered steel disc which exerts a 'spring force' when flattened.

With the spring pressure removed, the friction plate will run free and thus disengage the drive between the engine flywheel and gearbox input shaft.

TYPICAL CLUTCH PROBLEMS

1. DIFFICULT GEAR SELECTION.

This is probably one of the first signs that there could be a problem with the clutch. If there is not a problem with the gearbox itself, then it is usually as a result of the clutch friction plate not disengaging entirely from the flywheel and therefore still transmitting some drive to the gearbox. Typical causes are:-

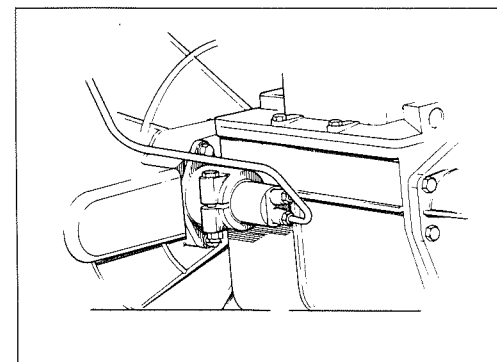


Fig. 6. Ensure bleed nipple is at top of slave cylinder.

a) insufficient pedal travel, i.e. insufficient travel is being applied to the lever arm and hence

the metal fingers of the diaphragm spring to remove all the pressure from the pressure plate. This may be due to a leaking seal in the clutch master or slave cylinders and/or air in the hydraulic system. Ensure that the bleed nipple on the slave cylinder is at the top otherwise all the air can't be bled out (figure 6). Check also that you have the correct size slave and master cylinders fitted to your car. Changing the size of either will affect pedal travel and effort.

b) **Lever Arm Pivot wear**, A very common failure I have found is wear in the lever arm pivot, sometimes to such an extent that it has fallen out! Obviously with wear here you are losing some of your gear lever arm advantage, again resulting in insufficient travel to push the pressure plate of the friction plate, the lever arm pivot should comprise the parts shown in figure 7. If the pivot holes in the bellhousing are badly worn, a **SMALL** amount of body filler pushed into the bottom hole will prevent the pivot pin from ultimately falling out.

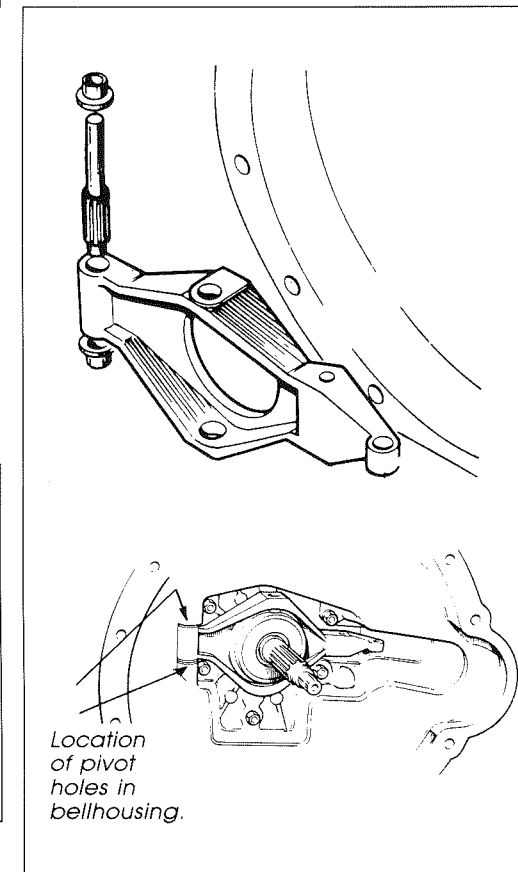


Fig. 7. Component parts of operating lever pivot.

c) **Worn Thrust Washers.** To prevent the whole clutch assembly and flywheel from being pushed into the back of the engine block by the lever arm, thrust washers are fitted inside the engine. Should these thrust washers be badly worn, then the first part of the lever arm travel is used up in pushing the flywheel and clutch assembly away from the gearbox until the wear is taken up, then leaving insufficient travel available to push the clutch pressure plate of the friction plate.

Thrust washer wear is a weak point on Triumph engines and can be detected by trying to pull the flywheel in and out of the engine or levering the front engine pulley in and out with a large screwdriver. There should be 0.006" to 0.014" detectable movement/end float). Fortunately thrust washers are cheap and can be replaced with the engine in place by 'dropping' the sump.

Be warned! If the thrust washer wear becomes excessive they will fall out and lay in the bottom of the sump, allowing the crank to bear directly onto the block and main bearing end cap. When you depress the clutch you will detect a drop in engine speed at idle as the crank starts to grind into the engine block. When you come to sort out the problem, you will be faced with a written off block and crank, or an expensive machining bill (N.B. Ian!).

d) Another common reason for difficulty in selecting gears and not associated with the clutch is the gear lever remote linkage. Wear in the bushes (worse on MkIV's) and insufficient lubrication can cause difficult gear selection.

2. CLUTCH SLIP.

Typical symptoms of a slipping clutch include:- a) an inability to climb steep hills:- b) the smell of burning asbestos and:- c) the engine to rev higher than usual when accelerating hard. Typical causes include:-

a) **Clutch wear:-** Clutch slip is usually associated with a worn out clutch, either as a result of insufficient friction material remaining on the driven plate or the diaphragm spring no longer exerting sufficient pressure to hold the friction plate against the flywheel.

b) **Oil contamination.** Oil contamination on the friction plate can cause it to slip or more usually judder as it grips - slips - grips - slips etc. When

replacing the clutch, thoroughly clean the flywheel with a piece of emery paper and remove any storage oil/grease applied to the new pressure plate. Also ensure that excessive oil is not leaking from the front of the gearbox and that the drain hole in the bottom of the bellhousing is clear.

3. CLUTCH JUDDER.

Clutch judder is usually associated with a low frequency vibration which occurs when the clutch is released, more often than not when the car first moves off from rest. Clutch judder will be amplified by worn engine and/or gearbox mountings. Typical causes include:-

a) **Clutch Release Bearing.** Wear or failure of the clutch release bearing can cause clutch judder, often accompanied by a loud screech when drive is taken up in first gear. Clutch release bearing wear is accelerated by holding the clutch down for long periods with the engine running, e.g. sitting at traffic lights with the clutch pedal depressed.

b) **Poor lubrication.** The clutch release bearing carrier should slide freely backwards and forwards along the spigot protruding from the front of the gearbox. If it is stiff, then this can result in a stiff pedal operation or jerky clutch release causing judder. The spigot/carrier should be well lubricated, although it usually is by oil leaking from the front of the gearbox.

The clutch friction plate should slide easily on the gearbox input shaft splines for the same reason. If it is stiff it also makes aligning and refitting the gearbox more difficult.

c) **Oil contamination.** As mentioned above, oil/grease contamination on the clutch friction plate can cause the friction pads to grip - slip - grip - slip etc as drive is taken up.

d) **Gearbox Front Bearing wear.** If wear here is excessive then this can cause the gearbox input shaft and hence the clutch friction plate to rotate at a slight angle to the flywheel. This will cause the drive to be initially taken up on a reduced clutch area and judder will result. Although very rare, excessive wear in the brass bush which supports the tip of the gearbox input shaft in the end of the crank can cause the same effect.

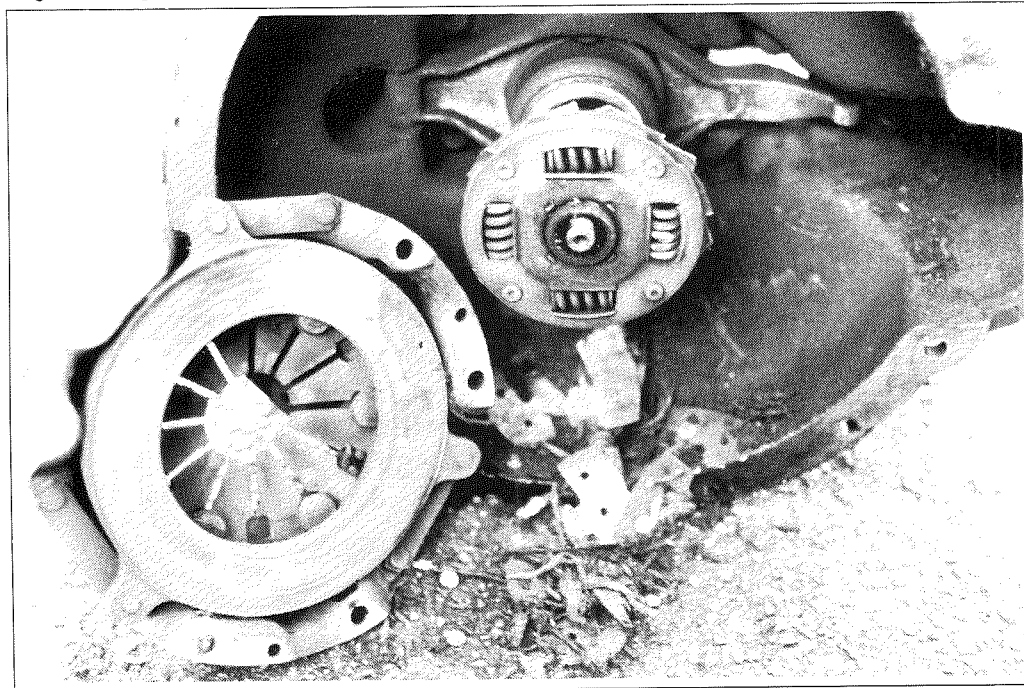
e) **Distorted Engine Backplate.** Reported on a number of occasions in the Courier, although not experienced personally is that a distorted engine back plate can cause clutch judder and/or rapid wear of the friction plate. A badly distorted back plate can cause the gearbox to lie at a very slight angle to the back of the engine and hence the condition described at (d) above whereby the clutch rotates at a slight angle to the flywheel. Distortion of an engine back plate can be caused when replacing a clutch and the gearbox input shaft hasn't been perfectly aligned with the clutch. Difficulty is encountered and in desperation a nut and bolt is used to draw the engine and gearbox

engine back plate can cause clutch judder and/or rapid wear of the friction plate. A badly distorted back plate can cause the gearbox to lie at a very slight angle to the back of the engine and hence the condition described at (d) above whereby the clutch rotates at a slight angle to the flywheel. Distortion of an engine back plate can be caused when replacing a clutch and the gearbox input shaft hasn't been perfectly aligned with the clutch. Difficulty is encountered and in desperation a nut and bolt is used to draw the engine and gearbox together!

In one reported case the back plate was so bad that it held the bell housing of the engine to such an extent that there was insufficient pedal travel to release the clutch!

Dowels missing from the engine back plate can cause the same effect, since there is sufficient clearance on the bell housing bolt holes to slightly offset the gearbox from the centre of the engine.

If you have discovered other sources of clutch problems, let us know.



Don't put off replacing a clutch unit, it ends up like this! Note only the hub of the friction plate remains. What's left of the lining is in a pile at the bottom!

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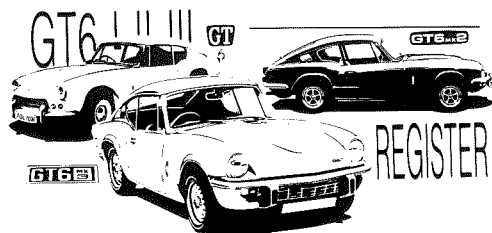
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Jasper Bacon

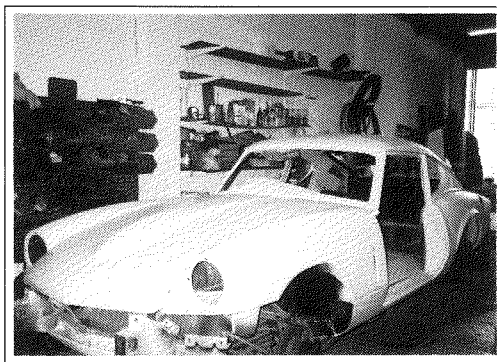
THIS months feature car belongs to Mick Barratt of Gateshead, Tyne and Wear, I shall leave Mick to tell his story

The tale begins in February '91 when I decided to go back to Triumph and having searched the North East for weeks for a value for money car, to no avail, a Cockney pal suggested 'Go South, my son!' So south it was, not to Manchester, but further, to London, and all those other mysterious places! For two months or so I'd head south every other weekend with various auto classifide and a route to take in all the prospective bargains. But, bargains they weren't, and to my extreme annoyance many vendors had told 'porky pies' about the condition of their cars over the phone and I'd find a heap at the end of a 300 mile journey. By now it was May and with a house move on the horizon it was now or never! The small ad read:- 'GT6 Mk 3 for restoration in Norfolk'. This was my last shot, when I arrived the chap selling the car said, before pushing it out of the garage that he'd take £550 for it. A deal was struck and five days later the car was trailed up to Newcastle.

The Mallard as she's now known had been off the road for 18 months and a £1500 budget turned into a £3,000 budget, four months later with an engine and gearbox rebuild, bare metal respray and a thousand and one bits, she's on the road again!

I still consider that the car was a good buy and I would like to thank James Brannan, the member from whom I bought it.

According to DVLC records VJE 454L (KE14*980) was first registered on 1/10/72 and has had 13 owners, half of them being American airmen based at Mildenhall or Lakenheath but I've had no replies from any of the previous owners regarding the history of the car.



The Mallard is coping well with the north east climate, especially for having been down south for so long!

Mick also tells me that he used to own a Spitfire, XBR 636L, of which he still has some photos, if the car is still around.

DISTRIBUTORS

Tom Langley rased a point about swapping distributors in his article last month about automatic Vitesses, having experienced a reduction in performance due to the wrong distributor being fitted to his engine. As he says: all the distributors found in the Triumph six cylinder range will physically fit, but will have different advance curves.

So, in consultation with Carl Heinlein, I'm putting the record straight for the GT6 and Vitesse 2 Litre range, as a popular modification for the GT6s is to fit Lucas distributors in preference to the original Delco Remy units, the Lucas distributors being superior. The following changes are possible, bearing in mind that the advance curves are very slightly different between the makes:-

Vitesse Mk1 Lucas 41168 —GT6 Mk1 Delco Remy 7853291

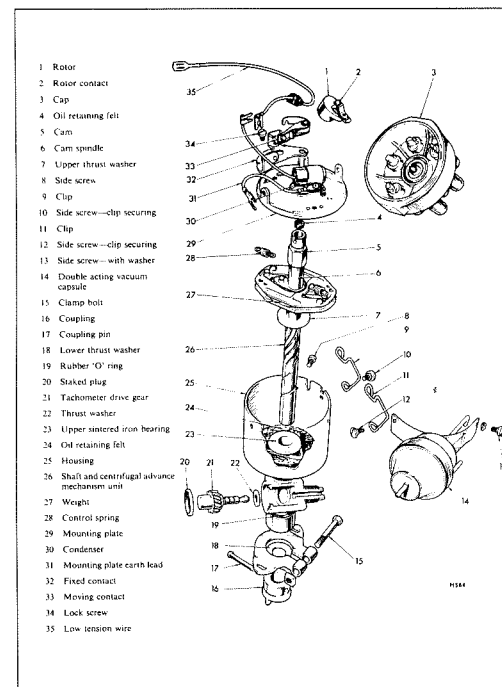
GT6 Mk111 — Delco Remy 218173 (domed topped pistons)

Vitesse Mk11 Lucas 41305 — GT6 Mk11 Delco Remy 795368
GT6 Mk111 Early

To be totally correct one would say that the original distributor should be kept with its original engine. Rebuilders of distributors, e.g. Holdens, will require the engine number, year, size and state of tune, to enable them to fit the correct springs, weights and stops for the advance mechanisms, according to the engine in question.

WEAR AND TEAR!

Most distributors will continue to function when they're well past their best. Symptoms are a general lack of 'GO' due to the vacuum mechanism not working, through to a spindle that can be waggled about. For most people reconditioning a distributor at home isn't feasible. Special tools are needed and work needs to be spot-on as a distributor is a piece of precision engineering.



VACUUM ADVANCE AND CENTRIFUGAL ADVANCE

To test the correct function of the vacuum advance unit, disconnect the pipe from the carburettor end and suck hard. There should be almost immediate resistance, as you've sucked a small amount of air from the diaphragm. Let go and there should be a small muffled click as the vacuum advance spring pushes the diaphragm back. If you can keep sucking, the diaphragm is holed, if no suck or click the unit has seized. If either of the above, the vacuum advance unit should be replaced.

The vacuum advance unit acts on to the cam pillar and the plate at its base.

The vacuum taken from the carburettor reaches a point where the plate is pulled against two springs. Acting on the same plate is the centrifugal advance mechanism, consisting of a pair of weights that are thrown out by centrifugal

force as the speed of rotation rises, these pull on a spring (each) which are rated to let the advance occur at the correct speed for the advance curve required. High speeds and more acceleration together, will cause the largest pull on the plate, advancing it furthest and fastest. There is also a stop for the advance limiter which needs to be correctly positioned to ensure optimum maximum amount of advance, whilst the spring controls its rate.

BUSHES, DRIVEDOGS, WEIGHTS, SPRINGS and SPINDLES.

It is best to remove the distributor from the engine to test for wear in the bushes as the drive dog at the lower end of the unit may mask end play. A waving spindle leads to a variable points gap which leads to variable sparking intervals which can lower efficiency. So if the bushes are worn, they need to be replaced with self lubricating (sintered) bushes). The difficult bit, as sintered bushes are prone to distortion, they need to be pressed in with a special press. The shaft may also be worn or may not be running true. This can be ground undersize, and the cam pillar may need re-plate. Check also the drive dog for wear, and its slot. The weights in the centrifugal advance mechanism do wear and the springs become distorted in an ageing unit, so these are normally replaced in a reconditioned unit.

EMISSION CONTROL

This relates to U.S. spec. models. The Delco Remy D204 unit has a double acting vacuum mechanism with two suction pipes. One is in the normal advance connection, the other taps into the opposite side of the diaphragm housing, acting to retard. The object of this is to reduce the CO in the exhaust at idle by retarding the ignition, later than the timing would allow the best idle, the throttle being set more open to keep satisfactory engine speed (at idle), creating a greater flow through the carburettor to get the required fuel/air ratio to minimise CO output. To this end, in the UK, with increased awareness of the need for clean burning, a distributor in good order helps and will make the engine cheaper to run and should enhance performance.

SHINY CAR!

I've just returned from the South of England Meet and have seen the best GT6+ I've ever seen — being YRP 765, having had a superb rebuild by Bill Sunderland and Bernard Robinson, gleaming red, brilliant! Nice to see early cars being restored to that standard. Best GT6 and Car of the Show. Well done!



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Door skin to door glass outer (weatherstrip) £5.82

Door skin to door glass inner (weatherstrip) £3.23

Bonnet scuttle seal £4.70

Bonnet stop cone £1.53

Door aperture seal (furflex) SPIT £12.93

Door aperture seal (furflex) GT6 £17.04

Front valance seal SPIT III/III, GT6 III £1.18

Front valance seal SPIT IV/1500, GT6 III £2.35

Wheel arch to dash seal (small mudflaps) £2.70

Boot seal SPIT £10.58

Tailgate aperture seal GT6 £10.58

Tailgate glass seal £21.74

Door check link seal £2.29

Gear lever gaitor SPIT III/III/IV £8.34

Handbrake gaitor SPIT III/III/IV £9.34

Master cylinder dust cover £3.82

'P' seal on windscreen frame £3.82

ROOF TO WINDSCREEN-TOP SEAL GT6 III £19.92

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Cover clips for inserts £1.00

Door handle l/h HER, VIT £11.69

R/h barrel and keys HER, VIT £5.29

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Outer door handle assy SPIT III/III, GT6 III £14.04

Matched pair door lock barrels SPIT III/III, GT6 III £14.04

Inner door handle assembly SPIT IV/1500, GT6 III £17.04

Inner door handle chrome bezel SPIT IV/1500, GT6 III £4.11

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handles all other models — please state model £4.64

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Boot 'T' handle and keys HER, VIT, SPIT III/III £12.34

Boot lock assembly SPIT IV/1500 £14.69

Tailgate handle, and lock assembly GT6 III £14.69

Tailgate handle, and lock assembly GT6 III £14.69

Boot latch/striker assy SPIT IV/1500, GT6 all £8.52

Chrome flip top petrol cap SPIT IV/1500 orig. £20.56

SPIT locking petrol caps £14.04

Her, Vit locking petrol caps (chrome) £7.64

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Chrome wiper arm assembly all models £6.17

Stainless wiper blades all models £5.82

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Door mirror SPIT IV/1500, GT6 III £13.51

Bonnet lock kit (pairs) all models £11.16

Bonnet catch assy all models original £20.50

Steering column lock assy SPIT IV/1500, GT6 III £35.19

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Rear wing arch repair £12.87

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Rear spring eye bush, all models £4.99

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Rubber bumper set HER £108.10

Bumper end cap aluminium HER £8.17

NEW PRODUCT, NEW PRODUCT, NEW PRODUCT

— HERALD / VITESSE TRIM —

Pair of front seat recovering kits £117.50

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Pair of door trim panels, Herald £42.30

Pair of door trim panels, Vitesse £47.00

Pair of rear quarter trim panels, convertible £51.70

Front scuttle side panel, Herald £9.40

As above, left hand for Vitesse, with pocket £17.04

Under dash mill board panel £15.28

Tool pouch as original (red) £7.05

Please state model & colour requirements with order.

HOODS, CARPET SETS AND INTER

THINGS have been moving rapidly in the past few weeks. Despite everyone's best efforts the route for the Rally has had to be changed. Those of you who read the last articles about our 'run' from London to Cape Town with up to a hundred other pre 1972 cars, will know that we were driving (in reverse) a route taken by two pre-production Heralds (plus Atlas Bus and Pennant) from Cape Town to Tangiers in 1958.

However, due to big problems in the middle of Africa — namely civil war in Angola and the lack of passable roads in Zaire, the rally has had to be diverted to Dakar in Senegal. We were all very disappointed not to get the chance to try our trusty cars out on the real route but it would appear that Sir David Steel can't get Angola to stop fighting for one day, and it is not unknown for roads clearly marked on maps of Zaire to have either washed away two wet seasons ago, or to have pot holes big enough to hide a double decker bus in! Our route now goes across the Sahara and does a sharp right turn to the western-most tip of Africa.

TURN RIGHT FOR CAPE TOWN

John Kipping

the time since building the rolling chassis, but all the painting has now been completed and another two weeks should see the car mobile, possibly even MoTd.

We had a bulkhead imported from New Zealand with a badly damaged windscreen surround which we chose to convert to Left Hand Drive. The conversion proved to be a relatively easy modification and after replacing the windscreen surround, two bulkhead mountings and removing the air box the finished article was as good as new (see photograph). Then we had a real piece of luck when we found (lurking in the furthestmost corner of the darkest stores) a complete new left hand drive dash assembly, where it came from is still a mystery but it fitted a treat!

The rear bodyshell is from a 1961 Herald 1200 Saloon and looked to be in good condition.

As usual looks were deceptive and the repairs were quite extensive, i.e. tread-plates, siderail mounts, rear arch repairs, one inner arch, half the spare wheel well and a number of patches to the floor. The bulkhead, rear body, roof and a pair of doors were then thoroughly shot blasted to remove all rust and general muck. With hindsight, we should have changed BOTH doorskins but the right hand door 'looked' alright. Getting rid of all the knocks and dents prior to painting proved just how easily our eyes can be deceived!

Bonnet, bootlid and all the valances are fibreglass for two reasons — one — the weight — and two — I didn't fancy fitting decent steel

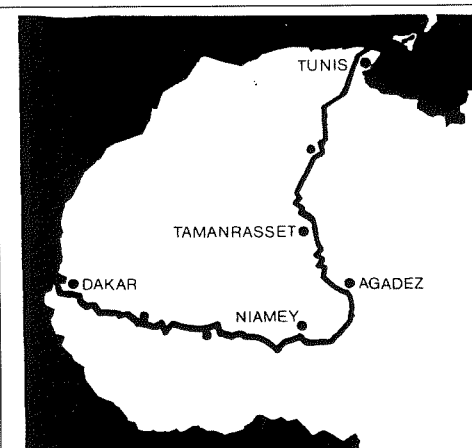
panels only to destroy them in an accident or sand dune!

After the usual tedious job of preparation, the bodyshell has finally been painted in the original two tone colour scheme of Sebring White and Signal Red (sunglasses required for viewing). All the top panels in white with the bottom half and indented bootlid panel in red. You can't miss it that's for sure or as someone else commented in a masterly statement 'Bit striking!'

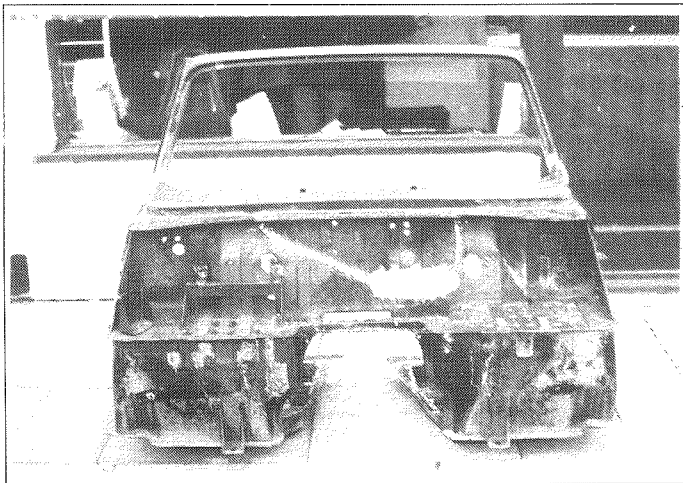
Prior to painting the car we had to weld a few extra brackets into the boot area to fit the two petrol tanks required to give the specified 600km range between fuel stops. Our solution to this was to put a Herald Estate tank between the rear wheelarches with a filler at one end accessed at the left hand side of the saddle panel and a Spitfire tank on top with a filler at the other end accessed on the right hand side of the saddle panel. In order to meet the regulations for the rally we have to then have a fire proof protective bulkhead between the fuel tanks and passenger compartment but this fits neatly where the rear seat back squab would normally go.

By the time you read this letter the car should be well on its way to being finished — at the time of writing we have just received all the

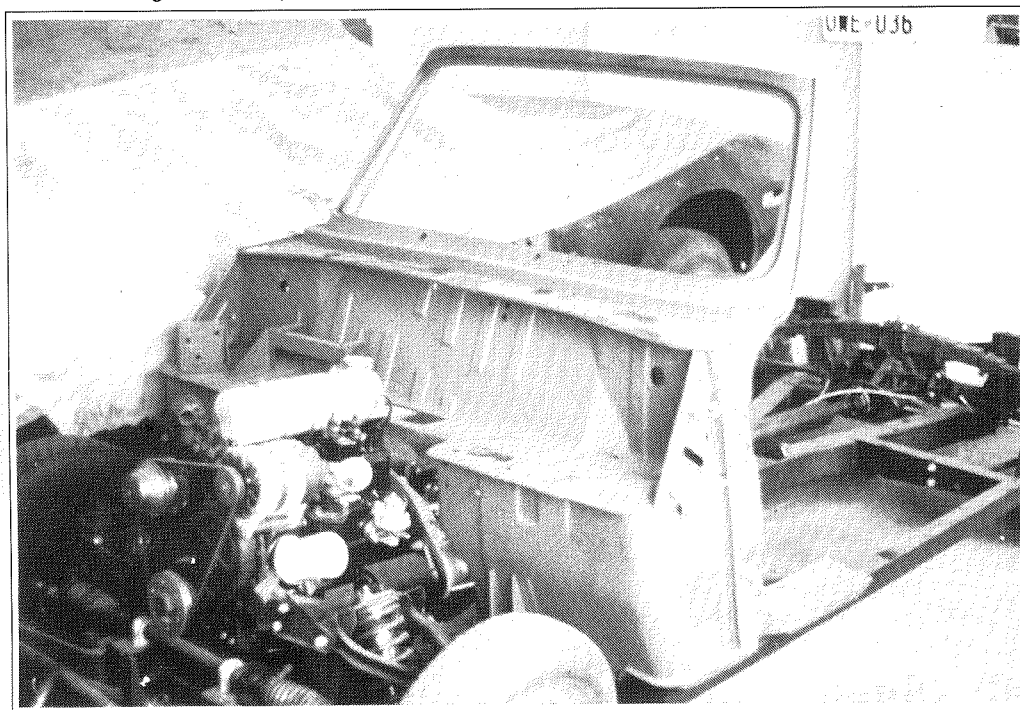
perspex windows ready to fit on. Our next update should cover the final assembly, and interior fittings. For those really keen individuals the car (and drivers) will be on show at the International in July. See you then!



The 1993 World Cup Rally will now divert west to Dakar instead of continuing south to Cape-town because of civil unrest.



Progress on the car has been slower than hoped but as I write this fitting out is just starting. Bodywork preparation has taken up much of



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Pen to Paper



ANY ALTERNATIVES! ...

HAVING just returned my Triumph Spitfire 1500 to the road after an engine fitting and being security minded in the current climate of crazy joyriders, I wanted to make my car more secure.

I already carry and fit the standard KROOKLOCK which is good, basic and inexpensive. Next I wanted to fit a locking petrol cap and bonnet catch. As Rimmer Brothers is a short ride away, I went along to have a chat about these two items. There was a catch, you cannot buy from them just a locking petrol cap, you have to buy the top part of the filler tube as well. The second catch with the bonnet security is that on fitting a locking device either side, you need to drill two holes

in the bonnet, which I do not really want to do. So my question is, are there alternatives, nice and simple ones. Can I buy just a plain simple locking petrol cap on it's own anywhere and can I fit a bonnet securer without drilling holes in my bonnet? I would be grateful for any useful information.

Keith Dixon.

The Maltings, Maltkiln Lane,
Bronz Broughton, Lincoln, LN5 0SG.

INTERMITTENT WIPE ACTION ...

I would like to add an intermittent wipe action to the wipers on my Herald 13/60. A few years ago these very useful items were available in motor accessory shops, but now they seem to have disappeared. My local helpful shop tell me they have asked around all of their suppliers with no success. I wonder whether any Courier reader might know of a source of these items?

Neville Cooper

I DECIDED IT WAS TOO FAR GONE ...

AT present I am trying to restore a Spitfire. Lots of fun, interest, learning and swearing! As usual **SOME** rot was found, so after looking at a rear inner mudguard I decided that as it was so far gone I would buy a replacement one instead of trying to patch it.

I found that the whole panel was out of production but replica mudguards were available and that suited me fine as that was the part I really wanted. As the weekend was approaching my wife went out and got me one. I offered it up and I wasn't quite sure she had got the right one. I phoned the supplier and they assured me it was the right one and wasn't for an entirely different car. I said that to make it fit would require so much work it wasn't worth having, but without any fuss they agreed that I could return it and have a refund. Unfortunately time was lost though. I was left with the feeling why even make it and why even

try and sell it if it was that far out? No one could have checked it, could they? A friend had a similar problem with an entirely different repro. panel. He had to alter it so much he was left with the feeling he had brought it just for the metal as there was so much alteration to be carried out. An expensive way of tackling a job! Come on manufacturers and suppliers, get your act together, it just isn't worth it. To end the moan, a quick telephone call to John Hills and a few days later I got a reproduction part that fitted. If one can do it why can't they all?

John Arnold

SCARCITY OF 2ND HAND GEARBOXES FOR HERALD

THANK you for the article by John Thomason on overdrives in the Courier No. 140, Feb 92. Viewing the photo ie Fig 4, p34, Spitfire 1500 single rail non o/d box brings to mind an interesting point.

With the scarcity of second hand gearboxes from breakers yards apparent, has anyone tried using a 'Morris Marina' single rail gearbox

as a replacement for the Herald one. Comparing the drawings in the Haynes manual for the 1300 Marina to the photo of the 1500 Spitfire

non o/d gearbox it would appear they are identical except of course for the bell housing which hopefully could be replaced by the Herald one. The bolt holes in the Marina box look the same and the gear ratios are pretty

close too. As these boxes are more readily available I would be interested to know of anyone who has any knowledge of the possibility of interchanging them.

Harry Beaumont

WBV 763S – INFORMATION PLEASE

I am currently restoring my white Spitfire 1500, WBV 763S and would be grateful if any previous owners have any interesting information to pass on about the car, eg major work carried out, accidents, journeys abroad etc.

Paul Winter

105 Carters Mead, Harlow, Essex. CM17 9ET.

... FORGOTTEN NEWTONS THIRD LAW OF MOTION?

'to every action, there is an equal, but opposite reaction' ...

THE explanation given, of the effect of L.H. or R.H. threads in the Trunion Teaser was incorrect. I am afraid your correspondent has forgotten Newtons Third Law of Motion that, 'to every action, there is an equal, but opposite reaction'

Assuming the normal R.H. thread on the R.H. side, the effect of turning the wheel to the right is indeed to screw the vertical link into the trunion. But the vertical link and the wheel attached to it cannot move any lower because the road is in the way!

Instead, the **reaction** is that the trunion is screwed UP the thread, lifting the R.H. side of the car with it. This is quite the opposite of what was postulated earlier. Further, turning to the right makes the car roll to the left, lifting the R.H. side of the chassis, and adding to the effect. However, if you examine a vertical link thread you will see it is about 10 t.p.i. or 100 thou. per full thread. Turning the vertical link by (for simplicity) 60° or 1/6th of a turn from straight ahead for full lock, will move the trunion about .016" up the thread. Conversely, the L.H.

trunion screw effect produces a tilt of .032" at full lock.

There are other factors however. Camber, caster and king pin inclinations have the effect of lifting the R.H. side by about half an inch on R.H. full lock. The amount of 'lift' is not symmetrical for each wheel because of the complexity of the steering geometry and the differing angles through which the vertical links turn on each side of the car.

Yours etc.

Derek Holman

P.S. Let's throw out another teaser — does anybody out there know, or remember, the links between Triumph and Jaguar engineering?

PLEA FOR HELP FROM ANDALUCIA!!!

I was wondering if there are any Club members intending to visit Andalucia this year. My beloved Spitfire (VWY 123X) and I have been living here for over a year and, to date, have very little confidence in Spanish mechanics!

The 'Spit' had drawn such attention here, she's unique in the area. I've had numerous offers for her but unless something goes drastically wrong — heaven forbid — I won't part with her. However, if any of you are in this part of the world and would like to spend a couple of days in this beautiful village in the mountains

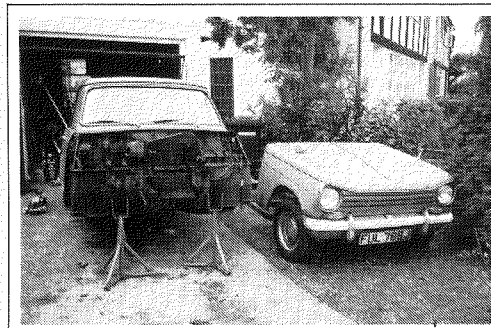
in 'real' Spain (and perhaps cast a knowledgeable eye over the Spit at the same time!), then I'd be very pleased if you'll write to me, E. Marshall, Pajarete No 8, Prado del Rey, 11660, Cadiz, Spain.

E Marshall

CHASSIS FROM UNDERNEATH THE BODY

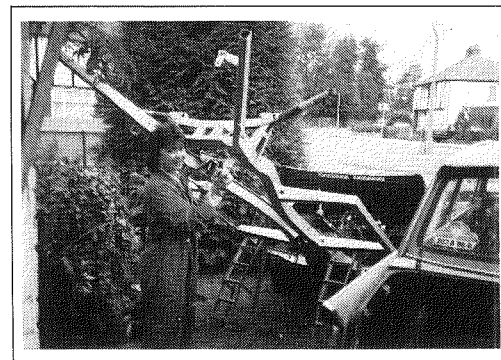
IN reply to the letter from John Davies in the April magazine, I thought I'd write with my version of achieving a 'body-off' repair.

Having owned my Herald 13/60 since 1978, it was time to give it some tender loving care. We, like John looked for articles on how to remove the body from the chassis, but with just the two of us (my husband Kevin and I). No major lifting was feasible. Kevin decided the best way was to gently remove the chassis from underneath the body.

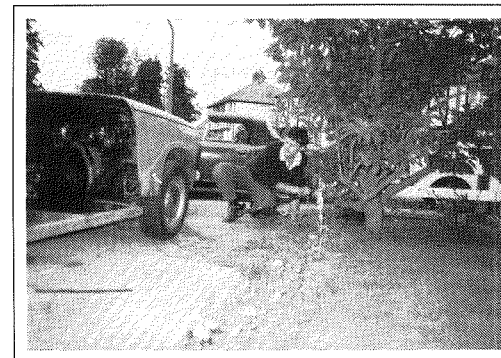


The body was jacked up on all four corners by about 12" using scissor jacks. yes I know it's dodgy (Ed. I really don't recommend this!) but we were careful! The back part of the chassis was supported by a trolley jack and the body was unbolted from the chassis. The chassis was then lowered using the trolley jack (above), it was then, with engine and bonnet still attached, gradually winched out from underneath the body using an engine hoist and a conveniently positioned tree!

The two halves were parked next to each other and the body made safe on large axle stands, allowing us good access to the underside of the body. We then had complete access to the



chassis and the engine was even more accessible than usual! I am sure there are other ways to carry out a 'body-off' job, but we know this worked.



P.S. Many thanks to the friendly welcome at Club HQ when we visited in December.

April Choate

BODY OFF DYP65OC ... WHERE ARE YOU NOW?

IN reply to J R Davies, yes, I have taken the body 'off in one' on a Vitesse 1600.

As, at the time, I knew knew no other way I undid or cut off all the relevant mounting bolts, stripped interior trim, removed steering column, disconnected all cables including the wiring loom and used connectors later!

Then using an engine hoist, various jacks and lengths of wood the body was lifted high enough to roll the chassis out from under.

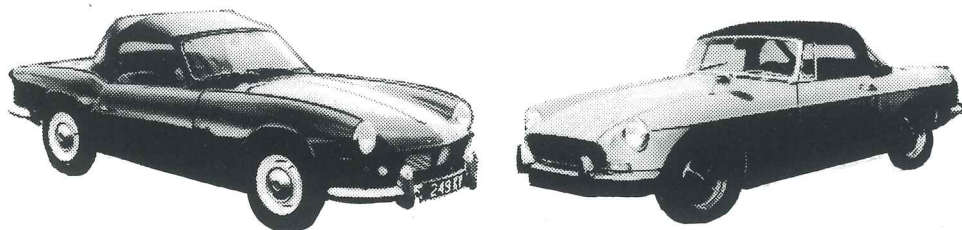
The doors were left on but I didn't think to brace the front and rear sections. However 20 years of being clamped together obviously paid off as this joint did not suffer. Of course in hindsight it would be sensible to take precautions. When it came to putting the body back on 4 people

lifted the body up and onto the chassis. I remember the rear spring was surprisingly high off the ground and we found that keeping the body at this height whilst working was difficult, however if 4 people lifted the body and 2 more moved the rolling chassis underneath, this would solve the problem and reduce risk of injury or worse still, damage to the body! This particular body shell was absolutely sound without any rust visible so if a rusty shell was lifted in this way, the results may be different. The secret, think and plan ahead, and take it slowly, checking each move.

Vincent Mungay

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B.T. NATIONAL SWIMATHON '92...

It may be of interest that the TSSC was represented in the 'B.T. National Swimathon '92' held over the weekend of March 8-9th 1992.

A team of five swimmers, consisting of Veronica Ongley, Allison and Andy Pearson, Rob Malpar and Steve Love completed a distance of 5,000 metres in a time of 1 hour 58 mins and raised £342.20p for charity.

In so doing, the team was 873rd out of a total of 5469 teams to take part, and 408th out of 3149 's' member teams.

The three national charities to benefit were the RNIB, MENCAP and Cancer Research. Get

MY SPITFIRE SAM...

I have been driving my Spitfire now for just over a year since my 17th birthday, after I passed my driving test. It's great fun to drive especially in the good weather with the hood down.



I have always been interested in Spitfires as they are different and have very attractive lines. Since owning one I have also appreciated the ease at which most jobs can be done with the complete bonnet hinging back. Since driving the car, an overdrive gearbox has been fitted which makes a considerable difference. A reconditioned engine has also been fitted although the car has done a very low mileage. Unfortunately the big ends went, well one in particular, so we decided to exchange the whole engine. The rear wheel bearings have also been renewed which is a bit more difficult but the trunnions at the front didn't take to long due to the accessibility. We weren't too sure they needed replacing but the MoT man insisted.

Just before Christmas someone ran into the



training for next year as the Somerset Area will be there again!

Steve Love

side of me on a roundabout so some damage had to be repaired. Whilst this was being carried out we decided to get some minor rust areas renewed. As part of the car had to be sprayed we decided to pay the extra cost and have the whole car resprayed back to its original Pimonto Red. The existing paintwork was good but as it was red, it had faded. Whilst we have had the car we have tried to find out some of its history as I'm the fourth owner after my father.

Originally, the car was bought in early 1974 by a bachelor called Sam. We found this out from the second

owner who was his doctor. Sam was a fighter pilot and was a bit of a character. He had a series of sports cars and could be seen driving them in his flying jacket. The doctor admired Sam's cars and when sadly Sam died he was very surprised when he found that Sam had left the car to him. The doctor and his wife drove the car for a short time but, in his words, at 76, it's not the most suitable car. Therefore the car was sold so a V.W. Golf could be used instead. It was nice to hear some of the history of the car and I can only imagine what Sam looked like driving SGL 262M. At present the car is fitted with its hardtop but I can't wait for the better weather so I can enjoy open topped motoring again. Happy motoring to the rest of my Spitfire colleagues and keep waving.

Matthew Arnold



HERALD & VITESSE TRIM

AFTER many years of non-availability of original interior trim for the Triumph Herald and Vitesse range, we are pleased to announce a very comprehensive range of interior equipment which includes seat cover kits, door panels, boot trims and of course moulded black carpet sets. The Herald or Vitesse owner is now in a position to fully restore a vehicle to the highest possible standards where previously non-availability was a major handicap compared with availability for other popular models like the MGB, Mini plus Minor.

Commenting on the launch of the trim in early 1992, Vera Newton said, 'We think that there are an awful lot of Herald and Vitesse owners out there who love their cars dearly but just cannot bring them up to the standard they would like. But now all that has changed.

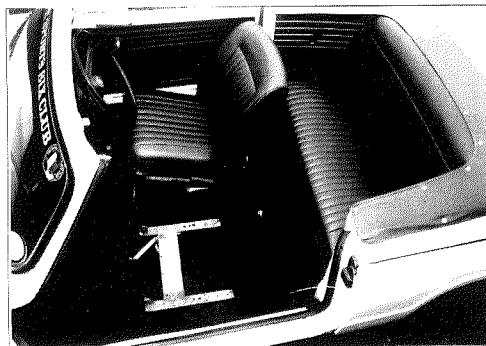
'The new range took us more than two years to develop as we were keen, as we are with all our products, to make it as near to original specification as we possibly could.

'With the access that membership of the Heritage Specialists allows us, we have been able to make use of the original drawings, materials specifications and other technical information that has survived in the archives. Armed with this information we have been able to develop tools including die cutters, specialised

brass and alloy welding tools for making the patterns on trim panels and seat covers, and moulding machines for shaping the carpets.

'Apart from the tooling, we have also made a range of coloured vinyls for the trim panels and seat covers — and we have gone to great lengths to make sure that both the colour and graining are correct.' The new trim includes all Heralds and Vitesse saloon and convertible models from 1962 to the demise of the car in 1971. Everything is available from a complete seat, or its components, to the smallest screws and cup washers to ensure that enthusiasts have everything they need to restore the interior of their car.

For further details, please send a large stamped addressed envelope (32p), for our full illustrated brochure.

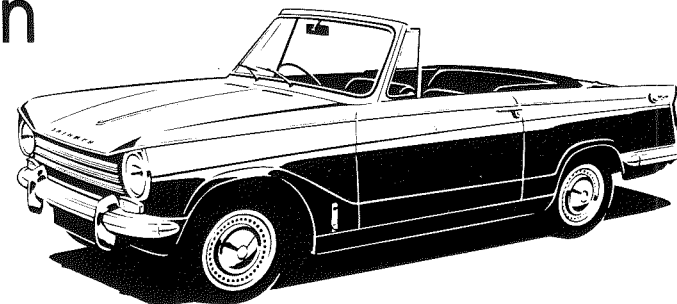


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Herald/Vitesse Restoration

Peter Williams

Rear
seat upholstery.



Restoration Special
Part Two:

Following on from last month's article, we now move on to fitting new covers from the Newton Commercial Herald/Vitesse trim range to the rear squab and seat base.

As for the front seats, the techniques used are quite straight forward and shouldn't cause any major difficulty.

As shown below, some woodwork might be required if, like mine, the back board of the seat squab has rotted over time.

A new one is easily cut from a suitable piece of plywood or other alternative material using a jigsaw.

Compared to the front seat covers, the rears employ different clips to secure the material and some material return edges are stapled to the back board so obtain a staple gun before starting the job.

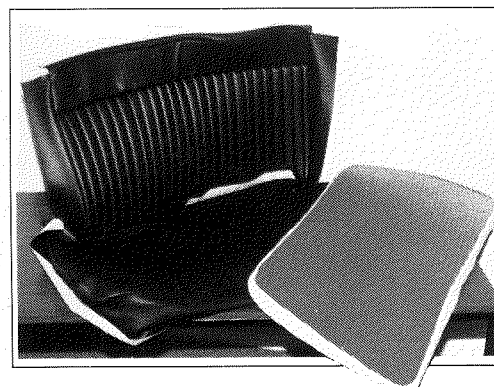


Figure 17. Part of the rear seat upholstery kit: base and squab covers and optional base foam. New, rubberised horse hair squab padding is also available.

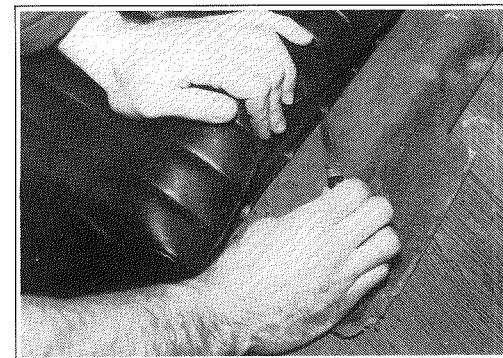


Figure 18. Starting with the squab, prise out the staples securing the lower seam to the hard-board seat backing (note a row of holes in the hardboard just below the seam)...

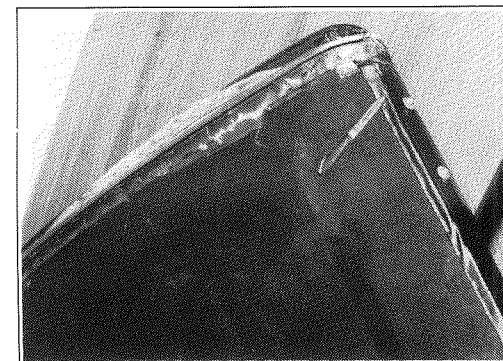


Figure 19. ...followed by the staples along the rear vertical edges. Also note the two self-tappers screwed back into the side of the squab on its removal from the car, and the metal top rail. The rail is held to the hardboard with pop rivets into special sockets (or not in this case, my car's board being damaged at the top).

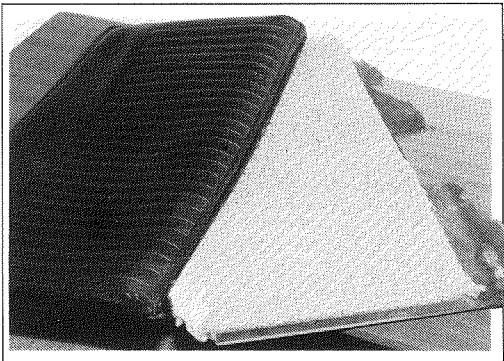


Figure 20. With the cover released, the rubberised horse hair padding is revealed. As you can see, the hardboard had also rotted away along the far lower edge.

pad to the board. Lay over the cover, centralise and staple the lower seam on to the board just above the row of holes in the same place as the original.

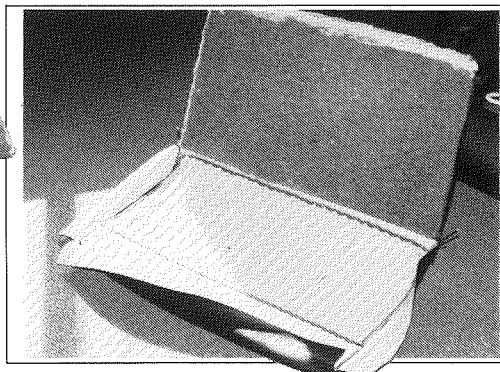


Figure 23. With the lower seam stapled to the board and padding in place, the assembly looks like this.

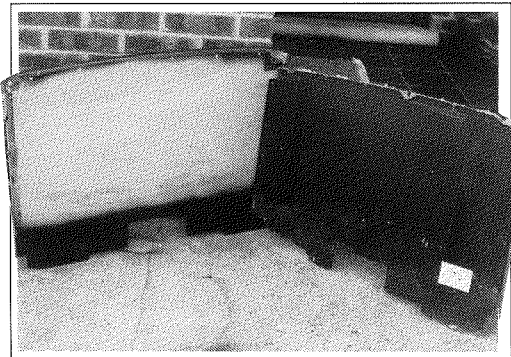


Figure 21. A new board can be made up of similar thickness plywood to the original hardboard and then the two vertical and single top rail metal brackets transferred across. The plywood was simply sprayed black with an aerosol.

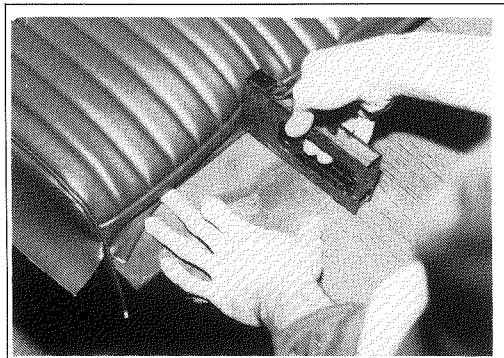


Figure 22. Beg, borrow or buy a staple gun as it's essential for the job. If using a new board, either transfer the old or fix a new horse hair

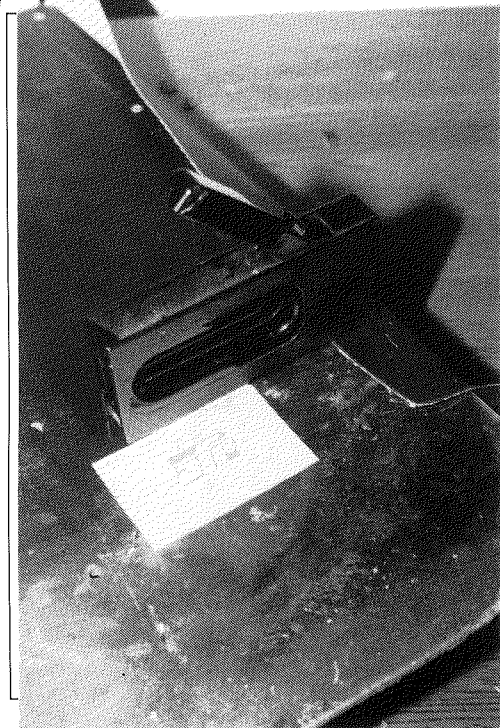


Figure 24. Gently stretch the cover over the sides and staple down. Make marks where the self tappers go in the sides as you near the top.

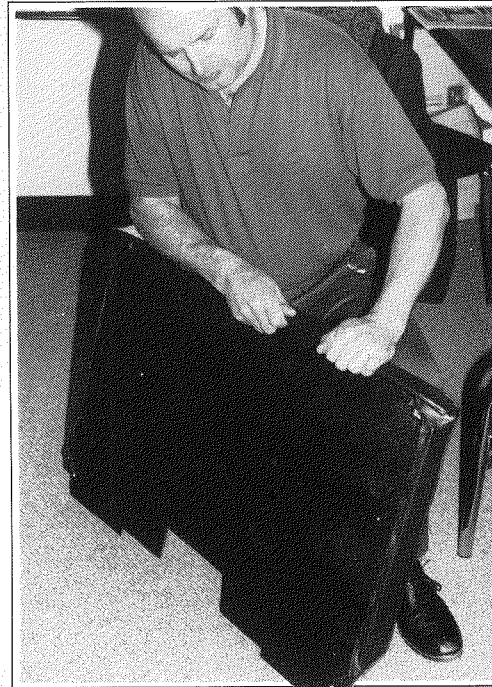


Figure 25. Apply glue to the underside of the top rail plus the corresponding area on the vinyl, turn the material over and stick down. Allow to dry.

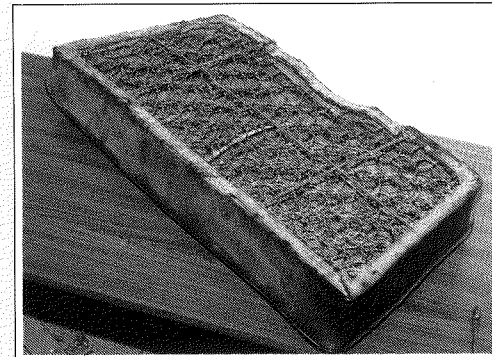


Figure 26. Moving along now to the seat base, check out the old spring unit to see if the metalwork needs repair.

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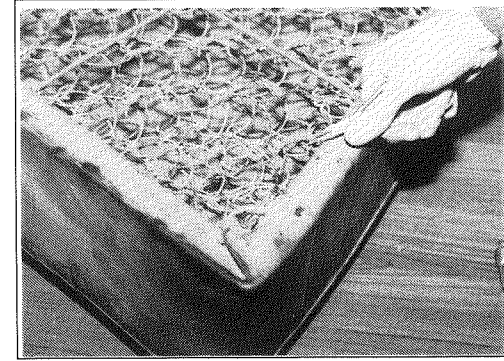


Figure 27. With a pair of pliers, open out the old hog rings and remove. These clips are basically pieces of stiff wire bent into the shape of a split-cornered square.



Figure 28. With the rings removed, compress the spring unit and unpeel the old fabric.

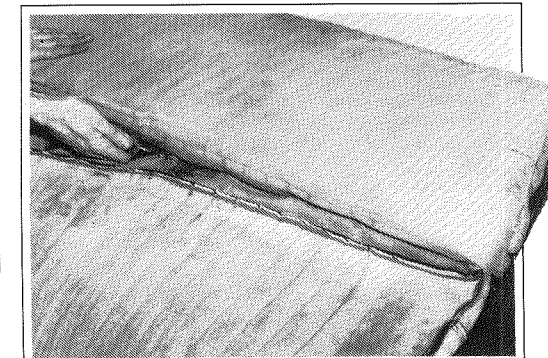


Figure 29. The cover can then be lifted off the foam topping but will remain 'hinged' along the front edge. Similar to the front seats, the rear seat base cover has a calico skirt (just along the front) which is clipped to the spring unit. Unhook the additional hog rings and remove the cover.



'SPITBITS'



As you all know we have the largest stock of used parts in the country, all available off the shelf, if you can find any other trader cheaper, we will refund the difference. But for this month we list the following NEW parts and various cars for sale.

Top of the list, our ever popular soft tops from only £59, made from the original BL pattern original type finish, rear zip window, all poppers already fitted for easy assembly to fit all models, why not go for something different and fit one of our many different colours - red, blue, white, beige etc.

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NEW LINE, Popper fixing tool	£3.50
NEW LINE, Inner door trim panels, MkIV, pair	£35.00
Bonnet stops, each	£2.00
Engine mounts, Spit & GT6, each	£5.00
NEW LINE, Chrome air filters, pair	£10.00
Overdrive gearbox mounts	£12.00
NEW LINE, MkIV front w/screen rubber	£15.00
inner original BL MkIV door handles	£16.00
Weather strips, door to glass, original	£6.50
Front bottom trunnion	£12.00
Universal joints, only	£6.00
Check black seat covers, bases only, pair	£25.00
Carpet sets, good quality, from	£45.00
Front footwell carpets, pair, REDUCED	
TO CLEAR	£12.00
Door draught excl., orig. Furllex, per metre	£6.00
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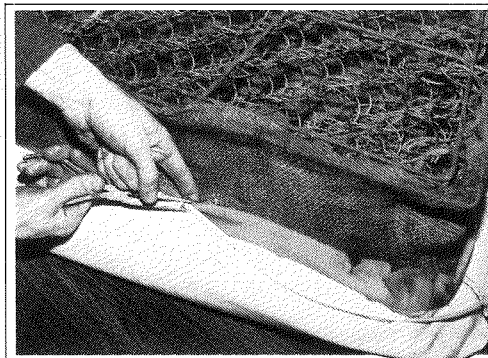


Figure 30. Fit a new base foam as required, lay the cover in position and with the unit upside down, hook up the new cover's calico skirt - note the reinforced seam that the rings hook around.

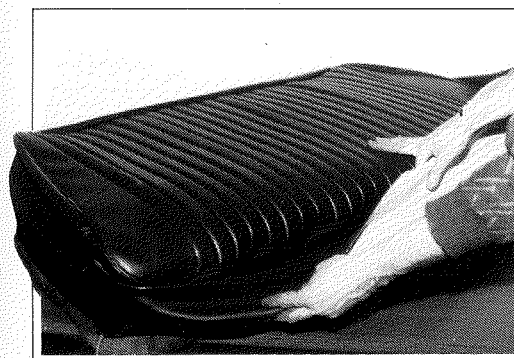


Figure 31. With that complete, turn the cover fully round the spring unit, turn over again...



Figure 32. ...and secure. To finish off, tuck the excess material under the spring bars. Job done.

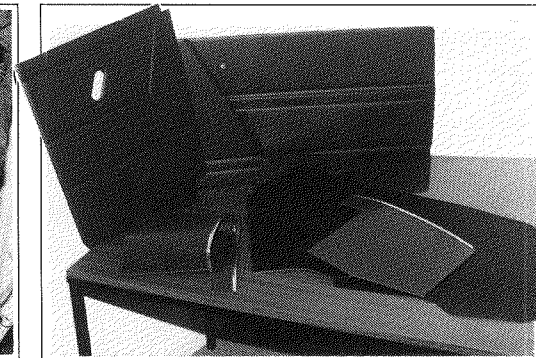


Figure 33. Just a glimpse of some of the other trim items available from the Newton Commercial Herald/Vitesse trim range: door and rear quarter panels, map bin and heel boards plus boot area trim boards. As mentioned in last month's article, moulded carpets are also available and they really do fit well.



Figure 34. Seats front and rear, recovered and waiting to be fitted.

Next month: Back to the main restoration series with stripping the rear suspension.

By the way, my Vitesse has been on the road since May 1st and (touch wood) is going well - covered by TSSC agreed value insurance naturally. Inevitably it already has a couple of paint chips and I hadn't even had time to polish it before first getting it on the road. Of course the rain came down and made everything filthy straight away but I've had the roof down at every opportunity and it's....

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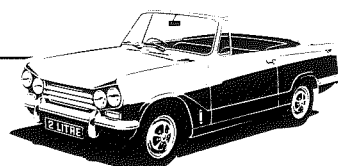
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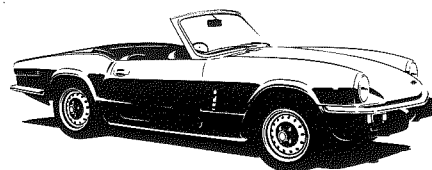
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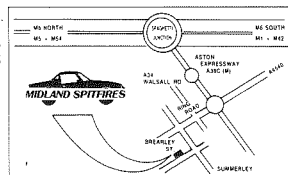
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What were you doing on the 30th June last year? Well if you were on the third Derwent Valley Peak Run the answer to that question would be easy, the same as it would be for the rest of the two hundred strong troop of Triumph faithful that decided to take a trip out, a gamble on the weather and their cameras to go exploring the beautiful Derbyshire countryside.

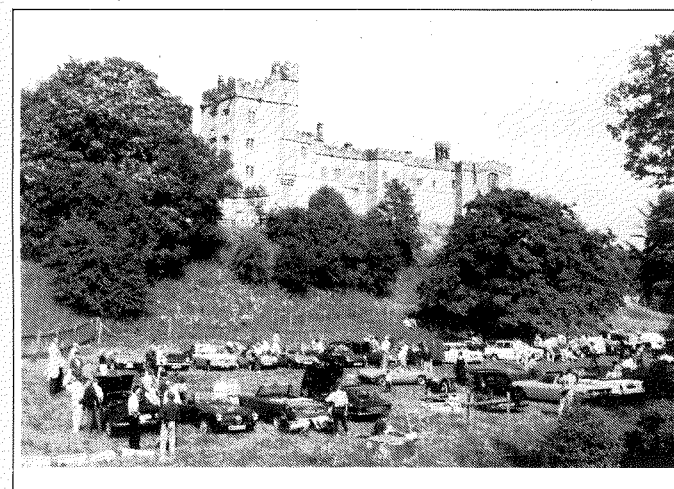
It took nearly six months of hard work to organise things so that the day ran smoothly, that may sound like a long time for a one day event but for this our third Peak Run we had decided to alter the starting point, the run and our destination in order to get the most out of the stunning countryside at our disposal. So by the time we'd finalised all the details the only thing left for me to worry about was the weather and as I loaded up my 13/60 convertible I had every right to as it had hardly stopped raining for two months and we had to have as good a turn out as possible as all the proceeds were going to charity. So as myself and a few others headed off towards Matlock on a dull Saturday afternoon to set up a base camp I had everything crossed it was possible to cross.



I needn't have worried for as I peered out of my tent on the morning of the run, my blood-shot eyes were comforted by glorious summer sun, this was just the tonic I needed s the quaffing at the pre-peak run bash the night before had got completely out of hand. There was just time for a quick nibble of a greasy bacon sandwich, a wash and brush up and it was off to Cromford Meadow the starting point of the run, this was where I got a real shock as the car park was full of Club cars together with a sprinkling of non Club cars including TRs, Stags, and Armstrong Siddeley and a beautiful concours winning Alvis.

After little deliberation but plenty of hooting from angry motorists being made to wait, at around 10.45 am we were off, to unleash our seventy car convoy on the country roads of Derbyshire, there can be no better sight in the world than an endless tide of Triumphs tearing along with not a care in the world, a cloud in

the sky or an MG in sight. After some spectacular scenery, some picturesque villages and losing only a handful of cars we arrived at our lunchtime stop for a pint, and a picnic, or Champagne as, one of the Notts Area members preferred. It wasn't long before we were off again this time with a more testing route, up some seemingly unpassable passes, some undescendable descents and the unforgettable Tissington Ford it's banks ready to burst from the recent rains. Thirty miles later, with surprisingly few further casualties we wound our



way into the luxurious grounds of Haddon Hall where a number of Club cars had already lined up along the banks of the river Derwent, we were soon marshalled in next to them, by one time Triumph 1200 owner and now controller of Haddon Hall Nick Day, making a total of seventy seven Club and non Club cars not counting the suport vehicles. As owners carefully prepared their cars for the concours or chatted with the ever enthusiastic public or just abandoned their trusty Triumphs and go wandering around the house and grounds the sun shone on relentlessly.

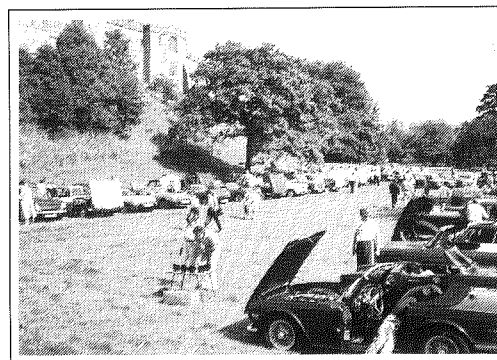
Everyone I had the chance to speak to on the day and everyone I have spoken to since have said how much they enjoyed themselves, non more than I, for this has got to be what Triumph driving is all about. At the end of the day we made a lot of noise going through those sleepy villages, **FIVE HUNDRED POUNDS** for the victims support charity and a lot of new friends. I can't wait to do it all again!

On behalf of myself and the rest of the committee I would like to say thank you to all those who came along, all of the concours judges and especially the Duke of Rutland and Nick Day for the use of Haddon Hall.

This years Peak Run and Concours is on Sunday June 28th with the Pre Peak Run bash on Saturday 27th June and promises to be even better, the convoy even longer and the sun



even hotter! So for further details, window sticker and information pack, fill in the form below and get it in the post, remember, all proceeds go to charity.



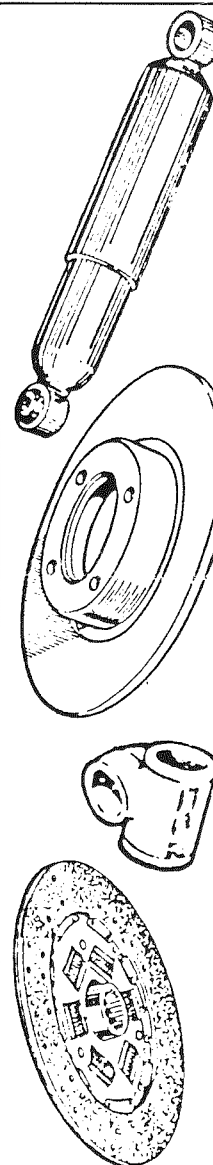
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SPITFIRE/GT6 FLOOR REPLACEMENT

Bernard Robinson Part 4

As I said last month in any rebuild, inevitably there will be areas of rot which will need to be cut out and replaced but for which there is no repair panel currently available.

Welding panels to thin air takes years of experience, so to overcome this, I devised a simple approach to repair plating. The repair panel shown is for the 'A' post side support, but the basic principle works very well anywhere else.

Referring to figure 1, first offer up a sheet of paper to the affected area. Holding this firmly in place rub firmly over the top of the area and for a couple of inches either side. Hopefully you should see an outline shape appear much like a brass rubbing.

I must confess a grubby finger works perfectly but if you should wish to seem professional then maybe you should use a wax crayon. Once you have your outline you can then sharpen up the image with a pen as in figure 2.

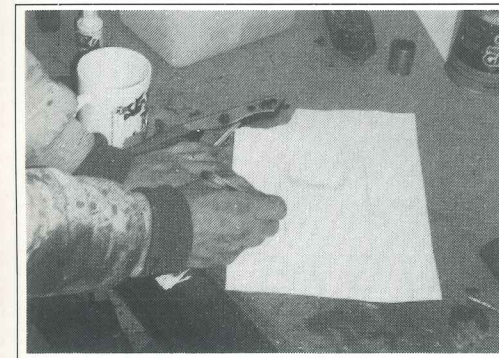


Figure 2. Defining your template.



Figure 1. Offering up paper

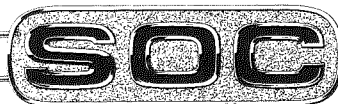
The beauty of using paper is that it will bend and curve around a panel. After cutting your template out, offer this up to the repair to check fit, size and position of bends. Adjust and mark accordingly. Paper is cheap and easier to work than sheet steel, so make a few if you need to until you are totally happy with the fit.



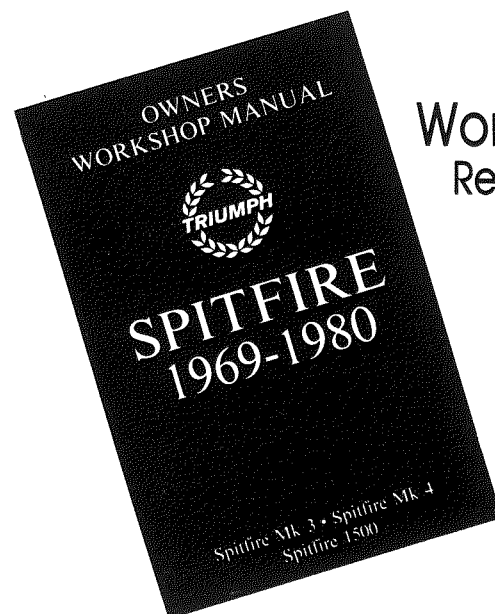
Figure 3. Offering up the template.

Now lay your template on to your repair sheet and mark around it with a felt tip or pencil (figure 4 - overpage).

Cut around this outline with tin snips or a tool I use which is a hand held 'nibbler', you can also buy an attachment for your drill which does the same job I believe.



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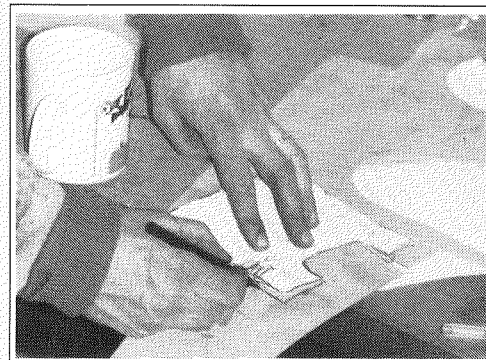


Figure 4. Transfer outline to sheet steel.

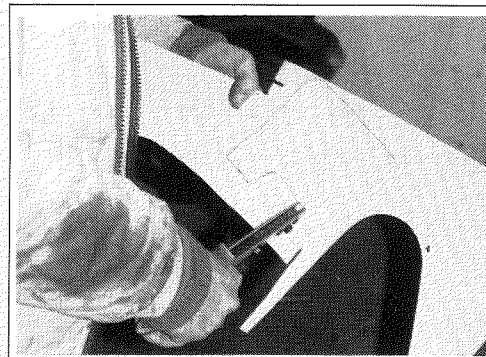


Figure 5. Cutting out repair.

Having cut this out you can then offer this into position, which will show you where you need to trim or make bends. Right angle bends can easily be achieved in your bench vice. First mark the back edge of the bend, place this line level to the top edge of the jaws of the vice, tighten, and then pull or push the plate down. To sharpen the bend, tap it down squarely with a hammer. You may have noticed in figure 6,



Figure 6. Repair plate and curved recess.

a curved recess in the panel to match the original. This is made by opening the vice jaws a quarter of an inch then tapping the edge of the panel using a pointed hammer down into the gap between the jaws. Figure 7 shows the finished repair welded into position.

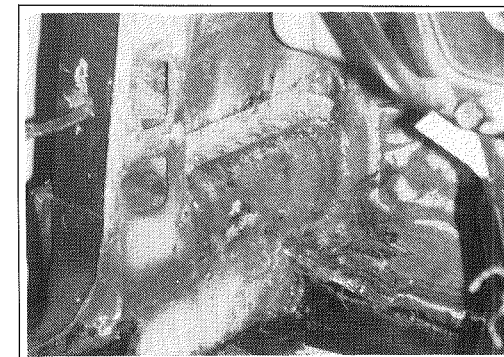


Figure 7. Finished repair in position. this time using a seam weld for extra strength. Using this method, even more complicated repairs can be achieved as once you have your paper models made up, you can then make two or three more and transfer these to steel and then weld these together to make up a larger repair plate as in figure 8 which shows

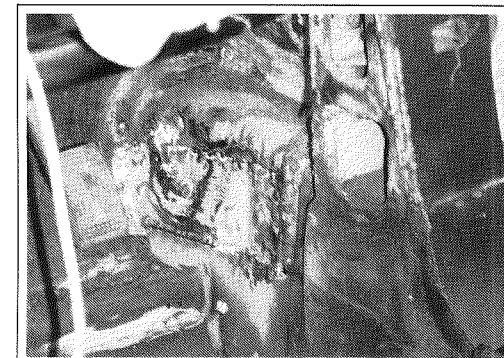


Figure 8. A more complicated repair.

another repair which I made from three templates. Oh and the A post repair was 'one' I prepared earlier! I hope you have a go at this as making your own repair panels is very satisfying to achieve and can save you pounds and lots of time, but most of all is a great confidence booster for getting yourself and the car out of trouble.

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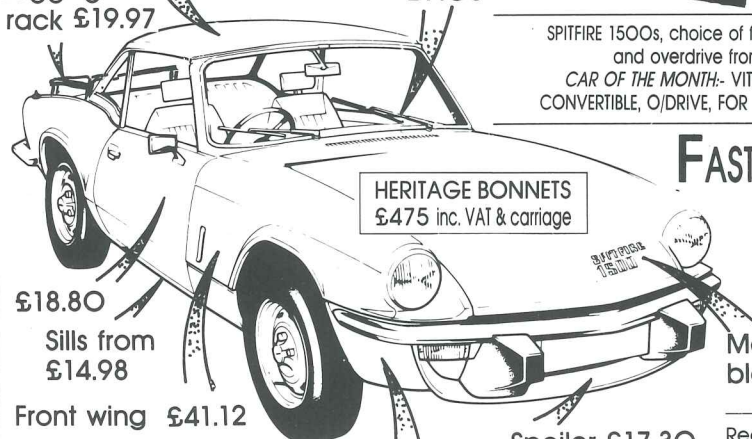
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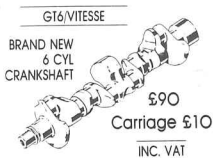


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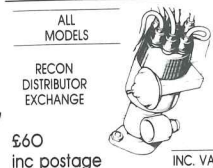
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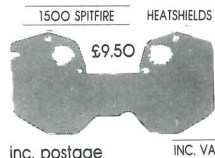
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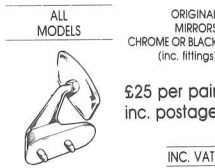
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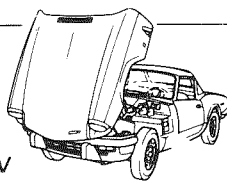
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READERS RESTORATIONS

Robert da Costa

I thought I would put pen to paper and tell you about my acquisition. Three years ago, at the age of thirty six, I decided I would like to mess around with a sports car.

I was told that nearby was a place that sold cars and duly went to have a look.

On looking around I saw a 1974 MkIV Spitfire in a sorry state, all complete bar radiator. The car was in a dark green apart from the bright red bonnet. £250 changed hands and the car was taken away. When I got it home it looked like a very long job.

A friend of mine who was very good at welding and spraying, said he would do this work for me. So I set to dismantling everything, the body was parted from the chassis and duly cleaned, welding taking place to the front rail, new outriggers and plating to the main chassis rails at the rear. Once complete, it was duly painted with Hammerite.

Next the bodywork. New complete floor pans, inner and outer sills, rear outer arches, repairs to the boot floor lower wing bottoms and rear panel replaced, the bootlid was replaced with a good second hand one. At the front, a second hand steel bonnet was sourced which needed a lot of attention to inner wings and outer wheel arches. The front needed a lot of work with new metal being let in where necessary. Once the welding was done, I decided to have the seams removed from the top of the rear wings to give a better look, also the front wing joints were welded up.

Next the body was taken right back to bare metal and after filling, Finegans No. 1 primer was applied followed by num-

erous coats of primer. The next stage came, the top coats, at this stage I decided to change the colour as green was not my cup of tea.

*I decided to do it in
Porsche Guards Red
so after using 6 litres
of paint the finish
looked very good.*

This was all done in a small garage by my friend. Once completed, the next stage was to overhaul the entire car. I began by replacing all brake pipes, hoses and cylinders, new front discs and hand-brake cable, next, the suspension at the front.

New shockers and springs, top and bottom joints and all bushes with all parts cleaned and painted.



At the rear I fitted new rear spring, differential, rear bearings and bushes, new shockers, this finished that end off. I must add that nearly all parts came from Clive Manvers who I found very helpful with all parts, last year. I purchased a 76 Toledo for £100 with a 1500 engine and changed them

over. The engine runs like a dream, although the gearbox was dodgy on 2nd. I now have an overdrive box which with buying and reconditioning was £500. Recently I have fitted new red carpets, black seats with red piping and headrests along with hand brake cover to finish off the job. New door panels were fitted and also the dash veneered. However, after a year the veneer is coming away, after paying £80 for this I am not to happy.

As you can see the car looks really good. I have done only 300 miles in it and still need the bumpers rechroming. At present I am waiting for a new screen rubber and surround to come.

I also fitted new wheels and tyres to finish off the job. The car may not be original but I am very pleased with the result and enjoy messing around with the car very much. After 7 owners and who knows how many miles, the car is now once again an enjoyable car. The club have valued the car at £2700 but I am sure I have probably spent twice this amount as I have no intention of selling.

The time and money in my opinion was well spent. I hope you can use this in the magazine as I enjoy reading about other owners restorations.

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REAR SUSPENSION (Rotoflex)

Rear Trunnion Kit + Bolt & Nut	
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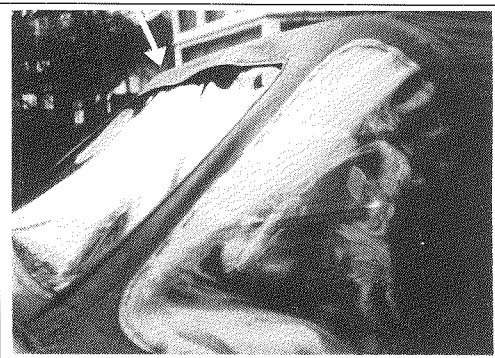
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IT'S coming up to spring and you may be considering reviving your Spitfire from its winter hibernation or swapping your rattly hard-top for your draughty soft top. And yes, the rear window is even more opaque than last summer. This leaves you with three options:

1. If you are lucky enough to have a zip window, unzip it. (This can be a little breezy, and irritating to zip it up whenever you leave the car). However, now is the time to grease it with graphite (Vaseline attracts grime).
2. Drive so fast no one wants to overtake, so you don't have to see behind you.
3. Replace your window and quarter lights (presumably so-called because they let a quarter of the light in) by this cheap and easy method.

The material I used was purchased from the British Sports Car Centre and is, I think, of better quality than the polythene on the cheaper replacement hoods. I have had it on one Spitfire for two years now and it is only just starting to discolour. When I enquired, they didn't sell it by the yard, but only in rolls or half rolls. Half a roll costs £15 (February 92). Sheridan Russell is, as always, the man to speak to at BSCC. The half roll is just enough to deal with the main window and the two quarter lights if you are careful. You will also need a length of twine, a large tough needle, two pairs of pliers, two thimbles and a cheerful assistant.



Firstly, cut out the old window as close as possible to the hood. If you still have the original Vybak hood, this can require careful use of a Junior Hacksaw as it is welded to the hood to form the join. Now cut out the right size piece from the roll. If like me you are incapable

Convertible Hood Repair and Renovation

Julian McHale

of accurate measurement, then err on the side of generosity as excess can always be trimmed off later. The hood should now be unclipped and opened a couple of inches.

Thread the needle with the twine, and if possible use the twine doubled up. This provides the insurance that if one strand should snap next summer, you still have the second one to last you another couple of years. I managed to find my twine in a department store, but I am sure it can be obtained from any ships' chandlers.

The window should be positioned on the outside of the hood rather than the inside, or when the water runs down it will seep in the hood at the bottom. At the top there is a small 1/4" flap which prevents water ingress here (see photo).

After offering up, tack each corner of the window with one stitch to hold the work in place. Be sure not to introduce any distortion at this stage. With your assistant in the car, begin in the middle after you have tied a large knot in the end. Your assistant should receive it and pull it through with the pliers. This is much easier if it is a warm day or the hood has been warmed slightly beforehand with a hair dryer. He/she should then pull all the twine through until the knot lodges in place in against the first hole. He/she then passes back to you etc. etc. Just the same as sewing really, and if you can't sew your own clothes, now's the time to learn. I found that in trying to stitch the whole window with one length of twine, it was too cumbersome to pull the whole length through every time. On a Vitesse, I ended up doing it with four lengths of thread, one for each edge. On the final stitch, place the needle back through the previous hole again and tie it up on the inside.

Basically, the same procedure can be employed on the quarter lights. Here great care must be taken to mould the polythene to the shape of the hood, to prevent distortion. If the hood is now clipped down, it should draw the windows and your stitching taut. You now have a weatherproof hood through which you can actually see.

Having for several seasons patched up my old hood when I should have bought a new one years ago, I thought I might take up this opportunity to pass on a few cheap tricks.

Firstly, NEVER clean the hood with Fairy Liquid or any other detergents as this will destroy the waxiness in the material which is the major water repellent. This is particularly important with canvas hoods. If you do find your hood on the leaky side, then try spraying on an aerosol silicone based product such as those marked in camping shops for the re-waterproofing of tents. If you do have a particular desire for a clean car, I would recommend a liberal dousing of Armor-all scrubbed in with a nail brush and then hosed off. This is a technique to be used on the whole hood or not at all (do not use for stain removal) or else the cleaned areas will end up a lighter shade than the rest.

Regularly wipe the hood windows with a soft dry duster. This will remove the sand and grit which cut into the material every time the hood is folded and unfolded, reducing clarity.

Have you noticed how expensive hood frames are, even second-hand ones? Perhaps now is the time to protect yours for the next decade. With the hood totally removed from the car (unclip the windscreen top and unscrew four screws above the wheel arches), fold the hood back over the header bar to expose the frame. After wire brushing down any rusty patches, coat the frame several times with Smoothrite. Grease all joints and replace the strip of velour ribbon on the second support bar. A worthwhile modification is to place a suitably sized piece of pipe foam insulation around the first support bar. Available from any building merchants, it appears to only be supplied in grey, however it can easily be sprayed black. This will keep an older, slightly stretched hood taut on the frame.

If you have been unfortunate enough to get a tear in the hood then I'm afraid there's no ideal way of repairing it.

Stitches in time save nine, however, so at least effect a temporary repair with carpet tape before the rip progresses. Both PVC and canvas hoods can be stitched up, by the same method employed for windows, but this tends to be messy and leaky. A patch on the inside of a canvas hood is quite effective, and I have also seen an iron-on patch such as that used to cover holes in jeans utilised successfully. PVC hoods can be repaired using the sort of fix-it kits usually marketed to mend punctures in rubber dinghies. This is successful and totally waterproof if a fluorescent orange area on the inside of the hood doesn't upset you.

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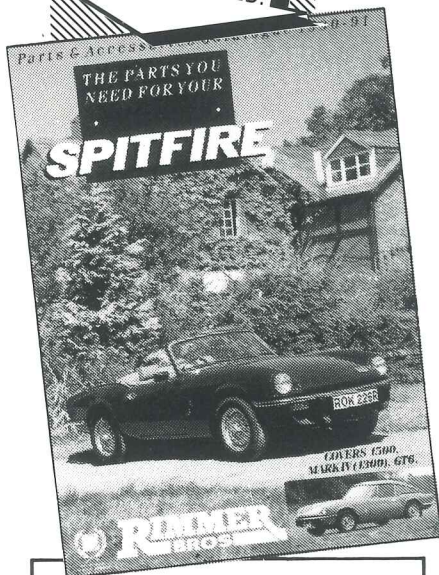


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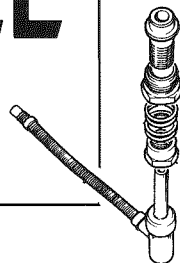
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A TALE OF



TWO WAXSTATS

Eddie Tee

DOES your Spitfire splutter on hot summer days? If it does, I hope you can benefit from my experiences. Back in 1986 I replaced my tired, early model 1500 with a shiny Inca Yellow X registered car. I thought my automotive problems were over. How wrong I was!

I gradually became aware of an intermittent loss of power, the engine would pulse and not respond to the throttle. A trip from Romford to Birmingham turned into something of a nightmare as my pride and joy stuttered and spluttered it's way along the M25.

I took the car back to the garage I bought it from at least three times. They fiddled with the carbs, tuned the electrics and ran her with an electric fuel pump. Eventually a B.L. heat shield was prescribed, this item being missing on my car. However, this addition made little improvement.

In desperation I took the Spitfire to a B.L. dealer. They fitted a new inlet manifold and then changed the ballast resistor at great expense and to no effect. Needless to say I refused to pay the bill for the latter job.

About this time I joined the TSSC and went along to the Essex Area meeting. After chatting with other members I found out that misfiring was a common ailment with late production Spitfire 1500s. However, nobody could give me a definite plan of action to defeat the problem.

My enthusiasm for the car was rekindled by the meeting and plans to swap it for a friends GT6 were indefinitely shelved. My first attempt at solving the problem involved attaching a length of DATSUN (horror!) air conduit to the cardboard engine sideguard. This was arranged so that it channelled air up from below the front spoiler and blew it onto the carburettor jets. This 'FIX' seemed to be partially effective but only when the car was at speed as it depended on the forward motion of the car to force the air upwards.

I then tried dropping the front number plate to below the level of the front grill. I found this to be ineffective and detrimental to the appearance of the front of the car.

I gradually discovered through reading old 'Couriers' that the misfire was caused by a malfunction in the Waxstat carburettor fitted to later Spitfires. The Waxstat jets fitted to these carbs. were designed to weaken the fuel/air mixture when the engine was hot for emission control purposes. Unfortunately, the Waxstat device tends to weaken the mixture too much, especially in hot weather and on high mileage engines.

I ran my Spitfire for a couple more years putting up with its sometimes erratic behaviour. However, the impending Essex convoy to Holland in 1989 made me determined to sort out the misfire once and for all. I could not stand the idea of my Spitfire struggling along at the back of the convoy if the sun came out!

I fitted an electric fan which was mounted as a supplementary cooling fan in front of the radiator and was manually switched below the dashboard near the trip meter control. This was very effective in reducing the water temperature, particularly when standing in traffic jams. It is a great comfort to actually see the temperature needle fall backwards towards the cold side of the gauge when others around you are overheating. However, the more effective modification was when I changed the Waxstat jets to fixed jets using the kit from Midland Spitfires (and also available through TSSC Offers). This was easy to fit (but remember to grease the new jets before fitting to prevent the choke from sticking). I got the carburettors professionally adjusted as I had had little success with this previously.

These two alterations reduced the misfire to insignificant levels on all but the hottest days.

Whilst in Holland I purchased a nicely designed aluminium heatshield from a German trader. This was smart although a trifle expensive (about £14.00). It was fitted in addition to the B.L. heatshield and it helps to isolate the jets more effectively from the radiated heat of the exhaust manifold.

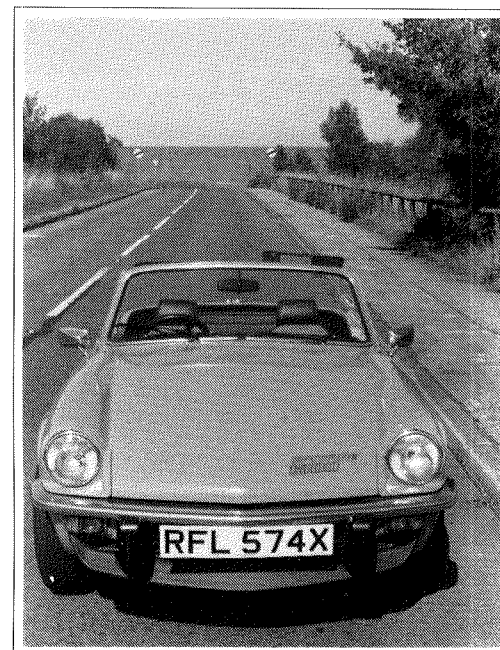
One boiling day on in 1990 I was cruising up the M1 when I found to my disappointment that the only way of stopping the Spitfire from misfiring was

to have the heater on full blast - which roasted both driver and passenger.

It was clear that if my ambition of taking the car down to Spain was to be fulfilled, yet more work was to be done.

So early in 1991 I fitted an oil cooler and gave the cooling system a thorough flushing. I made the mistake of leaving the flushing agent in the water overnight. I believe this was the cause of the water pump blowing up next day! The journey down to Spain was complete without any problems. The car ran for hundreds of miles non-stop with the temperature gauge just below the halfway mark through the hottest of days.

I think I've finally beaten the misfire blues!



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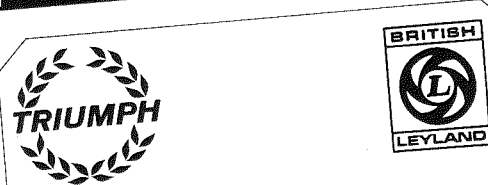
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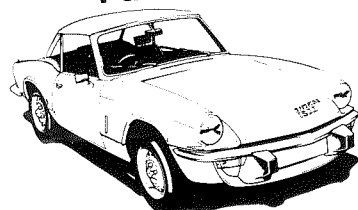
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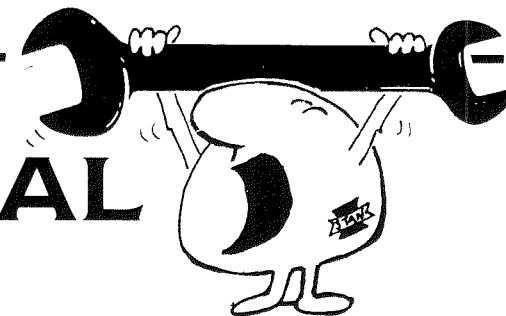
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'AFTER 1000 HAMMER BLOWS'

ACTUALLY more like 1500 blows sensitively delivered with a plastic mallet rather than your crude Birmingham hammer.

I've had so much trouble with the new starter pinion jamming in its 'at rest' position on its shaft. Irrespective of new pinions, new starters, after a few weeks it's back to the old routine: ignition key, click, whirr, ignition off, grab mallet, right bonnet catch, left bonnet catch, bonnet up, two sharp thumps on the starter body, careful to miss the brake pipes (I ditched the cardboard valances yonks ago), close bonnet, explain with a weak smile at any jeering watchers that it's the matching colour of my yellow mallet that does the trick, back in, start, weak imitation of a Triumph-ant smile and off I'd go! Well, till recently, when off I wouldn't go and have to repeat the whole performance — and I'm not such an actor as to carry it off a second time. Has anyone else suffered similarly? Do please let me know, what was the cause and how you cured it.

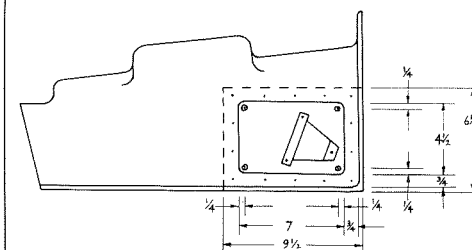
Last spring I was investigating why both my reversing lights and the overdrive engagement had become intermittent, the latter spicing life with some surprises, when my priorities were abruptly dishevelled by the arrival of my son's 13/60 on the back of an AA Relay wagon at an ungodly hour one foggy morning, followed after a short interval by said son.

The clutch had blown up due, it emerged, to a previous surgeon having sewn up the patient with the scalpel inside — a 1/2" AF socket actually! His bell housing was very gungy inside, the clutch and socket were proper mangled and the brakes were less than best.

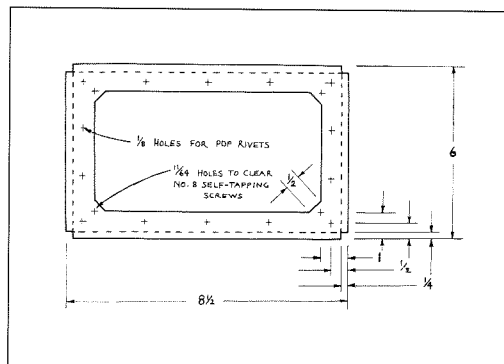
So, still devoid of my Spitfire's tunnel (you'd think you're back in a medieval war engine with all the din and clatter!), we got his clutch, brake parts and followed advice to replace his rear crankshaft oil seal to cure the gunge problem locally,

but had a motorway sprint to get his discs and drums refaced by a friend. So, after counting my sockets back, we sewed up his 13/60 and eventually I nailed the blame for my intermittent electrics on their gearbox switches each of which had a fractured terminal — brass weevil? However, during that motorway sprint, we gradually became aware that we and the whole interior of my car were being gently moistened with a comforting warm liquid, almost womb-like! Then it dawned on me what it was . . . oil droplets! The engine was dry, so it had to be coming from the gearbox and the finger of suspicion, nay, certainly, pointed to the rear overdrive oil seal. Now I knew why the gearbox had been 'using' oil but, if you haven't a pit and hate paying a garage to put your car on their high rise ramp and being obliged to let them top up your gearbox with their oil, the alternative's a bit of a pig. However, I'd quartered the agony of topping up by making an access hatch in the side of my gearbox cover many years ago. My cardboard gearbox cover is on the way out after liberal soaking with oil but the hatch had proven eminently satisfactory. I'll transfer the idea to a fibreglass replacement using appropriate techniques. If you're interested in what I did

Location of access hatch.



Do Not Scale. Dimension in inches.



Gearbox Oil Filler Access Hatch

Flat steel sheet ex old car body panel, $8\frac{1}{2}'' \times 6''$. 14 off $\frac{1}{8}''$ or 3mm pop rivets x about $\frac{3}{8}''$. I played safe, you might think 10 sufficient, 4 on the long sides and 3, counting the corner ones again, on the short.

4 off round self tapping screws $\frac{1}{2}''$ 8's.
4 off self tapping screw clips.

PROCEDURE.

1. Mark the aperture on the gearbox cover. Note $\frac{1}{4}''$ radius corners to discourage stress points.
2. Fold back the polythene covered sound insulation to the dashed line and secure.
3. Drill a small hole on the cutting line to insert the blade of a coping saw and cut aperture.
4. Scribe the flange on the steel sheet, space selected number of rivet positions equally, mark screw holes and centre punch rivet and screw holes.
5. Cut out, file to shape and smooth edges.
6. Drill holes for rivets and self-tapping screws.
7. Bend outer edges over at the dashed line for added rigidity. If you can, weld the corners.
8. Drill the gearbox cover using the steel flange as a template as follows: First locate the flange carefully so that the screw holes are equidistant from their respective corners. Then mark one corner rivet hole and drill it. Bolt through using a 5BA nut and bolt (or $\frac{1}{8}''$ Avdel clamp — yellow) to hold location, drill a second hole in the opposite corner, bolt or clamp similarly and then drill all the other holes, now guaranteed to align.
9. Prime and paint hatch flange.
10. Rivet the flange to the inside of the gearbox cover using $\frac{1}{8}''$ or 3mm round headed pop rivets, insulating them from the steel with gasket goo (I put $\frac{1}{2}''$ 5BA washers under the rivet heads to stop them pulling through, but I'm not sure they're really necessary).
11. Slide self-tapping clips over the corner holes and reassemble. I used domestic plastic foam draught proofing strip between the hatch and the flange. If you have a nervous left foot, even when on the foot rest, it may be worthwhile incorporating a steel stiffening strip on the back of the hatch

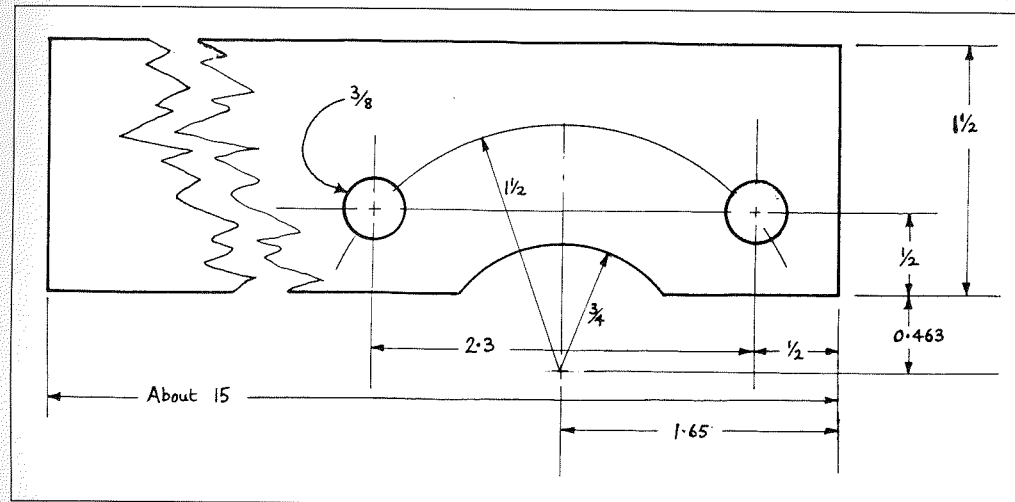
cover picking up the 2 lower footrest bolts and extending backwards with another small bolt at the rear end — P.S. If you're making an access hatch in a fibreglass gearbox cover, consider replacing the steel flange described above with a fibreglass equivalent glued on. Also use self tappers and clips. More recently, I'd got the feeling that my clutch hydraulics weren't as proof as they should be, since the car would tend to jam in gear when a stop at a normal A6 road works started turning into a Friends-of-the-A6 saga.

So I had saved all these things for one big effort over the Christmas 'holiday', when my son was back, to help extract and replace the gearbox/overdrive lump which I couldn't contemplate doing alone. In the meantime, reckoning that engine oil and clutch dust were conspiring to glue the starter pinion at the end of its shaft, I'd got all the bits, rear crankshaft oil seal and gasket, rear overdrive oil seal to quench the interior oil shower, should I ever be obliged to travel sans tunnel again, clutch master and slave rubbers, and a plentiful supply of hydraulic fluid, paraffin for cleaning everything and stapled wadges of waste paper to wipe gunge into. OK, so the passenger seat, trim, tunnel and steering wheel are out, the prop shaft is separated from the old flange noting that the nuts are all but round (I always keep a small stock of $\frac{1}{4}''$ to $\frac{3}{8}''$ nylocs) and we've lifted the drive flange clear with a block of wood between the chassis and the rear o/d mount. Engage 1st gear to provide enough resistance to undo the large central flange nut (with a $\frac{3}{8}''$ Whit socket) and, sh... the whole engine goes round. Substantial hammer blows fail to shock it off. Thinx, 'I've slipped up here not having thinxed of this before'.

On the ancient maxim 'If all else fails, read the destructions', I consult the manual. Special Tools S337 or 18G 1205 (my heart sinks) and, at the back, a helpful little picture (my heart soars). A root around reveals a steel bar $\frac{3}{16}'' \times \frac{3}{4}'' \times 18''$ long in which I drill 2 holes to bolt onto one side of the drive flange and file a bit away on one side of the bar between the holes to allow the insertion of the large socket. More thinx, 'Now I'll show my son how a real mechanic's ingenuity wins the day!' I put a piece of wood between the end of the steel bar and the floor (pity if it went through) and heave! My ingenious bar bent. Lucky, I reflect, I'd only think those words! Why were 'they' so uptight about this damned nut to specify a torque of 80 to 130 lbs/feet? Probably because they've been doing it for the last 100 years and can't give it up! Where's the bl**dy flange going, round and round — it can't run away. Probably beyond your torque spanners umph as well! F**d use that spline instead of having another one on the prop shaft. Anyway, back to rooting which reveals a more substantial lump of steel which does the trick. It was easy to dig the old seal out and used the flange reversed to tap in the new seal properly.

Drive Flange Holder

Dimensions in inches



Mild steel strip $\frac{1}{4}'' \times 1\frac{1}{2}'' \times$ about 15".

PROCEDURE.

Although I have given the centre of the pitch circles, it is difficult to use being off the edge of the work piece. It is easier simply to:-

1. Mark drill hole centres using co-ordinates, centre punch and drill.
2. File socket clearance till it fits by trial and error. Bolt the bar to the driving flange using the original flange bolts and nut. Fit the bar the other way round when tightening the flange nut.

After supporting the sump on a piece of tree and adjusting its height relative to the chassis by jacking the car up or down under the front chassis member, the heavy lump came out relatively easily. It was might gooey inside the bell housing. Maybe we were doing the right things. Next was to dig further in and get at the crankshaft oil seal. However, shock-horror! The clutch diaphragm fingers were all badly worn where the release bearing had touched them, two of the springs in the friction plate were loose and the release bearing wasn't very clever either. Never a suspicion had entered my head that this little lot was due for replacement, then . . .

. . . How does one get the crankshaft oil seal housing off without breaking the sump gasket? Please tell me for next time . . . and be warned! Thanks to my son and his superbly re-engineered 13/60 (shades of déjà vue), we were able to acquire all the clutch parts and a new sump gasket next day. Fortunately the old oil seal housing gasket came off easily and there was no difficulty in tapping out the old and pressing in the new seal squarely.

So, tired but determined to end the evening on a cheering note, I decided to rebuild as far as the clutch . . . and made a mistake. Why do they specify gasket sealing compound (eg Hermetite)

for the oil seal housing gasket, when humble grease is judged sufficient for the sump gasket? Anyway, I was good and did what I was told and everything went together quickly. However I noticed that the oil seal was considerably off centre, even though its design seemed able to accommodate eccentricity in its positioning. At least we had turned the corner when we went to bed. However, lying awake, I couldn't help reflecting on the huge clearance of the oil seal housing's bolt holes. Surely I should have been able to centralise the seal or one side would wear more quickly than necessary, and that particular item was a principal objective of the whole exercise. So next morning out it all came again, and, luckily, my non-setting gasket goo had not set and the gasket came out intact. So I used my old faithful grease, Castrolase WB HMP (wheel bearing, high melting point) to reset it this time, it stands to reason that HMP will stay where other greases run — and it does. I made a great effort to centralise the seal and get the bottom face flush with the bottom face of the crankcase with which it forms the sump seal . . . and made the same mistake a second time. Please tell me why, when going to so much trouble to ensure the concentricity of the back plate, flywheel and clutch, they use dowels, but couldn't be bothered to do the same for the oil seal housing?

Many expletives and epithets later, we got the heavy lump back, most of these parts of speech exploding in a lull of success between getting the first motion shaft spline into the clutch friction plate boss (we had used an old first motion shaft to centralise the flywheel, a natural process I would have thought. No guidance is offered in the manual as to what sort of fit the spigot should be in the bush.

Your views would be welcome.



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TSSC ACCOUNTS

Bill Sunderland (Club Manager)
Send to Club H/Q Market Harborough

TSSC OFFICERS 1992

Technical Secretary:

Carl Heinlein St Davids, Chepstow Road, Langstone,
Gwent, NP6 2JR
Tel: (0633) 412377 (between 6-7pm).

Herald 948/1200

Chris Longhurst 30 Shannon Close, Grove, Wantage,
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Herald 13/60

Dave Beardsley 10 Swarder Close, Barton Hill, Luton
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N. Sleightholm 12 Linhay Close, Honiton, Devon
EX14 8BJ. Tel: (0404) 47228.

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Leon Guyot 5 Kenilworth Ave, Wimbledon, London
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Race Liaison Officers

Brenda & David 30 Church Road, Reigate, Surrey
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Archivist & Librarian

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Show Car Register

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