

Spitfire/GT6 Panelwork



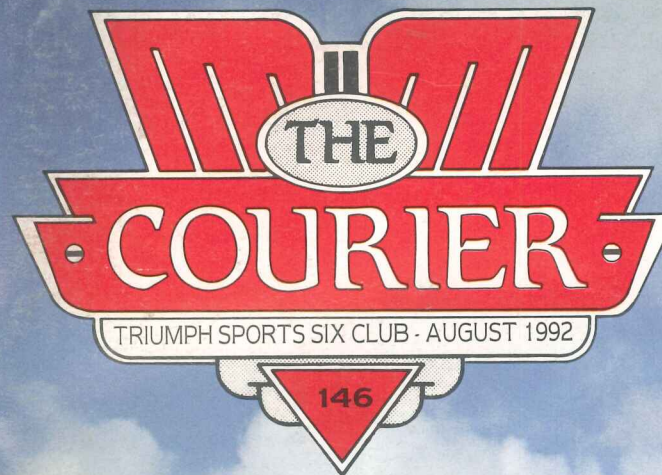
British Sports Car Centre



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TRIUMPH SPORTS SIX CLUB - AUGUST 1992

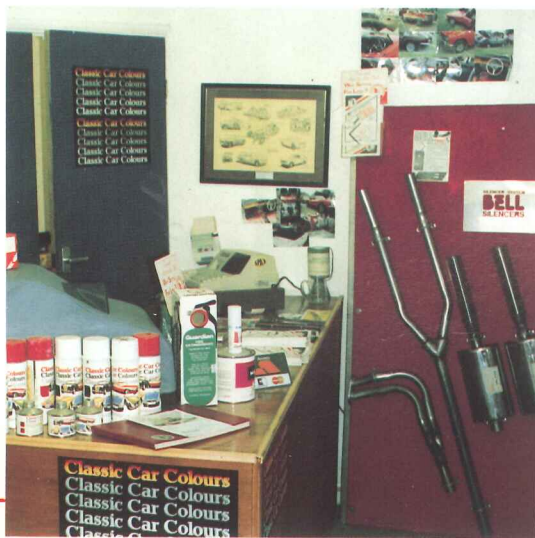




# • COME AND VISIT THE • Triumph Sports Six Club



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**HOW TO FIND US**  
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We are situated on right side  
of road just before leaving the  
village of Lubenham.

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**(0858) 434424**

## THE COURIER

The Official Monthly Magazine of  
The Triumph Sports Six Club  
VOL.13 No. 146 AUGUST 1992  
Price £1.50 Free to Club Members

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Harborough, Leics LE16 9TF  
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Office open between  
9am - 5pm Monday to Friday  
9.30am - 12.30pm Saturday

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**OFFICE MANAGER**  
Trudi Squibbs

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Diane Spence

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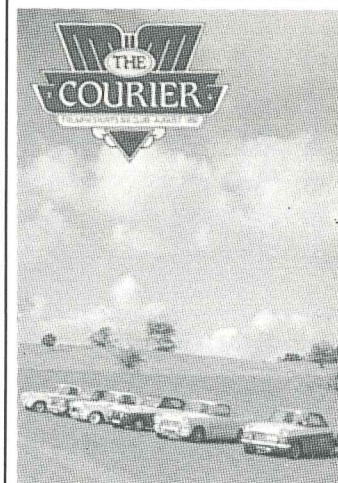
10 Chesham Rise, Cherry Lodge,  
Northampton NN3 4XP  
Tel: 0604 405416

### 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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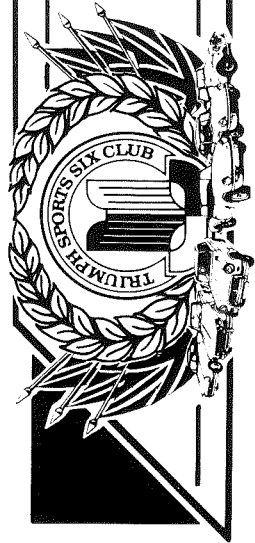


Cover picture  
Coupé Sunday 91  
Photo  
Mike Costigan

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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. ★



# NATIONAL & INTERNATIONAL EVENTS 1992

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

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

Whilst every effort is made to ensure that the details contained in this calendar are correct no responsibility is accepted for errors or changes due to unforeseen circumstances.

For additions and amendments contact:-  
The Club Headquarters — Tel: (0858) 434424/Fax: (0858) 431936.

OFFICIAL NATIONAL AND LOCAL EVENTS ORGANISED BY THE TSSC

SUN 2 AUG - LEICESTER NATIONAL — Stanford Hall, Lutterworth, Leics. Contact Diane Hanes, 0533 716463  
SAT/SUN 1/2 AUGUST — WOODVALE INTERNATIONAL RALLY — Mersey Areas Biggest and Best show — Contact Chris 07048 72116.

FRI to SUN 7th/9th AUG - WITTON CASTLE CAMPING WEEKEND — Organised by the North East Area. Contact Graham Holt 091 371 1577.

SUN 16 AUGUST — WEST MIDLANDS 1 DAY EVENT — Shardlow Marina. Contact Ken Heaton, 021 358 2749.  
SUN 16 AUG - WEST YORKSHIRE 'DALES RUN AND BBQ' - Contact Andy Higgins, 0532 520830.

SAT/SUN 15/16 AUG - ANGLIA TRIUMPH SHOW — Shellford Rugby Club, Shellford, Cambs. Contact Neil Oakman. 0763 260819.

SUNDAY 23 AUGUST - VISIT TO SPIRIT OF BROOKLANDS / TRIUMPH SPECIALS DAY — Rushmore Arena. Contact Trevor Collett. 0372 376661.

SAT/SUN 22/23 AUG - TSSC IT'S A KNOCKOUT - John Thomason.

FRI/MON 29/30/31/ AUG - MANCHESTER CLASSIC CAR SHOW — GMEX, Exhibition Centre, Manchester. Contact Club Office.

SUN 6 SEPT - NORTH YORKS AREA 11TH ANNUAL CONCOURS & MOORS RUN — Contact Judy Teesdale 0904 656095.

SAT/SUN 5/6 SEPT - INTERNATIONAL SPITFIRE WEEKEND — Beekse Bergen at Hilvarenbeek (nr Tilburg) Holland. Contact Club Office.

SAT/SUN 19/20 SEPT - MOONRAKERS MEET — Longleat, Wilts. Organised by Swindon and West Wilts. Areas. Contact Shaun Ogborne. 086641 579.

FRI/SAT/SUN 25/26/27 SEPT. - TSSC AUTUMN WEEKEND IN DORSET — Milton Lodge Hotel, Gillingham, Dorset. (Bookings by 1st July). Contact Club H/Q.

SAT/SUN 28/29 NOV - CLASSIC CAR SHOW — NEC Birmingham. Contact Club Office.

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

SUN 2 AUGUST — POPULAR CLASSICS ROAD SHOW - Racecourse, Warwick.

SAT/SUN 15/16 AUG - LOSELEY PARK CLASSIC CAR SHOW & COUNTRY FAYRE — Loseley House, Nr. Guildford, Surrey.  
SAT/SUN 15/16 AUG - MID SUMMER CLASSIC AND ANTIQUE VEHICLE MEET - Northampton International Stadium.

SUN 16 AUGUST — 1992 BRITISH CLASSIC SPORTS CAR SHOW — Whitbread Hop Farm, Beltring, Paddock Wood, Kent.

SAT/SUN 22/23 AUG - BRITISH SPORTSCAR RALLY — Longleat House, Wilts.

SUN 23 AUGUST — THE FAMILY FUN DAY INCORPORATING VINTAGE/VETERAN/CLASSIC & EXOTIC VEHICLE RALLY — The Racecourse, Newton Abbot, Devon.

SUN 23 AUGUST — NEWARK INFORMAL CLASSIC CAR & BIKE SHOW & GIANT MIDLANDS AUTO—JUMBLE — Newark & Notts Showground (junction of A1/A46).

SUN/MON 30/31 AUG - EXPO - Springfield Showground and Exhibition Complex, Spalding, Lincs.

SAT/SUN/MON 29/30/31 AUG - MANBY STEAM & FAMILY SPECTACULAR '92 — Manby Showground Nr. Louth, Lincs.

SUN 6 SEPT - BIRMINGHAM TO WESTON SUPER MARE CLASSIC CAR RUN. Open to cars between 1940 and 1965 — 130 mile route. Entry forms from club HQ.

SUN 6 SEP — ROTARY INTERNATIONAL COUNTRY FAYRE & FUN DAY — Broughton House (A43 Kettering to Corby road).

SUN 13 SEPT - FUTURE CLASSICS - CAR SHOW WITH A DIFFERENCE. The Exhibition Centre, Donnington Park, Derby.

18 OR 25 SEPT (FOUR DAYS) THE STEPPING STONES CHAMPAGNE CLASSIC CAR RUN TO RHEIMS, FRANCE.

THURSDAY/SUNDAY 24/27 SEPT - THE GREAT BRITISH HAMPERHUNT CLASSIC SPORTS CAR RALLY. From York to Exeter. Entry forms from Club HQ.

SUN 27 SEP - LONDON CLASSIC CAR SHOW (inc. Grand London Autojumble) — Kempton Park Racecourse, Sunbury, Middx.

## TSSC RACE CHAMPIONSHIP AND COMPETITION EVENTS

\* 15/16 August — Lydden — BARC  
10th October — Cadwell — 750MC  
18th October — Snetterton — 750MC  
18th October — Cadwell Long — BRSCC  
\* Provisional

## Comment

Bill Sunderland

Writing just days before the International Weekend, TSSC Open Week and Stanford Hall, you are now reading this with all the above behind us. So much preparation, let's hope it all went off well!!!!

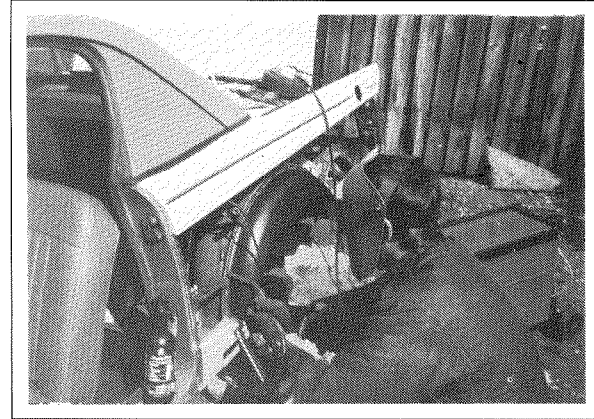
## MEMBERSHIP

1992 has been an incredible year for the Club, whilst being in a deep recession, the Club has battled very hard to keep in front, and for the first time in over a year we can now see the membership numbers rising again. This performance along with

the increased use of the TSSC Insurance has enabled the Club to move forward yet again. September traditionally is still a very big month for renewals. We would appreciate members renewing on time as this time of year the Club HQ is very busy.

## KEEPING OLD CARS ON THE ROAD

We receive many calls regarding new legislation, making it more difficult to keep Club Cars on the road. In general the new laws on DoT are welcomed. Cars must be safe. As we travel through the 90's with closer EEC ties, they may become even tighter. The way forward is well maintained, properly repaired cars. Over the last decade many many Club Cars have been rebuilt and many are undergoing



surgery right now. It is yours and the Clubs responsibility to keep and improve our cars. The Courier is very technically based to help but if we all want to see old cars adorn our roads in the future we all must place this as our Number One priority. There is no excuse for poor maintenance of Club cars, if they are on the road, they must be as safe as when they were manufactured.



# NEWS REVIEW

## IMPORTANT NOTICE

Contrary to information taken from another publication, steel Herald & Vitesse front valances are not yet available from British Heritage specialists. Watch this column for a DEFINITE confirmation when they are.

*B. Robinson (Editor).*

## TRI-OOMPH ENGINEERING

SPEEDSCREENS are pleased to announce that they have now named their Triumph Workshop, and will be trading under the name of:-

### TRI-OOMPH ENGINEERING LIMITED.

This new workshop has full 4 wheel tracking facilities complete with all the latest HPA and Triton engine analysis equipment, as well as the facilities for carrying out all types of work on Triumph vehicles. The new workshop is located at:- Unit 2, Hill Farm, Radlett, Hertfordshire, WO7 7HP (5 minutes from A1, M1 and M25). For further information contact:- John Sadler, Mark Plausin or Debbie:- 0923 859438 / FAX 0923 853825

## 1993 TSSC INTERNATIONAL SELF HELP SCHEME

The Self Help Scheme included in the Members Handbook is currently being updated for 1993. Could all interested members please complete the form to be found in Area News Review. Also, for members already in the scheme, if any of your details need changing, please inform us of those changes. The TSSC International Self Help Scheme, helping other Triumph enthusiasts to keep their cars on the road.

## BOND REGISTER SECRETARY

As members may well have read in the Bond Register Column, Peter Jacklin has decided to step down from his position as Bond Register Secretary. Peter has made a great impact in promoting the Bond marque in terms of his regular articles, event organisation and spares remanufacturing efforts. I'm sure everyone will join with me in thanking Peter for all his hard work as Register Secretary.

Members who would like to be considered to take over from Peter are invited to contact me to find out more about what's involved in the job and then to submit a formal application. Peter Jacklin would also be happy to have a chat with interested members. Please phone or write to Peter Williams, General Secretary.

## COURIER AND REVIEW COPY

As Editor and one part of the production team can I make a plea to all Courier contributors (Register Secs., Advertisers, Area Organisers etc). Going back as I do to the days of magazines that in total, including Area News, were not the same size as one of our Review and Classified nowadays, the deadline has always been the 15th of the month. It will remain so. But as a general rule copy received by the 10th of each month can generally be guaranteed of inclusion, after this date, as space is still tight, articles etc, tend to be squeezed and unfortunately carried over, as surely you can't expect us to produce 130 pages of finished artwork in one day, i.e. the 15th?

Please bear this in mind when sending in late copy and be patient as so far everything sent to us is used, eventually!

*Bernard Robinson (Editor)*

## Autorama

IN AND AROUND THE TRADE SCENE

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



T. D. FITCHETTS, as part of their continuing programme of producing panels from the original factory tooling (which they themselves own), are pleased to announce their latest products which are the front wheelarch inner panels for Herald/Vitesse left hand and right hand.

Part nos. 903075 R/H, 903076 L/H which will sell at £25.00 including VAT.

This is exclusive of carriage.  
Yet another step in the right direction for Herald/Vitesse owners.  
Telephone T. D. Fitchetts for all your original panel requirements on:-

**(0952) 619585/ 620434**

## MORE SPITFIRE PARTS FROM HERITAGE

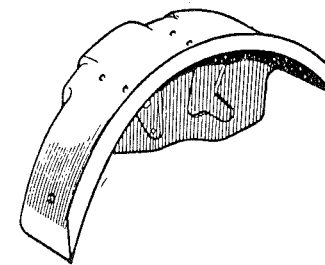
Front valances now available once again.

Following the introduction of Triumph Spitfire bonnets by British Motor Heritage, there is more good news for Spitfire and GT6 owners, with the announcement of the front valance complete assembly for these models.

Made from original tooling, these parts are available once again after a break of more than ten years, and will allow the repair of the front end without using inferior pattern parts or fibreglass. Commenting on the introduction of the parts, British Motor Heritage executive director, David Bishop, said, 'We are continually introducing new parts for the Triumph range of cars and we think these panels are among the most urgently needed as this area is very prone to rusting and many

Spitfires have suffered some sort of front end damage during their life-time. 'I hope there could be more good news for Spitfire owners in the future as it continues to amaze me how much original tooling we are still finding.' All valance assemblies are painted with the current specification 'E' coat and are available from your Heritage Specialist at £60 + VAT each.

Part nos. 807136 - MkI GT6 and MkI and MkII Spitfire. 811676 - MkII GT6 and MkIII Spitfire.



## STS TRIUMPH SPARES

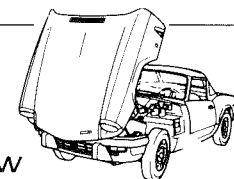
Over 7000 sq. ft. of 2nd hand spares.

Large stock of new panels and suspension parts, new hoods/seals. Reconditioned callipers + rear halfshaft units in stock.

Fitting service available on most parts.

Fast Mail Order/Next Day Delivery.

**Telephone 061-230-7606 (2 lines)** Monday to Saturday 10 - 6





# TOP TRADERS

The traders listed below are recently reported as giving satisfactory service to members.

- 1 Sports Car Supplies, Newcastle Upon Tyne ..... Parts
- 2 Cambridge Triumph Spares ..... Parts
- 3 Six Spares, Twickenham ..... Parts
- 4 John Kipping, Coventry ..... Parts
- 5 Motorsport Engineering, Slough ..... Repair/Restoration
- 6 Clive Manvers, Bury St Edmunds ..... Parts
- 7 Metalmorphosis, Bath ..... Bodywork
- 8 Greta Motor Body Works, Kewick ..... Bodywork
- 9 Yeovil Coachbuilders Ltd, Yeovil ..... Body and Mechanical
- 10 M. W. Restorations, Claverling, Essex ..... Restoration
- 11 John South, Carlisle ..... Work
- 12 Herald Motor Company, Hockley ..... Repair
- 13 Spit Bits, Reading ..... Parts
- 14 County Motors, Carlisle ..... Parts
- 15 Andrew Stone, Darley Dale, Derby ..... Parts
- 16 Chiswick Car Craft, Turnham Green, W. London ..... Parts
- 17 Max Wallace, Eastleigh ..... Parts
- 18 Blair Engineering, Tayside ..... Machining/engine parts
- 19 G.B. Sports Cars, Leighton Buzzard ..... Used parts

The following specialist sources are listed on past performance only:-  
 Fittings ..... Classicar Automotive, Middlewich  
 Trim ..... Newton Commercial, Leiston  
 Tuning ..... TriumphTune, Richmond

## TRIUMPH BOOKSHOP

ORIGINAL BRAND NEW LEYLAND PUBLICATIONS

### Workshop Manuals

Herald 1200	£22.95
Herald 13/60	£22.95
Vitesse '67	£22.95
Vitesse 2LMK1/11	£22.95
GT6 MkII/III	£22.95
Spitfire 4/11/111	£22.95
Spitfire IV	£19.95
Spitfire IV/1500 Dutch	£22.00
Spitfire 1500	£19.95
Spitfire 1500 German	£22.00
Spitfire IV/1500 French	£22.00
TR2/TR3	£27.50
TR4/4A	£24.00
TR5 (complete)	£35.00
TR6	£25.00
TR6 German	£24.50
TR7	£20.00
TR8	£24.00
Stag	£24.00
Stag German	£30.00
Dolomite	£21.95
Dolomite Sprint	£21.95
2000/2500/2.5PI	£25.00
1300 FWD	£15.95
1500 FWD/1500T/C	£19.95

### Parts Catalogues

Herald 1200 (all mods)	£18.95
Herald 13/60	£16.00
Vitesse 1600/2 Ltr Mkl	£18.95
Vitesse 2 Litre MkII	£16.00
GT6 Mk1 & 11	£18.95
GT6 Mk111	£16.00
Spitfire MkIII	£18.95
Spitfire MkIV	£16.00
Spitfire 1500	£17.00
TR2/3	£19.00
TR4	£19.00
TR4A	£19.00
TR250 (TR5)	£20.00
TR6	£19.00
TR7	£19.50
TR8	£24.00
Stag	£23.00
Dolomite Sprint	£19.00
1500 FWD	£15.00
1500 RWD	£15.00

NEW SPITFIRE GLOVE BOX  
 WORKSHOP MANUAL  
 200 PAGES a must for when  
 you are on the road £7.95

### Handbooks

Herald 1200/12/50	£5.00
Herald 13/60	£5.00
Vitesse '67	£5.00
Vitesse Mk1	£5.00
Vitesse Mk11	£5.00
GT6 Mk1	£5.00
GT6 Mk11	£5.00
GT6 Mk111	£5.00
Spitfire 4	£5.00
Spitfire Mk11	£5.00
Spitfire Mk111	£5.00
Spitfire Mk111 German	£6.00
Spitfire MkIV	£5.00
Spitfire 1500	£5.00
Spitfire 1500 German	£6.00
TR4	£5.00
TR4A	£5.00
TR250 (TR5)	£5.00
TR6	£5.00
TR7	£5.00
Dolomite Sprint	£5.00
Bond Equipe 4GTS	£5.00
Bond Equipe 1300 Sup.	£3.00
Bond Equipe 2 Ltr. MkII	£5.00

### General

HAYNES W/SHOP MANUALS (STATE MODEL)	£12.95
SU Carburetors	£11.95
Weber Carburetors	£11.95
Electrical Manual	£11.95
BROOKLANDS BOOKS	
Vitesse/Herald 1959/71	£8.95
Vitesse 1962/71	£8.95
Herald 1959/1971	£8.95
GT6 1966/1974	£8.95
Spitfire 1962/1980	£8.95
Spitfire Collection No. 1	£7.95
Spitfire Gold Portfolio	£12.95
Road & Track Triumph	
Sports Cars '58/67	£8.95
Sports Cars '67/74	£8.95
Sports Cars '74/82	£8.95
TR2/3 1952/60	£8.95
TR4 & TR5 & 250	£8.95
TR6 1969/76	£8.95
TR7/8 1975/81	£8.95
Stag	£8.95
Stag Collection	£7.95
2000/2500	£8.95

Triumph Cars - The complete History Robson/Langworth	£24.00
TR for Triumph - Chris Harvey	£18.50
The Complete History Spitfire GT6 Graham Robson	£14.95
PRACTICAL CLASSICS RESTORATION GUIDES	
HERALD/VITESSE - SPITFIRE/GT6 - METALWORKING each	£ 7.95
Practical Classics Restoration of TRIUMPH STAG	£14.95
Practical Classics PANEL BEATING & PAINT REFINISHING	£12.95
Practical Classics - HERALD/VITESSE (full restoration)	£13.95
Practical Classics - GT6 briefing (restoration etc)	£ 6.50

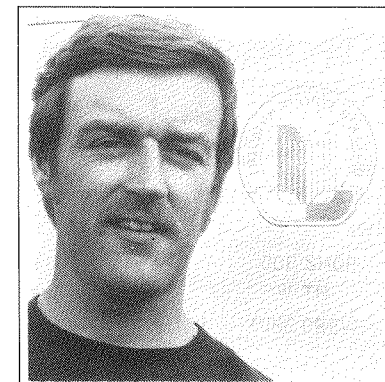
Competition Preparation Spitfire I/II/III/IV/1500	£ 6.00
Competition Prep. All 2 Litre Cars	£ 6.00
Tuning Triumph Cars from 1200cc to 2500cc	£12.50
Guide to Purchase & D.I.Y. Restoration SPITFIRE, GT6, VITESSE & HERALD By L Porter & P Williams 312 Pages (superb)	£17.50
Triumph TR4/5/6 Autotolo (much in colour)	£ 8.50
Practical Classics on AUTO ELECTRICS	£ 8.95
SPITFIRE/GT6: Collectors Guide (new Nov 1991)	£15.25
Original Triumph TR, The restorers Guide. (Piggott)	£20.75

Make all payments payable to Triumph Bookshop - Cheque/Postal Order/Credit Card  
 TRIUMPH BOOKSHOP PO BOX 28 Market Harborough Leics LE16 7FX Tel: (0858) 434424 or 432110  
 FAX (0858) 431936 Telephone Credit Card Orders Welcome - ALL PRICES INCLUDE POST & PACKING

Overseas Orders add 10% to total order to cover extra Postage - NO VAT ON BOOKS  
 Payments in Sterling please OD/392

# COP SHOP

## REGISTRATION PLATES



Mike Crewes

I have received several letters asking for details of registration numbers with smaller characters. Both sizes of characters will apply to Club cars, the early cars will have the larger numbers and letters whilst the later cars will have the smaller. Modern registration plates also use the smaller characters. Height of every letter or figure must be ..... 3 1/8" Width of every letter or figure must ..... 1 1/4" Thickness of every letter or figure must be ..... 9/16" Spacing between groups must be ..... 1-5/16" Spacing between letters and figures must be 7/16" Top/Bottom margin (minimum) must be ..... 7/16" Side margins (minimum) must be ..... 1" If there is a message such as a Dealer name in any of the margins then the relevant distance is between the letters or figures and the distance. Most dealers put their name on registration number plates in contravention of this.

### DoT TEST

The Ministry of Transport has been renamed the Department of Transport — so the MoT Test now becomes the DoT Test. The new Test Certificate (in glorious technicolour) illustrates this. With the change came stricter testing. . . . We all know about emission testing and whether or not our cars are exempt from it. Or do we? Here's a quick reminder.

Pre 1973 ..... visible avoidable smoke  
 1973 to 1985 ..... less than 6.5% carbon monoxide emissions

After 1985 ..... less than 4.5%  
 Sometime in the future the 1973 — 85 cars will go down to 4.5%.

How about headlight testing?

This too has changed, the aim of the dipped beam is now lower. At present, the DoT has instructed Testers to re-align the beam as part of the test.

General condition is now also part of the test, a scruffy car could, in theory, fail. Many people are having difficulties with DoT Testing on their Club cars. Testers are being too strict and applying the wrong tests to our cars.

If you have had a Club car fail its DoT Test recently please send me a copy of the Test Fail Report Certificate making sure that the Testers name, Testing Station and address and number are all clearly visible. I am at present collating these failures and am in contact with the DoT.

If your car has failed the test, you are entitled to a free retest within 14 days.

If you wish to repair the car yourself, or have it repaired somewhere else, the Tester CANNOT stop you taking your car away. The Test Failure Report also gives details of your right of appeal.

Quite a short column this month, your letters on both of these subjects have taken up a lot of time, I'm not complaining, keep the DoT letters coming.

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.

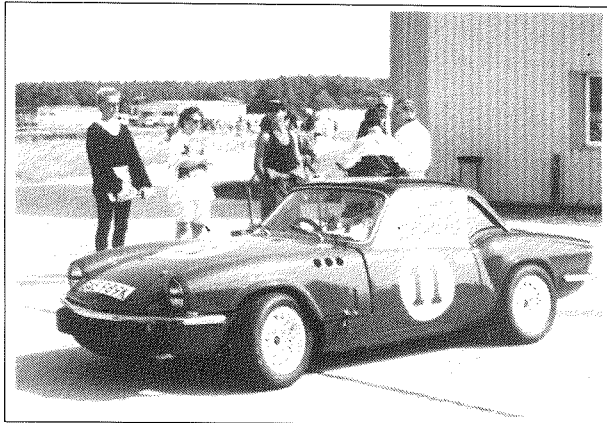
Please enclose S.A.E.



**THE T.S.S.C. RACE CHAMPIONSHIP  
SPONSORED BY TRIUMPH TUNE  
ROUND FIVE — PEMBREY, JUNE 21st  
by Spannerman, NICK BARRY**

**E**VENT 7 on the program saw the Triumphs out again, although their numbers were seriously reduced due to finances, holidays and last race mishaps.

This lack of numbers caused the organisers to group our cars in a race with other similar performance sports cars, you know cars like three 3.9 litre Morgans and seriously tuned Porsche 911s! First however came the Triumphs only practice, which at least gave the drivers some peace to put in some hot laps, all that is apart from Marc Amschwand whose Spitfire throttle cable came off as he left paddock leaving him to miss practice and gain a 10 second penalty for the race. Pete Whitemans' Spitfire faired better than his last appearance at Pembrey as this time his flywheel stayed attached to his crank and he completed all his laps. Andy Shultz and Kevin Ginger were in excellent form in their Spitfires setting a blistering pace despite the blustery wind, leaving the next man, Adrian Boyle in his Vitesse over a second off their pace. A quick trip around the paddock after practice revealed no serious problems with the cars. Marc having repaired his throttle and Kevin resetting his rear suspension to close the gap to Andy.



## THE RACE

The grid was a very mixed affair, but all of our cars made reasonable starts with Adrian Boyle fairly leaping off the line only to be baulked by a Porsche causing him to drop back again. Marc Amschwand set off ten seconds later, the rest, determined to catch and harry Pete Whiteman. As the first few laps rolled on, Andy Shultz seemed well in control, pulling away slightly from Kevin who was held up by a Morgan between them. By lap four, Kamikazee was past the wooden machine and charging hard, a bit too hard perhaps, as his car let go and he visited the grass, spinning wildly across the track at the esses, nearly being collected by various cars before rejoining the fray. This let a grateful Adrian Boyle through to second and Kevin now had to go some to regain his place. Marc meanwhile had begun to close on Pete Whiteman who seeing 'Teddy' looming



## 1992 RACING NEWS

up behind him, and with a fuel induced cut out problem also lost the back end of his Spitfire which let Marc sneak past. Andy cruised merrily on in a comfortable lead drawing comment from the announcer as he 'cheekily tried to retake the Escort' ... a powerful rally machine in the process of lapping the field. Kevin had caught Adrian by now and the two disputed second place whilst being obstructed by a 3.9 Morgan which was slow through corners but quick down the straights ... tell that Morgan owner Triumphs can't handle!

Meanwhile I think Andy felt that he had too much of a lead, so started attacking a nearby Morgan resulting in a bent bumper, a spin and a ride over some large damaging kerbs but still kept a good lead.

Watching from the sidelines I assumed he had let the gap shrink, to cruise home 'a la Senna' just ahead of the field. Kevin meanwhile had taken Adrian in the closing laps due to a combination of speed, an obstructive Morgan and Adrian's famous fading brakes (one day someone will tell him about uprated linings!). Marc came in fourth with Pete finishing fifth. So congratulations to Andy on winning Class A and his first race, something which he has threatened to do for some while. Congratulations also to Adrian 'The Real Deal' Boyle for winning Class B by virtue of staying on the TRACK! ... something he has threatened to do for some while. The next round is Lydden (near Dover) on the 16th August which will see the return of more drivers including quick class A man Peter Stock in his 'Dominor' GT6. Last time Kevin and Andy had a close battle there and Kevin will be out for revenge this time. ... Come and watch it, it should be a great race.

# BOND *Equipe* REGISTER

Peter Jacklin

**T**HIS years' Bond Equipe Weekend was the hottest and the best (?) yet, or as it should be known from now on 'The International Bond Equipe Weekend' yes, we became truly international at last with visitors all the way from Switzerland.

As part of their touring holiday Patrick Rinderknecht and his father Daniel came to Yaxley for the whole weekend. Well done to both of you, it was a pleasure to meet you and look over your car. Patrick's 2L was a genuine export car, with a serial no. V8-5419, making it a very late model from August 1970 and only 12 from the final number. The dealer in Switzerland evidently sold about 15 Equipes. A full report on the Equipe weekend will appear elsewhere in the Courier.



'South Pacific' Equipe 2L.



Swiss Equipe 2L at Bond Equipe Weekend.

Whilst on the International theme, yet another Equipe has turned up in a far flung part of the world. Ex club member Graham Field has sent me a picture of a 2L taken in the capital of Cook Islands in the South Pacific.

### New items in the spares line:-

Rear light covers for 2L (inside boot, stop your luggage disconnecting your lights, buy a pair now). Radio console, moulded from an original item and available as a bare mounting for you to trim or ready trimmed at extra cost. Central armrest/cubby box available as above.

In the near future, I hope to obtain a considerable quantity of new 'old stock', yes **new Equipe Parts**. Watch the Courier for further news, a revised catalogue should be available soon, an SAE will reserve you a copy. With the recent obvious rise in the standard of Equipes around, it is perhaps timely that I ask owners to support organisers of Club events and for that matter other car shows by attending



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Differential, fully reconditioned .....	n/a 175.00

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Front lower wing, Spitfire MkIV/1500, GT6 Mk III .....	POA
Rear wing, Spitfire IV/1500, GT6 MkIII BL .....	141.00 126.90
Front wing, Spitfire MkII/III & GT6 MkI .....	57.50 51.75
Front wing, GT6 MkII (louvre) .....	88.00 79.20
Rear wing, Spitfire MkII/III & GT6 MkII .....	73.00 65.70
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Wheel Inner/outer section .....	34.00 30.60
Headlamp support panel, Spitfire IV/1500 & GT6 MkIII .....	23.00 20.70
Bonnet support tubes, Spitfire IV/1500 & GT6 MkIII .....	23.50 21.15
Steel front quarter valance, MkIV .....	52.00 46.80
Doorskins MkIII/GT6 MkII .....	20.50 18.45
Doorskins MkIV .....	20.50 18.45
Rear inner wing repair (joins outer) .....	34.00 30.60
Rear inner wing repair rear half (in boot) .....	23.50 21.15
Rear lower valance .....	34.00 30.60
Rear valance to wing finishing strip .....	5.75 5.17
Bootlid, MkIV .....	POA
Outer sill, genuine BL .....	32.00 28.80
Outer sill, heavy duty pattern .....	16.45 14.81
Inner sill .....	8.90 8.01
Diaphragm sill .....	6.00 5.40
Full floor (front to back) left hand .....	42.00 37.80
Full floor (front to back) right hand .....	42.00 37.80
Front footwell (state left/right) .....	16.95 15.26
Boot floor .....	49.00 44.10

#### STEEL PANELS, HERALD/VITESSE

Front lower wing, Herald 13/60 .....	58.00 52.50
Front inner wheelarch outer section .....	34.00 30.60
Front lower valance (FIBREGLASS ONLY) .....	28.50 25.65
Rubber bumper mounting strip (centre) .....	6.00 5.40

Rubber bumper mounting strip (corner) .....	5.00 4.50
Front floor footwell (ribbed) .....	29.00 26.10
Rear floor footwell .....	15.50 13.95
Body mounting bracket under floor .....	9.00 8.10
Body mounting bracket under 'B' post ..	9.00 8.10
Body joint strip (floor join front/rear) .....	9.00 8.10
Doorskin (original press) .....	42.00 37.80
Door treadplate (as original) .....	9.00 8.10
Outer sill .....	12.00 10.80
Outer sill (ORIGINAL PRESSING) .....	25.00 22.50
Rear lower wing .....	65.00 58.50
Rear quarter valance, Herald (inc. bumper mount) .....	22.50 20.25
Rear quarter valance, Vitesse .....	22.50 20.25
Rear centre valance, Herald (inc. bumper mount) .....	49.50 44.55
Rear centre valance, Vitesse .....	46.00 41.40
Boot floor/side enclosure .....	16.00 14.40
Bootside rain channel .....	16.55 14.90

#### TRIM & RUBBER SEALS

Door draught excluder (Furflex) Spitfire .....	13.00 11.70
Door draught excluder (Furflex), GT6 ..	19.00 17.10
Draught excluder (Furflex) Her/Vit saloon ..	19.00 17.10
Draught excluder, Her/Vit conver. ....	19.00 17.10
Outer door to glass weatherstrip .....	9.00 8.10
Inner weatherstrip .....	4.50 4.05
Weatherstrip clips .....	0.12 0.11
Window channel, front, Her/Vit .....	9.00 8.10
Window channel, rear, Her/Vit .....	4.50 4.05
Door checkstraps .....	9.50 8.55
Checkstrap gaskets .....	3.00 2.70
Windscreen seals .....	19.00 17.10
GT6 tailgate seals .....	22.00 19.80
Herald/Vitesse rear screen seal .....	21.00 18.90
Bright trim insert (narrow) with clip ..	8.50 8.01
Bright trim, Spit IV/1500, GT6 III (pair) ..	34.00 30.60
Pedal rubbers .....	2.35 2.12
Bonnet stop cones .....	2.93 2.64
Brake/Clutch master rubber gaiter .....	5.00 4.50
Handbrake gaiter .....	11.20 10.08

Gearstick gaiter, Herald/Vitesse .....	T.B.A.
Gearstick gaiter, Spitfire/GT6 .....	8.50 8.01
Door trim panels, Spitfire/GT6 (pair) .....	POA
Doortrim vinyl (pair) .....	25.85 23.27
Doortrim clips .....	0.26 0.23
Carpet set, superior quality, Spitfire .....	76.00 68.40
Carpet set, superior quality, GT6 .....	88.00 79.20
Carpet set, superior quality, Herald/	
Vitesse .....	88.00 79.20
Hood, Spitfire IV/1500, original quality .....	76.00 68.40
Hood, Herald/Vitesse, original quality .....	88.00 79.20
Header rail seal .....	11.00 9.90
Seal retainer .....	12.50 11.25

#### STEERING & FRONT SUSPENSION

Steering rack (exchange) .....	34.00 30.60
Standard rubber rack mounting .....	2.60 2.34

Top ball joint .....	9.50 8.55
Track rod end .....	7.63 6.86
Vertical link .....	41.00 36.90
Stub axle .....	22.00 19.80
Front brass trunnion (STANPART) .....	14.10 12.69
As above INCLUDING BUSH KIT .....	17.62 15.85
Front wheel bearing kit, Herald/Spitfire ..	10.45 9.40
Front wheel bearing felt seal .....	1.95 1.75
Spax standard shock absorber .....	21.15 19.04
Spax adjustable shock absorber .....	41.12 37.00
Shock absorber top plate .....	12.50 11.25
Lower steering joint .....	16.00 14.40
R2400 steering lock, 13/60, Spit IV/GT6 III ..	34.00 30.60
H1200 Inner wishbone bush .....	1.12 1.00
Eight inner wishbone bolts and nylocs .....	6.12 5.51

#### ALL SUSPENSION PARTS AVAILABLE

##### PLEASE PHONE

#### REAR SUSPENSION, NON-ROTOFLEX

K0200 rear driveshaft NEW (short) .....	65.00 58.50
K0220 Rear driveshaft NEW (long) .....	65.00 58.50
Rear driveshaft USED (checked) .....	29.50 26.55
Rear transverse leaf spring .....	59.00 53.10
K1050 Driveshaft flange 3/8" hole) .....	18.00 16.20
K0240 Driveshaft flange (5/16" hole) .....	18.00 16.20
Driveshaft flange, USED .....	10.00 9.00
K1100 Rear wheel bearing kit, genuine BL ..	13.95 12.56
K0140 Rear vertical link, right hand NEW ..	45.00 40.00
Rear vertical link, USED .....	29.50 26.55
K0180 Hub and stud assembly .....	75.00 67.50
K0181 Hub and Stud assembly, reconditioned .....	35.00 31.50
K0142 Rear trunnion block, reconditioned .....	35.00 31.50
K0145 Rear trunnion bush kit .....	4.00 3.60
K0150 Rear trunnion bolt and nyloc nut .....	1.12 1.00
K1210 Standard shock absorbers (OIL) .....	18.00 16.20
Spax adjustable shock absorbers .....	42.00 37.80
Radius arm bushes .....	1.12 1.00

#### REAR SUSPENSION, ROTOFLEX

Rear driveshaft, inner .....	110.00 99.00
Rear driveshaft, outer .....	105.00 94.50
Rear driveshaft flange .....	18.00 16.20
Rear trunnion kit less bolt .....	26.00 23.40
Rear trunnion kit with bolt .....	29.50 26.55
Inner wishbone bush .....	7.25 6.53
Inner wishbone bolt and nyloc nut .....	1.50 1.35
Rear shock absorber, GT6 (telescopic) ..	22.50 20.25
Rear shock mounting (on wheel arch) ...	21.50 19.35
Rear shock absorber bump stop .....	8.50 7.65
Rear transverse leaf spring, Vitesse MkII .....	69.50 62.55
Rear transverse leaf spring, GT6 MkII ..	59.00 53.10

## ★ SUMMER SPECIALS ★

RADIATOR, Herald/Spitfire (exchange) .....	75.00 67.50
TOP RADIATOR HOSE .....	3.50 3.15
BOTTOM RADIATOR HOSE .....	4.70 4.23
EXTRA TOP HOSE (GT6 ONLY) .....	3.50 3.15
HEATER HOSE SET (all models) ..	15.00 13.50
DOOR MIRRORS, ORIGINAL SPITFIRE/GT6 .....	14.00 12.60
DOOR MIRRORS, ORIGINAL HERALD/VITESSE .....	14.00 12.60
WIPER ARMS (state model) .....	7.50 6.75
WIPER BLADES (state model) .....	6.00 5.40
Boot hinges, Herald/Vitesse, Spitfire MkII,III (PAIR) ..	18.00 16.20
Inside door handle (SPIT IV/GT6 MkIII) .....	18.00 16.20

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HERALD/SPITFIRE 1300 .....	77.00 69.30
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VITESSE/GT6 .....	81.00 72.90

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SPITFIRE IV/1500/GT6 III FRONT BUMPERS (EXCHANGE) .....	£189.00 inc VAT
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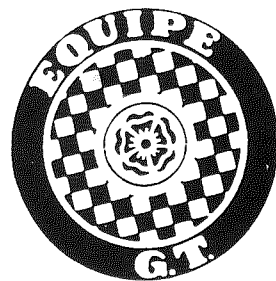
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these events and putting your car on display. This can only be to the benefit of the marque and who knows it might encourage a modest rise in the value of our cars making them an economic proposition to restore and therefore reduce the number being scrapped or broken. It was interesting to note the comments of Chris Horton in the recent Your Classic comparative Road Test of John Millers' 2L Convertible and Michael Hancocks' Vitesse. Considering the

two cars are virtually identical mechanically how can the reported apparent differences be anything more than particular idiosyncrasies of the two cars on that day and not true model to model comparisons.

Notwithstanding the foregoing, it was nice to see an Equipe featured in a magazine again and I understand that John quite enjoyed his day out in the New Forest.



## THE SEVENTH BOND EQUIPE WEEKEND, YAXLEY 1992

**S**OME thirty Equipes and around 100 people attended this years event which was held probably for the last time at the Three Horseshoes at Yaxley. The weather was gloriously sunny and even a bit too hot for some!



*The Kinderknechts with their 2L at Bond Weekend*

The standard of the cars attending was the highest yet seen and this was reflected in the Choice Equipe voting which was the closest since the event began in 1986.

A breakdown of the models shows that we just managed to have a representative of each model.

The respective numbers being as follows:-

2+2 — 1, 4S (inc. 1300s) — 12  
2L Coupe — 9, 2L Convertible — 8.  
As mentioned in the Register news one of the 'Stars' of the event was the 2L coupe from Basle in Switzerland driven to the event by Patrick and Daniel Rinderknecht. One of our more local members had an adventurous journey, encountering front wheel bearing trouble en

route, but by the time that the driver and his car were reunited on site, courtesy A.A. Relay, the Equipe Help Squad had sprung into action and a new bearing had been located and was waiting to be fitted. Repairs were duly completed on Sunday morning. I hope you had a safe journey home Dave (Whoops!).



*Equipes at the Weekend*

Principle award winners are listed below:-

### Distance Award

Nick Wotherspoon 2+2 from Preston.

### Special Award

Patrick and Daniel Rinderknecht from Basle.

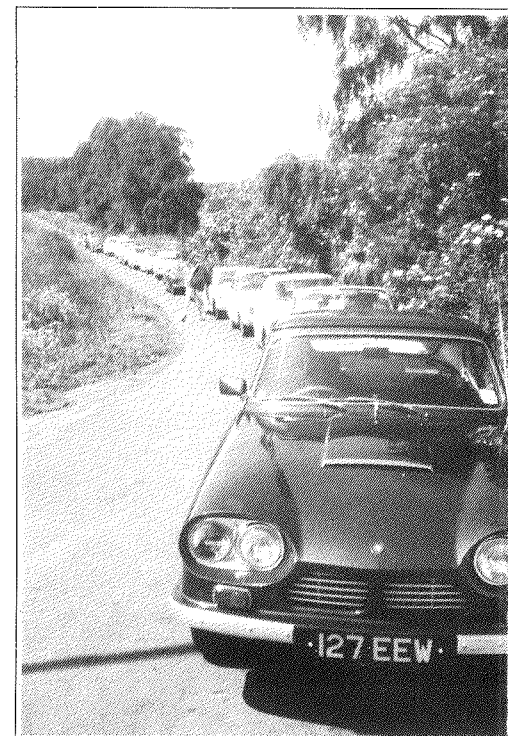
### Choice Equipe 6 Cylinder

Keigh Dungworth 2L Conv. NJA 791G

### Choice Equipe 4 Cylinder

Geoffrey Colquitt 4S GCX 735C

**Runners-up:-** Jack Hind 4S KRS 844G and Phil Belt JEC 35H. Holder of the Choice Equipe Shield for one year is Geoffrey Colquitt.



Among the raffle prizes drawn were Subscriptions to Popular Classics, vouchers from Cambridge Triumph Spares and Just Triumphs. Thanks to those donating prizes and to usual willing band of helpers, Pat, Dennis, Diana, Keith and Ann.

*Bonds on the Scenic Run*

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Front, Herald, Vitesse .....	£15.00
Front, Spitfire I, II, III, GT6 I, II .....	£15.00
Front, Spitfire IV/1500, GT6 III .....	£15.00
Rear, Herald, Vitesse .....	£15.00
Rear, GT6 .....	£15.00
Finishers, 1/4" wide inc. clips .....	£3.75
Finishers, 1/2" wide inc. clips .....	£32.00

## HOOD SEALS

Herald/Vitesse, header rail seal .....	£8.00
Herald/Vitesse, header rail seal retainer .....	£10.50
Herald/Vitesse, Hood to side window seal .....	£4.00
Herald/Vitesse, set of six retainers for above .....	£16.00
Spitfire, header rail seal .....	£7.00
Spitfire, set of three retainers for above .....	£6.50

## BODYWORK SEALS

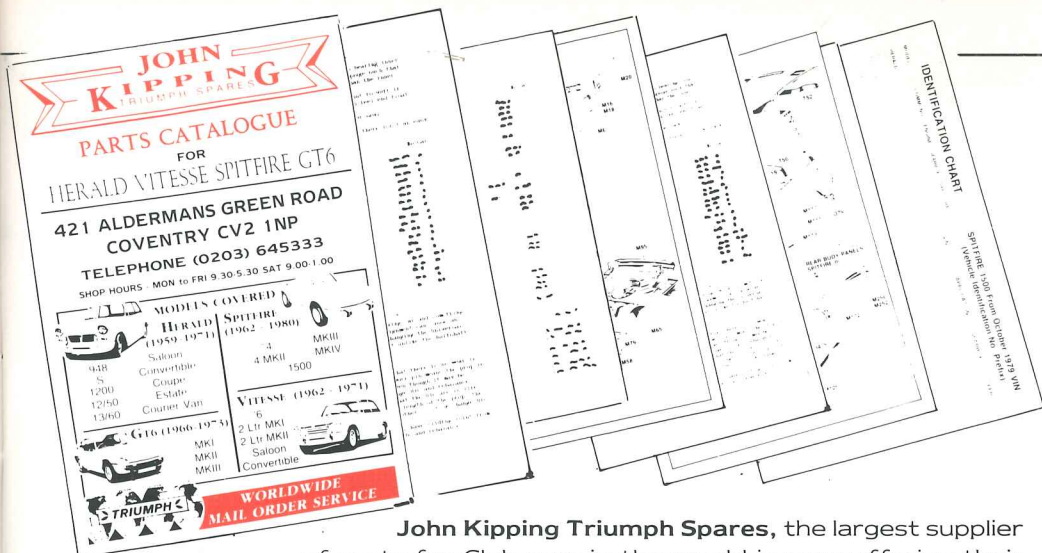
Front valance to bonnet, Her, Vit, Spit I, II, III .....	£1.00 each
Gt6 I, II .....	£1.00 each
Spitfire IV/1500 .....	£2.00 each
GT6 III .....	£2.00 each
Wheelarch to dash, Herald/Vitesse .....	£2.00 each
Spitfire/GT6 .....	£2.00 each
Outer weatherstrip, Herald/Vitesse (REPRO) .....	£6.00 inc. clips
Spitfire (ORIGINAL) .....	£7.00

★ Prices include VAT. Post extra

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# HERALD VITESSE SPITFIRE GT6



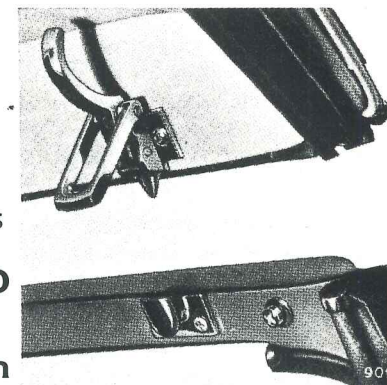
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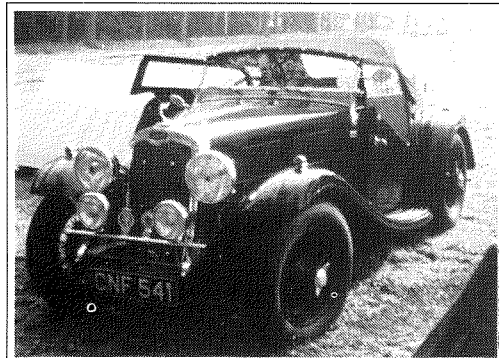
**T**HIS months feature car is a 1971 MKIII, very nicely rebuilt by Duncan Kennedy from Inchinnan in Scotland. HMC 168K has been sprayed from bare metal with base plus 4 top coats with an oven finish, in original Sienna Brown.

Duncan bought the car in 1988 for £500 and has spent nearly four years and £2,500 on the restoration, and the intention to get down to Hatton for the GT6 Day.



## S.T.I.R. REPORT

Wasn't Belgium fun! Host country to the seventeenth Standard Triumph International Rally, still no GT6 on the road, so it had to be the Vitesse... Very early on the Friday morning things started badly with an over-drive relay failure on the way to Dover! So it was a quick re-wire direct to solenoid via a spare toggle switch, whilst awaiting for Reg Painter and Buster Fenn who were in a 1936 Triumph Gloria Southern Cross CNF 541. So, with a maximum convoy speed of 50MPH I hardly needed the overdrive, for a wet drive to Wachtebeke! On arrival at the venue, Puyenbroeck, we met with Hank Swindens hammering in the STIR signs in the pouring rain. Fortunately it dried up later allowing us to pitch tents without getting wet.



1936 Gloria, 3 are known to survive.

Saturday a better day weather wise, bit of a thunder storm at tea-time though! Giles did a superb barbe-

## GT6 REGISTER

Jasper Bacon

que whilst I was trying to sell Buster's Triumph spares in three different currencies... four if you count beer! There was a run through the local countryside. The pace was pretty rapid and waving onlookers turned out 'en masse' to see the cars go by. The S.T.I.R. dinner was held in the Puyenbroeck centre, which seemed to have been enjoyed by all. Unfortunately the bar closed rather early, this caught Leon Guyot, Bob Rowland, Giles, John and myself on the hop! So there was nothing for it but to make a foray into the near-by town of Zelzate in the Vantesse, TPA 5F, bravely driven by Bob. I'd better not say how much beer was drunk, Nigel might not approve! Next morning, no hangover... honest! sun shining, it was concours day... lots of shiny cars including a GT6 Mk1 with white leather interior and a superb MkII belonging to John DeGrauw with a rather ingenious system involving a reservoir to keep the front trunnions topped up with oil... well, that's one way to save some brass... It was the early ferry back home for me, so I had to leave before the results of the concours. It was a really pleasant drive back in the sun through Belgium and France. About 8 miles to Calais I stopped for a '30s Rolls Royce, it appears that Rolls-Royce owners don't carry jacks, so a lowly Triumph item was pressed into action for a speedy wheel change, to make the ferry on time... It remains to thank Hank Swindens and his band of helpers for arranging a very worthwhile and pleasant weekend, well done and thanks.

## TRIUMPH NUTS!

For general interest, I found this chart on nuts and bolts whilst going through my colleges notes. Our cars are mainly fitted with UNF threaded bolts, using AF (across flats) spanner sizes. There are the occasional Whitworth sizes on parts of the fuel system and some electrical components, especially on the older cars. To clear a couple of points for bolt specs. are that the diameter of a bolt refers to the diameter of the shank/thread (outside size), ie, a 1/4" BSF bolt is 1/4" in diameter. UNF bolts are often referred to by there spanner size, i.e., 1/2" AF is 5/16" in diameter. The length of a bolt is always measured from beneath the head.

## DO YOUR TRIUMPH NUTS WORK FREE??

When a well designed bolted joint is tightened down, tension in the bolt/stud, holds it together, it acts like a piece of elastic, returning to its original length assuming it hasn't been stretched beyond recovery, on loosening off. This elasticity is a factor taken into account when calculating the torque setting for a bolt. The contractional force of the bolt clamps the mating faces together, a mix of friction in the threads

### How to use this chart

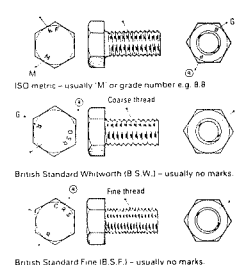
1. If there is an 'M' on the bolt head the bolt is metric and all measurements should be made in mm. If there is not, measure in inches.
2. Measure the length of the bolt.
3. Measure the overall diameter of the bolt or the thread diameter of the nut.
4. Check the nut and bolt for identification marks.
5. Count number of threads per inch (TPI) or measure the pitch of metric threads (distance between 10 threads in mm - 10).
6. Check with thread count table.

### To check threads hold bolts

If threads are correct they will 'nestle'.



### What the different bolts look like



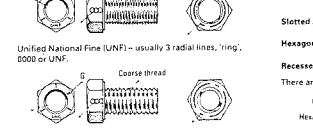
### Thread Identification Chart

Imperial	Bolt	American	Spanner	Metric	Thread	Pitch	Spanner
BSF	BSW	UNC	AF	mm	mm	mm	mm
26	20	1/4	28	20	1/4	2.0	0.40
22	18	3/16	24	18	1/2	2.5	0.45
20	16	1/8	24	16	3/4	3.0	0.50
18	14	3/16	20	14	1	3.5	0.60
16	12	1/4	20	12	1 1/4	4.0	0.70
16	12	1/4	18	12	1 1/2	5.0	0.80
14	11	5/16	18	11	1 3/4	6.0	1.00
12	10	3/8	16	10	2	7.0	1.00
11	9	7/16	14	9	2 1/4	8.0	1.25
10	8	1	12	8	2 1/2	10.0	1.50
9	7	1 1/16	12	7	2 3/4	12.0	1.75
8	6	1 1/2	12	6	3	14.0	2.00
						16.0	2.00
						18.0	2.50
						20.0	2.50
						22.0	2.50
						24.0	3.00
						27.0	3.00
						30.0	3.50
						33.0	3.50
						36.0	4.00
						39.0	4.00
						42.0	4.50

### Fastening Quality

There are two main grades of Nuts and bolts. 'Black' this is the normal grade. It simply implies a forged bolt with wider tolerances (they might have a bright finish). 'High Tensile' - a higher quality bolt usually limited to hexagon bolts or set screws.

Special Use - ensure replacements are to manufacturer's specification this can be especially important for shear bolts, bearing caps, bolts etc.



Unified National Fine (UNF) - usually 3 radial lines, 'ring', 0000 or UNF.

Unified National Coarse (UNC) - usually 3 radial lines, 'ring', 0000 or UNC.

Grade of importance

Grade of bolt

BSF/BSW UNF/UNC

Other marks of no significance.

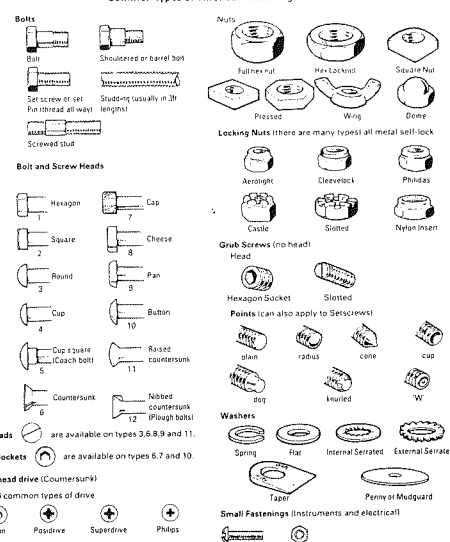
Note: These are the standards or recommendations but are not observed by all manufacturers. Source can help e.g. John Deere Tractor - UNF/UNC

Fiat Tractor - Metric

British Standard Fine (BSF) - usually no marks

British Standard Fine (BSF) - usually no marks

### Common types of Threaded Fastenings



Machine screw and nut (reference to manufacture)

British Association (B.A.)

Size 0 1 2 3 4 5 6 7 8 9 10 11 12

Size 1 2 3 4 5 6 7 8 9 10 11 12

Size 1 2 3 4 5 6 7 8 9 10 11 12

Size 1 2 3 4 5 6 7 8 9 10 11 12

Size 1 2 3 4 5 6 7 8 9 10 11 12

Size 1 2 3 4 5 6 7 8 9 10 11 12

Size 1 2 3 4 5 6 7 8 9 10 11 12

Size 1 2 3 4 5 6 7 8 9 10 11 12

and friction between the bolt head/nut and component surface will keep the component clamped. A well designed joint allows no relative movement between the parts and friction on the bolt head is maintained... Re-using 'once only' locking devices, less than careful reassembly or poor design can let things move relative to one another. Vibration causes micro-movement which tries to move/slide the bolt head and component in opposite directions, lowering friction and once the bolt tension starts to drop, it's down the slippery slope to looseness. So, the answer is to check your Triumph Nuts, if in doubt use a new nyloc nut and try where possible to stick to the specified torque setting. Spring washers can be of limited value, especially the corrugated ones as they can reduce the footprint of the bolts head on the underlying component, thus reducing the friction promoting surface area... A particular problem area on our cars, for bolts coming loose, are the bolts on the differential to drive shaft flanges. Well worth putting a spanner on these occasionally. Various locking adhesives of varying strengths can be used, e.g. Loctite 242/243 or if 'never to come apart again', A WELD!

## SIEZED TRIUMPH NUTS

The opposite is also true (too often!), siezed nuts leading to rounded off nuts and sheared bolts leading to bad language and grazed knuckles. Whilst the average armory will consist of items such as splitters, cold chisels, hacksaws and grinders, an important weapon in my kit is a set of hexagonal section sockets and ring spanners, these will fit exactly

onto a hex. nut and the chances of rounding off are very much reduced. If buying hex. sockets, go for reinforces ones that are suitable for air wrenches. Now, if you've had a miserable time with all those siezed Triumph Nuts and it's time for re-assembly, it's well worth considering that someone, and it may well be you, will have to undo those bolts again! So prevention is better than no cure at all. Assembly using a product such as Coppaslip on the threads (and on the inside of those steel centred bushes) can work wonders. Another tip is to reduce the amount of extra thread left bare to the elements by choosing bolts of the correct length... use the correct Triumph Nuts, i.e. manifold nuts should be made of brass as they don't react with the heat or rust and are less likely to seize than steel nuts. Nyloc nuts and the nylon will melt and they may come loose. Coppaslip or grease should never be used on wheel nuts (if necessary use a light oil on rusty threads). It's best to have wheels that don't come undone too easily!



TRUNNION OILER



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OFFERS**

FOR

**SPITFIRE**

**HERALD**

**VITESSE**

**GT6**

**BOND EQUIPE**



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TELEPHONE ORDERS



Model No. SBR — RADIO CONTROLLED SIREN ALARM



**FEATURES:**

NEW IN SIREN SIREN CASING — MANUFACTURED IN HIGH IMPACT ABS  
TWO KEY RING TRANSMITTERS PERSONALLY PROGRAMMED  
VISUAL ON/OFF INDICATION — FLASHES HAZARD LIGHTS & DASHBOARD L.E.D.  
HI-POWER 118db SIREN — SOUNDS FOR 30 SECONDS AND AUTOMATICALLY RESETS  
SWITCH FOR BOOT OR BONNET PROTECTION  
VOLTAGE DROP SENSING — TRIGGERED BY DOORS OPENING  
COMPATIBLE WITH CENTRAL LOCKING SYSTEMS — USE OPTIONAL MC1 RELAY  
SHOCK WAVE SENSING — ADJUSTABLE FOR SENSITIVITY  
WIRING HARNESS — PLUG-IN CONNECTORS AND FUSES INCLUDED

**FOR EXTRA SECURITY:**

ULTRASONIC DETECTORS CAN BE ADDED USING GAMMA MODEL NO'S USMW OR MUS

**THE ONLY CAR SECURITY SYSTEM WITH  
A LIFETIME GUARANTEE**



**G600 SERIES — COMPACT RADIO CONTROLLED ALARMS**



The very latest European vehicle security systems, incorporating two channel transmitters. The light blue push button activates the car alarm, the dark blue push button enables you to remotely operate electrically controlled garage doors, gates, etc. (use optional CAD). Visual on/off indication via dash mounted L.E.D. and hazard warning lights. Engine immobilisation Hi-power 122 db siren, sounds for 30 seconds and automatically resets. Electronic anti-tampering circuit. Anti-vandal adjustable shock wave sensor. Protection against forced entry via doors, boot or bonnet. Remote controlled central door locking. Voltage drop override for cars with thermostatic fans and turbochargers.

**The G600 Series**

- G602 — Incorporates all the above features.
- G603 — As G602 plus Ultrasonic protection.
- G601 — As G602 plus rechargeable Ni-Cad battery back up.
- G600 — Has EVERYTHING.

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# ALARMING NEWS FROM TSSC OFFERS



With a sudden upsurge of car thefts which has been noticeable over the last few months, and our cars being subject to mindless vandalism, TSSC Offers are now thankfully able to provide members with a range of high security alarm systems manufactured and supplied to us by one of the countries leading firms.

**SUITABLE  
FOR ALL  
CLUB  
CARS**

## MICROWAVE

Protecting your convertible has always been a problem:- With the new Club alarm system it can be protected with the hood up or down with the use of a microwave sensor. This unit is compatible with both of the alarms on offer and will sense the intrusion of any object over the waist of the car, triggering the alarm long before the would be thief has got near your stereo etc. It can also be used in saloon and estate cars as it is totally adjustable for any interior space.

R.R.P.  
**£81.05**

T.S.S.C.  
**£65.95**

R.R.P.  
**£49.95**

T.S.S.C.  
**£40.95**

## ULTRASONICS

An add-on unit for our alarm systems giving additional control. This unit is specifically for saloons and estates and works on pressure and heat changes.

### THE GA500 SBR REMOTE CONTROLLED SYSTEM

A professional alarm for DIY fitment, features include:-



Full fitting instructions.



Instantaneous alarm



Remote controlled



Hazard Warning Indicator.



Door opening voltage drop.



Panic facility.



Instantaneous alarm for boot or bonnet.



118db siren sounds for 30 secs. and auto reset.



Shock wave sensor. (adjustable)



RRP  
**£137.50**

**TO BE USED IN CONJUNCTION  
WITH EITHER OF THE ABOVE  
(DIY FITTING TIME 2-3 HOURS)**

TSSC  
**£111.50**

### THE GA600 SERIES REMOTE CONTROLLED ALARMS

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Engine immobilisation. \*



122DB siren.

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+ FULL TECHNICAL &  
FITTING ADVICE**

(DIY FITTING TIME 3-4 HOURS)

RRP  
Convertible **£290.95**

TSSC  
Convertible **£236.45** inc. microwave

Saloon **£253.80**

Saloon **£206.00** inc. ultrasonics

**P&P ON ANY ORDER £5.95**

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**PRICES INCLUDE VAT**

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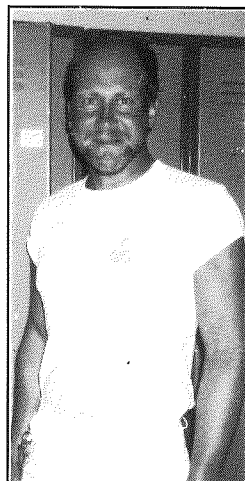


or phone

**0858 434424**







Mac  
Reynolds

**H**I The first of this month's features belongs to Simon Adamson (Bromley, Kent), who is . . . how can I say this . . . an incurable GT6 enthusiast . . . but after starting work on a 'serious' bodywork restoration on his MkIII GT6 . . . realising how long it would take, looked around for another Club car to run around in . . . and the following suitable Vitesse turned up . . .

Her vital statistics are . . . registration number XUL 239H, date of registration 27/01/70, chassis number HC54776DL, engine number ME92539HE? Body colour Carmine Red? The previous owner had a partial restoration carried out on her and decided to have the car sprayed in a non original colour . . . (not too far from the original Damson) . . . it was during this period the engine was replaced with one from a Triumph 2000 (hence the incorrect engine number prefix), mileage Simon says seems true as indicated at 80,036 . . . as long as a '1' is put in front of it . . . when Simon bought the car last year it had been off the road for some time, so required a total brake and steering rebuild, work on the suspension and driveshafts . . . Simon has since given the engine a bottom end rebuild, the photo (in colour) shows her to look excellent . . . a convert I hope . . . sell the GT6 Simon . . . The next featured Vitesse is a 1965 convertible, purchased in 1991 by Paul Forman (Whitstable) finished in white, black interior, registration number GPA 928C, chassis number HB25114CV, registered 15/1/65 . . . built on Christmas Eve 1964 . . . GPA stood in a garage from 1978-1988 being sold to a civil engineer

who had her restored from the chassis up, taking around 18 months to complete . . . with total documentation and photos . . . GPA has appeared in the Feb/March, April/May (1992)



issues of Car and Bike Classics . . . since purchasing her (and since the photo) Paul has fitted a set of (Club Special Offers) wire wheels. This I imagine would make her look even better than in the photo (if that's possible) . . . Paul is at present compiling extensive records of all of our Club cars . . . so he is sending out a

plea to everyone . . . if they could possibly spare 18p and send to him a photograph of their car plus any info . . . or any magazine cuttings etc . . . send to . . . Paul Forman, 38 Highgate Road, Whitstable, Kent, CT5 3HW, his collection at present amasses to nine A4 binders (with plastic wallets) . . . best of luck Paul . . . hope the response is good . . . keep me informed of your progress.

On the subject of collecting information . . . I myself would like to list on file all the MkIII fitted with the steering column ignition/lock (approx, the last 500 1971's) so could I please ask all of you with a Vitesse fitted with such an item from new to send me a photo and as much information as possible . . . (I own two of them so that's a good start . . . but don't let it be the only two on file . . .)

*This is a good opportunity to have a bit of a moan . . . since I have been writing this Register I have put out many pleas and requests for information on behalf of members . . . and to date I have only had one reply . . .*

I find it hard to believe on occasions that out of the . . . what is it . . . 17,000 members, that someone hasn't information to pass on . . . remember it may one day be yourself asking . . . so please spare some time and 18p . . . our cars are special . . . any information/history is all important and all adds to the character of the car . . . lecture over . . . and thanks to Leon Guyot (International Register Secretary) for supplying the following information reference the 'mystery' Vitesse Van (see page 10, June Courier) TPA 5F. It actually belongs to Bob Rowland the West Middlesex Area Organiser . . .



## NEED HELP FIXING YOUR TRIUMPH?

*We can fix dents,  
replace rusty panels,  
weld chassis sections,  
sort out MoT problems,  
repair suspension & mechanical faults,  
rebuild engines,  
restore sagging sills and sticking doors,  
respray in original Triumph colours,  
retune engines and carbs to  
tip-top condition,  
and generally get your car looking  
good and going well*

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Front wing Spitfire Mkl, II, III, GT6 Mkl	£49.00	Inc VAT
Front wing GT6 Mkl	£75.00	
Front wing Spitfire MkIV/1500, GT6 MkIII	£39.00	
Front side lamp panel (complete) Spitfire Mkl, II, III, GT6 Mkl	£35.00	
Front side lamp panel (complete) Spitfire MkIII, GT6 Mkl	£35.00	
Front steel valance Spitfire Mkl, II, III, GT6 Mkl, II	£70.00	
Front valance fibreglass Spitfire Mkl, II, III, GT6 Mkl, II	£24.00	
Front quarter valance steel Spitfire MkIV/1500, GT6 MkIII	£49.00	
Front quarter valance fibreglass Spitfire MkIV/1500, GT6 MkIII	£19.00	
Front inner wheelarch (joins outer wing) Spitfire Mkl, II, III, GT6 Mkl, II	£30.00	
Front inner wheelarch (joins outer wing) Spitfire MkIV/1500, GT6 MkIII	£25.00	
Outer sill (reproduction top quality) all Spitfire, GT6	£14.00	
Outer sill (genuine) (make sure your doors fit) all Spitfire, GT6	£36.00	
Full floorpan, all Spitfires, GT6	£35.00	
Rear wing (genuine) Spitfire Mkl, II, III, GT6 Mkl, II	£70.00	
Rear wing (genuine) Spitfire MkIV/1500, GT6 MkIII right hand	£140.00	
Rear wing left hand, GT6 MkIII with filler hole	£152.00	
Boot floor, all Spitfire, GT6	£40.00	
Rear valance Spitfire Mkl, II, III, GT6 Mkl, II	£35.00	
Rear valance Spitfire MkIV/1500, GT6 MkIII	£30.00	
Bootlid Spitfire Mkl, II, III steel	£250.00	
Bootlid Spitfire Mkl, II, III fibreglass	£45.00	
Bootlid Spitfire MkIV/1500 steel	£105.00	
Rear inner wing (rear half) Spitfire Mkl, II, III, GT6 Mkl, II	£35.00	
Rear inner wing (rear half) Spitfire IV/1500, GT6 MkIII	£40.00	
Rear inner wheelarch (joins outer wing) Spitfire Mkl, II, III, GT6 Mkl, II	£29.00	
Rear inner wheelarch (joins outer wing) Spitfire MkIV/1500, GT6 MkIII	£29.00	
Battery box all Spitfire, GT6 (left or right hand drive)	£14.00	

### NEW REPAIR PANELS OF OUR OWN MANUFACTURE

Front body mounting bracket (body to front outrigger)	£15.00	Inc VAT
Front A post lower repair (joins floor pan)	£12.00	
Front roof edge strip GT6	£19.00	
Left hand rear wing with filler hole GT6 MkIII	£152.00	

### WE STOCK 'EVERY' AVAILABLE BODY PANEL FOR YOUR CAR!

### MECHANICAL PARTS — ONLY QUALITY SUPPLIED

Front trunnion (original STANPART) all models	£15.00	Inc VAT
Front trunnion bush kit all models	£5.00	
Top ball joint all models	£10.00	
Front wheel bearing kit Spitfire, Herald	£12.00	
Front wheel bearing kit GT6, Vitesse	£14.00	
Front shock absorber, SPAX, all models	£22.00	
Rear shock absorber SPAX	£20.00	
Rear shock absorber lever arm Vitesse MkII	£25.00	
Rear shock absorber GT6 with Rotoflex	£22.00	
Front suspension bolt kit (absolutely complete)	£15.00	
Rear suspension bolt kit (includes new top shock bolt)	£15.00	
Rear spring Spitfire MkIV/1500, GT6 MkIII NEW	£65.00	
Steering rack (EXCHANGE required)	£32.00	
Steering column universal joint all models	£20.00	
Track rod end all models	£7.00	
Alloy rack mounting kit (no more rack movement) all models	£20.00	
Wishbone bush all models (FRONT)	0.75	

### BRAKE PARTS (ALL GENUINE GIRLING UNLESS OTHERWISE STATED)

#### BRAKE PIPE SETS (COPPER) COMES WITH EVERYTHING!

Spitfire Mkl, II, III	£35.00	Inc. VAT
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### BRAKE PIPE SETS CONTINUED

Spitfire Mkl, II, III	£35.00	Inc VAT
Spitfire MkIV/1500 single line system	£30.00	
Spitfire 1500 tandem line system	£39.00	
GT6 Mkl	£35.00	
GT6 MkII	£39.00	
GT6 MkII (ROTOFLEX)	£39.00	
GT6 MkIII (ROTOFLEX WITH SERVO)	£39.00	
GT6 MkIII NON ROTOFLEX	£39.00	

### GOODRIDGE BRAIDED STAINLESS STEEL BRAKE HOSE KITS FIT AND FORGET!

Spitfire Mkl, II, III, Herald 13/60	£32.00	Inc VAT
Spitfire 1500	£32.00	
GT6 Mkl, Vitesse	£35.00	
GT6 MkII, III, Vitesse (ROTOFLEX)	£39.00	
GT6 MkIII (NON ROTOFLEX)	£32.00	
Brake disc Spitfire, Herald	£16.00	
Brake disc GT6, Vitesse	£18.00	
Front brake pads (please state model)	£10.00	
Rear brake shoes Spitfire, Herald	£12.00	
Front caliper kit Spitfire MkIII, IV/1500	£15.00	
Front brake caliper kit Vitesse, GT6	£15.00	

### ASK ABOUT OUR RECONDITIONED BRAKE CALIPERS!!

#### RUBBER SEALS

Screen rubber Spitfire Mkl, II, III, GT6 Mkl, II	£18.00	Inc. VAT
Screen rubber Spitfire MkIV/1500, GT6 MkIII	£18.00	
Screen rubber Herald, Vitesse (62 ON)	£16.00	
Door aperture seal Spitfire (ORIGINAL)	£12.00	
Door aperture seal GT6 (ORIGINAL)	£18.00	
Boot seal Spitfire	£11.00	
Outer door glass weatherstrip Spitfire, GT6	£6.50	
Outer door glass weatherstrip Herald, Vitesse	£6.00	
Bonnet stop cone, all models	£1.75	
Screen frame to base seal Spitfire Mkl, II, III, GT6 Mkl, II	£17.00	
Gear lever boot Spitfire	£9.00	
Gear lever boot Herald, Vitesse	£8.00	

### CARPET SETS — WOOL MIX — BOUND EDGES — TOP QUALITY

Spitfire all models	£65.00	Inc. VAT
Herald saloon	£55.00	
Herald convertible	£55.00	
Vitesse saloon	£65.00	
Vitesse convertible	£65.00	

### FOR MOULDED CARPETS SEE TRIM SECTION

#### HOODS — HIGH QUALITY WITH COTTON LINING

Spitfire Mkl, II	£70.00	Inc. VAT
Spitfire MkIII	£70.00	
Spitfire MkIV/1500	£65.00	
Herald, Vitesse	£79.00	

### DIFFERENT COLOURS AVAILABLE, DOUBLE DUCK AND MOHAIR MATERIAL ALSO STOCKED

Seat cover kit Spitfire MkIII	£85.00	Inc. VAT
Seat cover kit Spitfire MkIV (EARLY)	£75.00	
Seat cover kit Spitfire MkIV (LATE)	£75.00	
Seat cover kit Spitfire 1500 (HOUNDSTOOTH PATTERN)	£75.00	
Seat cover kit GT6 MkIII	£75.00	
Pair door trim panels Spitfire Mkl, II, III	£35.00	
Pair door trim panels Spitfire MkIV/1500	£35.00	
Pair door trim panels GT6 Mkl, II	£40.00	
Pair door trim panels GT6 MkIII	£40.00	
Headlining for GT6 Mkl, II, III	£30.00	
Headlining hard top Spitfire MkIII	£30.00	
Headlining hard top Spitfire MkIV/1500	£35.00	
Pair PVC door top cappings all Spitfire and GT6	£20.00	
Rear wheelarch panel kit Spitfire Mkl, II	£35.00	
Rear wheelarch panel kit Spitfire MkIII, IV/1500	£35.00	
Rear wheelarch panel kit GT6 Mkl, II	£30.00	
Rear wheelarch panel kit GT6 MkIII	£30.00	
Pair sun visore all Spitfire and GT6	£22.00	
Complete hand brake/arm rest console (will fit all models)	£39.00	
Moulded carpet set all Spitfire	£120.00	
Moulded carpet set GT6 (please state model)	£190.00	

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UNIT 1, BUTTONS GREEN FARM,  
COCKFIELD, BURY ST EDMUNDS,  
SUFFOLK. IP30 OJF.

MANVERS 1992



# D.O.T. TEST CHECKLIST

Models Covered		Minimum total braking force			
		Frontbrake	Handbrake	kg 50% (lb)	kg 25% (lb)
Triumph Herald 1200, 12/50	1964-70	475 (1050)	152 (336)	238	
Estacade	1964-70	520 (1145)	166 (366)	260	
Herald 13/60	1967-70	495 (1095)	158 (350)	248	
Estacade	1967-71	520 (1145)	166 (366)	260	
Vitesse Mk I/II	1962-71	535 (1180)	171 (378)	268	

Locations	VIN plate: R.H. front inner wing
	Bonnet release: L.H. & R.H. sides of bonnet
	Master lighting switch: centre fascia
	Windscreen wiper: L.H. or R.H. fascia
	Windscreen wash: L.H. or R.H. fascia
	Horn push: steering wheel centre

Transmission	Type: rear wheel drive
--------------	------------------------

Suspension	Type - front: coil spring, double wishbone, telescopic damp or without anti-roll bar
	Type - rear: transverse leaf spring, radius arm, swing axle - models; lower arm - models, telescopic damper

Steering	Type: manual rack & pinion, single piece collapsible column, universal/flexible coupling to rack and pinion
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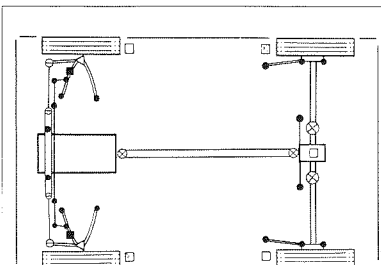
Braking System	Circuit type: single or dual front/rear split, pressure differential warning valve
	Front brake type: drum (two-leading shoes) or solid disc, two piston caliper
	Rear brake type: drum, single piston wheel cylinder
	Rear brake load compensating valve: Type - not applicable
	Handbrake type: single adjustable cable to relay lever, separate between rear brakes to compensator
	Handbrake adjustment: no manufacturers specification

Special attention points	Steering column U/J and rack mountings
	Upper wishbone and coil spring mountings
	Wear on front lower wishbone trimons
	Rear suspension tie-rod

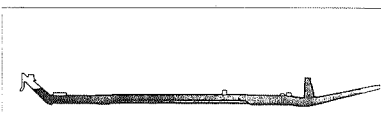
Underbody suspension and steering check points

- Tramion
- Flexible U/J coupling
- Driveshaft joint & gaiter
- Flexible bush mounting
- Rail joint
- Jack here (to check side play in joints)
- Jack here (to check air in joints)
- Raise here (on body)

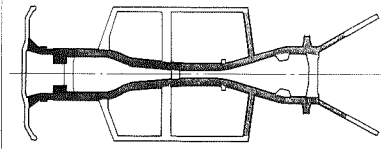
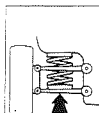


Main longitudinal members

Check for corrosion



Front suspension jacking point



Bob apparently built the 'Vitesse Van' from parts accumulated in his lockups and local scrapyards. This was back in July 1989 . . . since then it has covered about 50,000 miles on unleaded petrol and is used very much as a workhorse/mobile workshop by Bob in his trade as a Triumph mechanic. He also runs a Vitesse convertible in the guise of a Mk1 2 Litre . . . which started life as . . . well perhaps it's better not to ask . . . if you want to look out for that one, it's finished in Damson with a white striper (ACC 195A). The photo of Bob's van poses another question which deserves more investigation . . . who is the lady with her bum in the air? And what is she doing? Answer to me please in a plain brown envelope . . . (is she just bowing to Bob's 'Vantesse' . . . ?) . . . I spotted a Vitesse estate in Plymouth on the evening of the 24th May (Valencia Blue . . . KDV 204F?), it looked to be in excellent condition . . . but as I was travelling in a friends car I was unable to investigate in depth . . . I have no IVRs for this or Bob's van . . . so come on please send them in . . . if I ask enough times I hope it will pressure you all into completing one . . . thanks . . . On the condition of bodywork leads me to think

of the dreaded MoT . . . but necessary to keep a check on some unscrupulous motorists . . . I've included this month a quick check list and diagram of the chassis which is involved in the test/fail points . . . I hope all your cars are way above what is required . . . or at least they will be when you've checked each area one by one (I did not realise until recently that no MoT is required on the Channel Islands . . . does that mean that no chassis is needed!! . . . ) I jest!! . . .

## ... REPORT ON THE INTERNATIONAL NEXT MONTH . . .

A final word . . . a special thanks to Angie who acquired a Tupperware 'Orange Peeler' for me . . . I'm forever in your debt . . . and a very sincere thanks to Jack and Jean (our local AO) for putting on a 'superb' BBQ, an excellent afternoon/evening was had by all (I haven't laughed so much for a long time). I'm still waiting for Jean to 'frisk' me properly!! . . . videos are available of the event (care of Sandy) remembering they do carry an 18 certificate . . . due to the explicit nature of Jacks striptease (nice tan Jack!!) see you all at Yeovil . . . Thanks, take care . . . cheers . . .

I DID my annual visit to the Enfield Pageant of Motoring last month. Apart from spending the usual £200 on rare parts I had a pleasant surprise this year at seeing two handsome Spitfire MkIII's, one Valencia Blue on show, and one Signal Red hiding behind a tent. Are you members? Please drop me a line about your cars.

## SPITFIRE I, II, III REGISTER

Brett Dennis

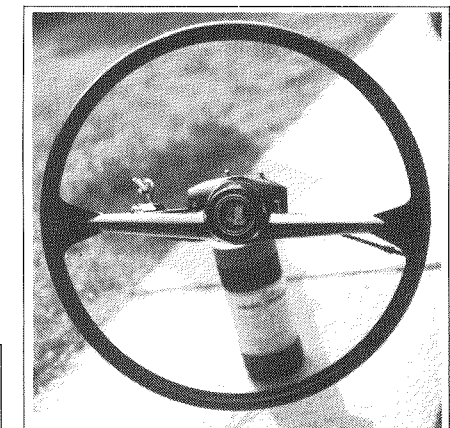
Do you remember a few months ago I wrote an article on the front suspension saying Triumph kept altering the height of their front springs. Well I have found out why. The reason being the law was changed on headlamp height, this necessitated the re-introduction of the earlier spring. One more mystery solved but there are plenty more to come.

## STEERING

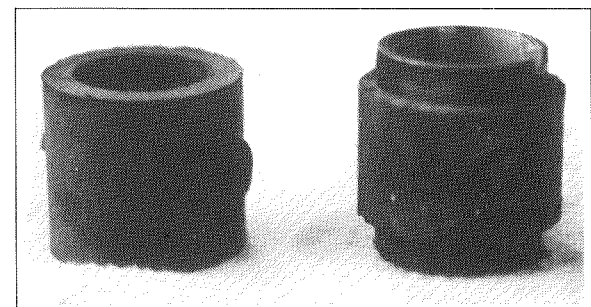
The upper steering column cowl is the same for all early Spits, except for cars fitted with a steering lock (standard on German cars), has anybody out there got this lockable column, please could you send me some information, photos etc, so we could all see one. Also MkIIIs after FD/FDU7500 (this being 1970, the last year of production) had the MkIV column cowl fitted this being understandable for the American Spitfires (FDU) because they had MkIV dashboards fitted, meaning they had steering column locks. But for all the other Spitfires that means there is a 3/4" hole half way down the column.

The steering column bushes are all the same for all the models. But the originals are far superior to the remanufactured ones. The real ones seem to last for years and years. You can easily tell an original one

Spitfires. MkI and Mk2s had the Herald big bus steering wheel.



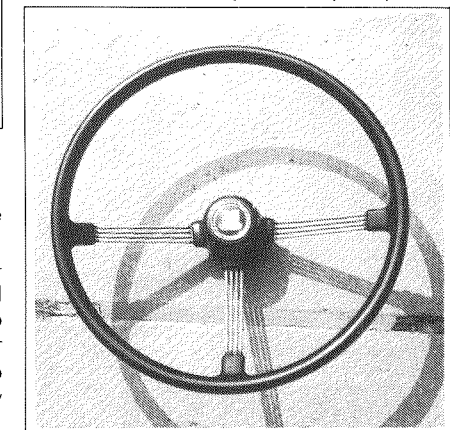
Spitfire MkI and II. MkIIIs up to 1969 had the three spoke wheel. From 1969 (FC75000) they had



Left: Original steering column bush. Right: Remanufactured bush.

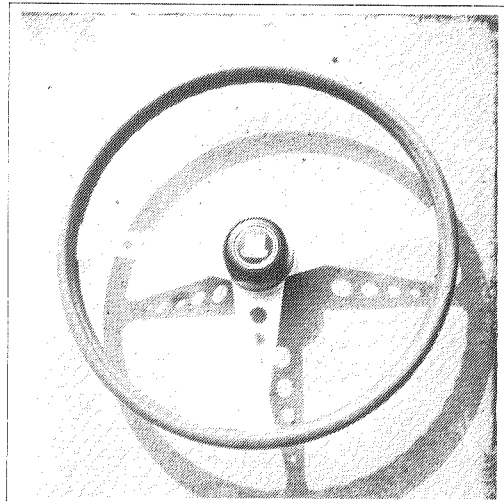
because it should be the same thickness the whole of its length. There seem to be basically two types of indicator/lighting stalks. Spitfires MkI, II and early MkIIIs and later ones had short stalks, same as MkIVs. But no changeover date is given. Early MkI's had a different indicator switch up to FC 31640 (middle 65) These also used a different cancelling clip which MUST be only used with this clip.

There are three basic steering wheels fitted to early



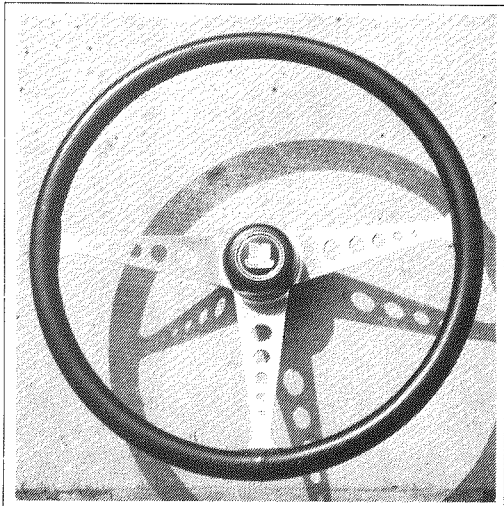
Spitfire MkIII up to FC75000

the same as the MkIV except for a plastic outer grip instead of a sponge type fitted to later cars.



*Special order wood rimmed.*

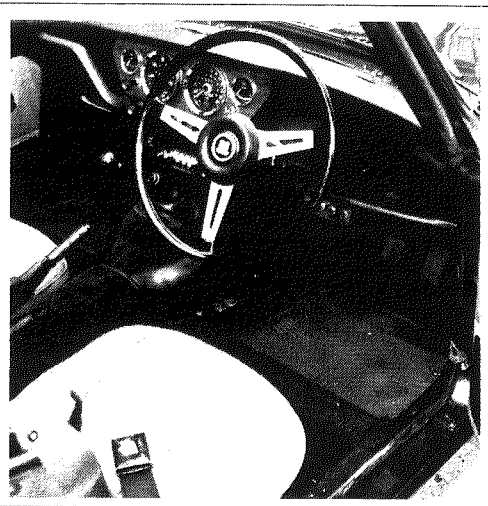
The American market Spitfires started the same as other Spitfires but early on, the MkIIIs (FDU 31254) changed to meet new safety laws, changing once more in 1969. There were two steering wheels available to special order both being made by Formula. The commonly known one being the woodrimmed wheel, the other being leather rimmed.



*Special order leather rimmed.*

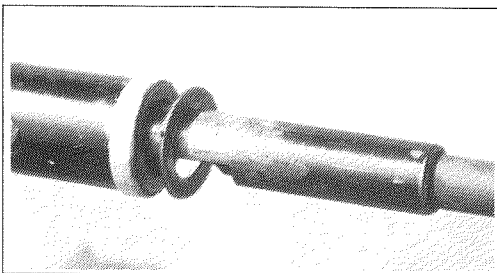
This being the same as the GT6 MkI, but they had two types both being identical apart from one having polished spokes and the other

having matt spokes. We are looking for the polished spoke type.



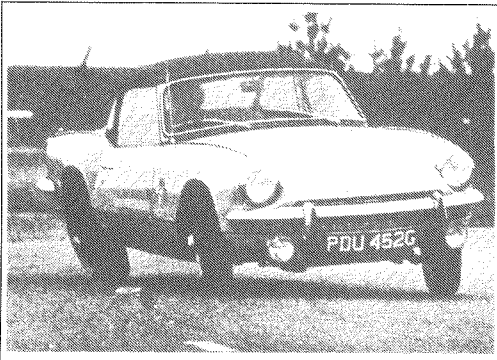
*1970 Spitfire MkIII.*

Before we finish with the steering there is just one other point. On the end of the steering column you should have a alloy cap and a nylon washer.



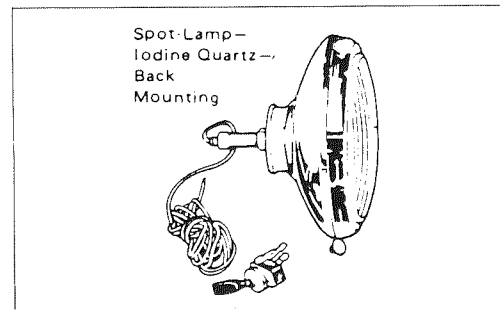
*Alloy cap and nylon washer.*

These usually get taken off and thrown away when changing the column bushes.



*Correct fitment of foglamps to MkIII Spitfire.*

I have seen a few MkIIIs lately with fog light fitted. The fog lights are usually fitted to the front valance. This is not a very good idea because the valance has not got the strength to support them. Have you seen modern cars with fog/spot lights which bounce all over the place? This is because of poor fitment. Triumph overcame this by producing special brackets which bolt to the hinge brackets.



*Special bracket for bolting to hinge brackets.*

This then allowed the fitment of back mounting foglights. I have had some of these reproduced at £5 a pair. Please contact me if you require some.

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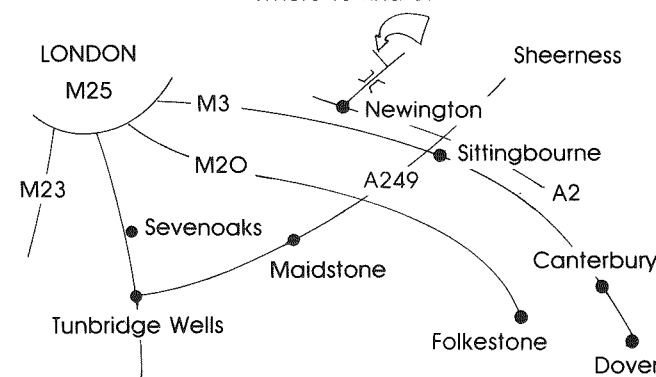
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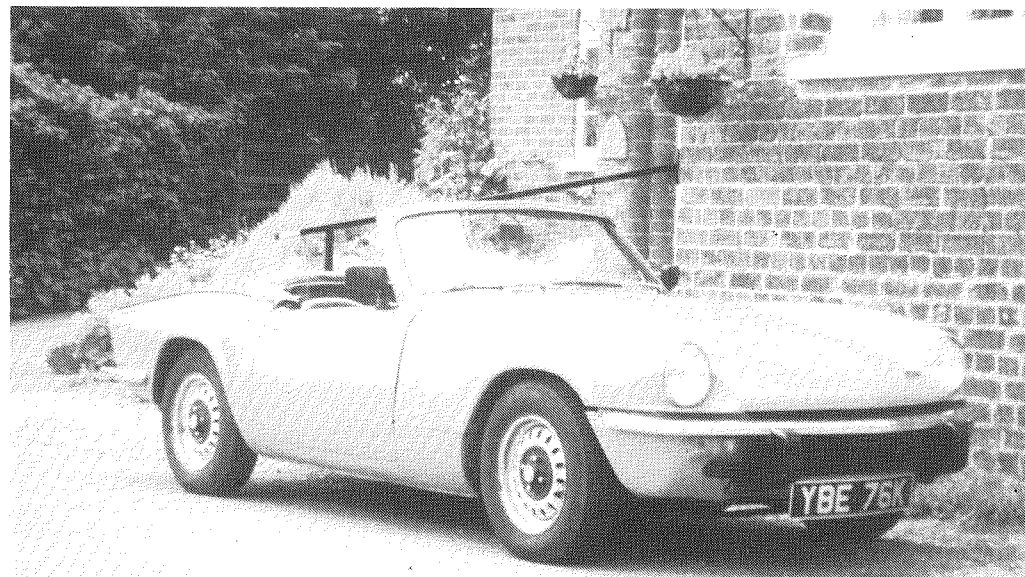
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## SPITFIRE IV John Thomason 1500 REGISTER

**T**HIS months heading photo is sent in by Jonathan Yarwood of Screnby, Lincs and features his 1971 Spitfire IV in front of the 'Old School'. The car has had two previous owners and is still serviced by the same garage since new having only covered 46,000 miles. The car is totally original, having never been rebuilt and still has the original tool kit and steel front quarter valances!

### MOT TEST CHANGES

Phil Coppin recently wrote in stating that his Spitfire recently failed its MoT because the replacement sills he had fitted were spot welded in place. The MoT station claimed that the MoT regulations had recently changed and that only a 'CONTINUOUS SEAM WELD' was acceptable for repairs to 'PRESCRIBED AREAS' i.e. structural members or areas within 30cm of a load bearing point.

This didn't seem to ring true especially when the sills were originally spot welded by Triumph. A copy of the regulations was obtained which revealed that the regulations had indeed changed from 1st November 1991 at the same time as the exhaust emission tests were introduced.

However, Mr Coppin's MoT station were incorrect in this interpretation of the regulations, since a clause is included which states 'ALTHOUGH SPOT WELDED JOINTS ARE ACCEPTABLE WHERE THEY ORIGINALLY EXISTED'.

The changes to the MoT introduced on 1st November, 1991 are detailed in the Vehicle Inspectorate Special Notice 17/91 and include:-

1. Exhaust Emissions (also notice 16/91).
2. Anti lock braking system warning lights.
3. Rear wheel bearings.
4. Rear wheel steering.
5. Rear seat belts.
6. Improved corrosion assessment.

Only items 1, 3 and 6 affect our cars, and no doubt you will have noticed by now how the MoT now jacks up the rear of the car as well to check the rear wheel bearing.

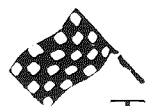
### CLUTCH PROBLEMS - SOLUTIONS?

Following on from my recent article on clutches, Graham Jenkins of Classic Car Fasteners wrote in with details of a kit he is currently supplying to traders. The kit comprises all the components

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necessary to refurbish the clutch operating lever fulcrum point (fig. 1).

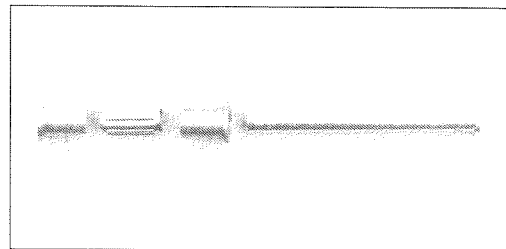


Figure 1. Clutch fulcrum pivot pin kit.

The fulcrum pin is plated and more importantly headed so that it can't fall out! The crimped tolerance ring is stainless steel to prevent corrosion and breaking while the 2 bushings are VERY slightly oversize to compensate for the inevitable wear in the fulcrum. A very good kit and available from most of the Triumph traders.

On the same subject Adrian Spakes writes in and reminds me of 2 other clutch problem solutions:- 1. A worn clevis between the clutch pedal and master cylinder push rod can use up valuable pedal travel and is very easy to cure and replace (fig. 2).

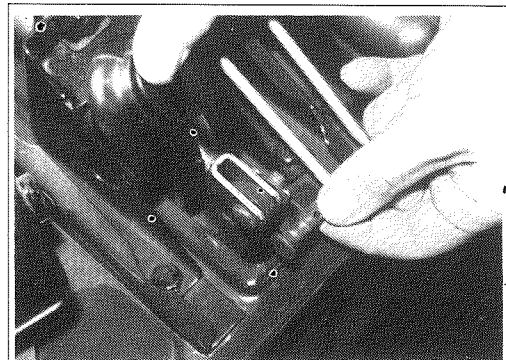


Figure 2. Check for wear in clevis pin.

By loosening of the pinch bolt, the clutch slave cylinder can actually be pushed forwards towards the clutch by approximately a 1/4" within its mounting sleeve. In THEORY, unless the slave cylinder piston is reaching the end of its travel, this adjustment shouldn't make any difference since the slave cylinder piston should always be in contact with the clutch push rod. However, in PRACTICE this adjustment can sometimes give you about another 1/4" of clutch travel.

## DELIBERATE MISTAKE

So how many spotted last months deliberate mistake on my article on tyres (No more last minute changes!). Fitting larger diameter tyres will cause the speedo to read SLOW and not fast as I stated. The table should read as follows:-

Tyre Size	Actual Speed (MPH)	Speedo Reading (MPH)	Error %
155x13	70	70	0%
165x13	70	67.8	3.2% slow
175x13	70	66.7	4.7% slow
165x13x70	70	71.5	2.2% FAST
175x13x70	70	70	0%
185x13x70	70	67.8	3.2%
165x13x65	70	74.5	6.4% FAST
165x13x60	70	76.8	9.8% FAST
185x13x60	70	73.4	4.8% FAST

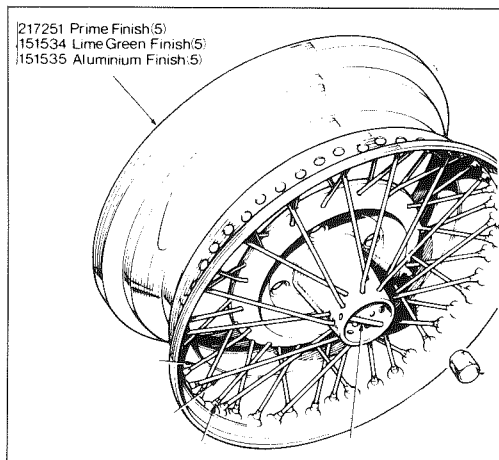
## MORE ON WHEELS

Peter Stokes writes in with some further information on Dunlop's 'Triumph' wheels. It would appear that the Dolomite 1500 and Dolomite Special Edition were fitted with 5J wheels with an IDENTICAL APPEARANCE to the 5J wheels fitted to the later Spitfire 1500s.

However the wheel offset on the Dolomite 5J is DIFFERENT to the 5J wheels fitted to the Spitfire 1500. Something to look out for.

Peter also asks about the origins of the 5 1/2J wheels commonly referred to as GT6 MkIII and Dolomite Sprint wheels. In fact the 5 1/2J Dunlop wheel was NEVER fitted to a GT6 or Dolomite Sprint by Triumph and no reference is ever made in the parts manual. The 5 1/2J wheels were actually manufactured by Dunlop for Formula Ford and the pattern they choose just happened to be the same as the 4 1/2J supplied to Triumph.

Over the years, a large number of 5 1/2J wheels have found their way onto our cars such that they are now believed to be an optional extra. The 5 1/2J wheels are still widely sought after for racing. On the subject of wheels, does anybody have the 'Lime Green' finish wire wheels fitted to their cars as listed for the Spitfire IV (fig. 3).



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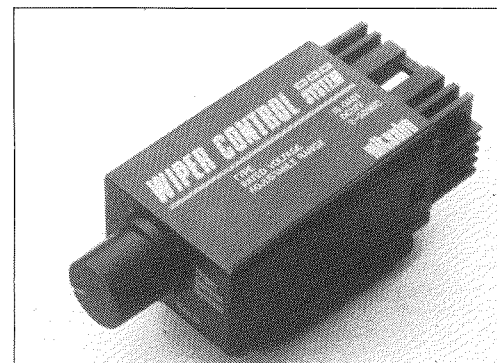
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**'SPITBITS' THE ONLY NAME TO REMEMBER**

## WIPER DELAY UNIT

In response to Neville Coopers question in Junes Courier, regarding the availability of wiper delay units, MAPLIN (tel: 0702 552911) market a unit, YZ17 (fig. 4) at £14.95. The unit varies the delay between 0-20 seconds without affecting the normal 2 speed operation of the wipers. The unit also offers the facility to operate the wipers when an electric windscreen washer is activated (Spitfire 1500) even if the delay operation is switched off.



MAPLIN, YZ17 at £14.95.

## SPITFIRE AT SILVERSTONE

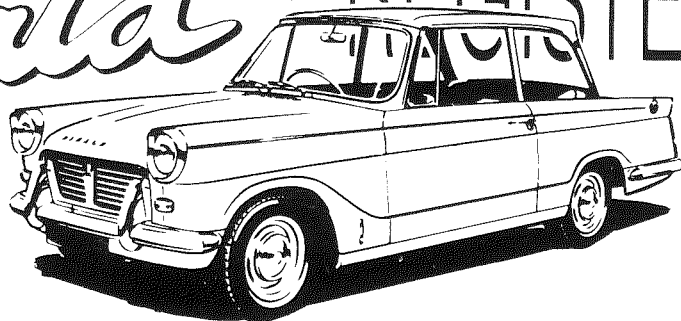
With the British Grand Prix at Silverstone fresh in our minds, have you ever wondered how the Spitfire would perform around the circuit? Triumph did and in 1977 got Andy Rouse the 1975 Touring Car Champion to put a Spitfire around Silverstone as part of a publicity demo. The results can be seen in the publicity poster I recently discovered at an auto-jumble. It would be interesting to hear from the T.S.S.C. racers to see how their times compare today?

**SEE CENTRE PAGES**



# Herald REGISTER

Chris Longhurst



## SALOON ROOF PANEL REMOVAL

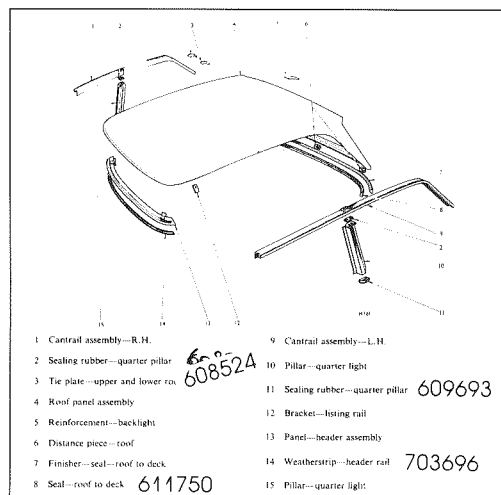
**R**EMOVAL of the roof is useful to make repairs to the rear deck panel (which can rust through) or to the front edges of the roof (sometimes rusty on their underside) or to turn the car (temporarily?) into a 'convertible' open top.

The saloon roof is held in place by 8 bolts. The first step is to remove the sun visor by undoing the 2 chromed nuts on the grey end covers, two small spire nuts in the centre and one large set screw (also a roof screw) in the centre. After removing the sun visor assembly undo and remove the two bolts at the corners which hold the roof to the top of the screen surround. Next undo the three bolts under the rear end of the roof panel which secure the roof to the rear deck.

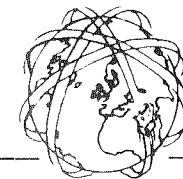
The next step is to disconnect the centre pillar. There are two options here. Either carefully peel up the trim at the base of the pillar and undo the bolt and drill out (1/8 drill) the pop rivet if fitted, I have found this the simplest method. The workshop manual recommends peeling back the trim at the top of the pillar and undoing the 2 screws holding it to the roof, in practice access is difficult and the screws are often seized. Slide a blunt scraper, e.g. wallpaper scraper between the roof and the body to break the mastic seal. Remove the door seal and ease up the roof panel slightly.

Remove the side windows and then lift off the

roof, it can be done with one person but is safer with two! . . . When storing the roof panel it is worth putting nuts onto the end of the 3 captive studs at the rear of the roof. They are difficult to replace if damaged. The car can be driven with the roof off but inform your insurance company. If you are planning to leave the roof off for long periods, it would be sensible to weld/bolt in some extra bracing between wheel arch and B post to minimise body flexing. . . . When replacing it is worthwhile renewing the front weatherstrip seal and the rear roof to deck seal and use plenty of mastic, especially on the windscreen header rail. I would be interested to hear from anyone who routinely uses their saloon without the roof. How do they get round the sealing/resealing problem when putting the roof back on for the winter or prolonged use as a 'saloon' rather than open top?



## Leon F Guyot INTERNATIONAL LIAISON SECRETARY

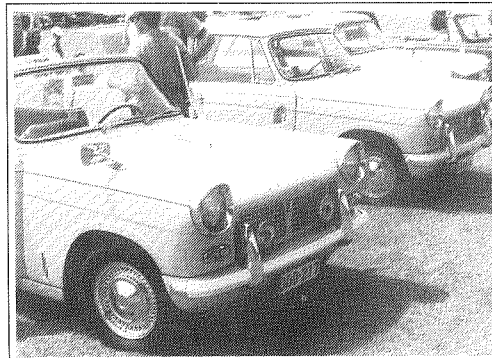


**A** few words to correct the typographical errors in my last report. The Belgian town was of course 'Zelzate', not 'Zelgate'. To make sense of the paragraph immediately after the words 'Prins Filip car ferry', please insert the words 'A Belgian-Military-Rescue Sea-King Helicopter, hovering'. At the very end of my column, I actually said, 'Drive YOUR Triumph with Pride'.

July, is of course the busiest time of the year for everyone involved with the TSSC, with the International at Stafford, only days away! I have, yet again been over to Belgium and Holland to collect my Herald out of the paintshop, in the nick of time for Stafford, the front valance being painted on Friday 3rd July! My grateful thanks to Guy Labbe, AKA 'International Rescue' from TSSC Belgium and South Yorkshire Areas for collecting me at Ostend and driving me directly to Utrecht, then spending 1 1/2 days helping me to put my car back together in record time-it really looks the business and the Glasurit two-component Signal-Red paint seems to stick like paint should stick, thanks again, Paul and Pedro! For all those members who know Guy, he has now sold his TSSC Concours winning Cactus-Green Herald 1200 Saloon to pay for the purchase of his next pro-



2. Guy Labbe's 13/60, Ghent, Belgium, Sat. 6/6/92.



1. Cactus Herald 1200's, S.T.I.R. 17 Belgium 7/6/92

ject an ultra rare 1959 LHD Herald Smooth-roof Coupé in duo-tone black and white-if anyone has a grey plastic gear knob, please contact Guy via me, as he needs one for his Coupé. Whilst on the subject of Guy and his Triumph, here is a photo (2) of his other 'everyday' Herald, a 13/60 Saloon in Valencia Blue-he says it isn't Concours! shown here parked in Ghent, Belgium, you should be able to see it at Stafford, with other fine Triumphs from TSSC Belgium.

As promised last month, here follows a photo (3) of Arthur Denzlers' replica Le Mans Spitfire wall display,



3. Wall display, Arthur Denzlers house 27/5/92.

Now that's what I call the model car to end all model cars!

The next photo (overpage) is the STIR 17 Concours winning GT6-2 of Jean Orchard from the very enthusiastic and hospitable Wessex Area who made visiting TSSC members very welcome at both the Brockenhurst, Hants Classic car show on 14th June and again at the very enjoyable Beaulieu Classic and Restoration show on 21st June 1992. There they ran a very successful Autogymkhana and Club stand.





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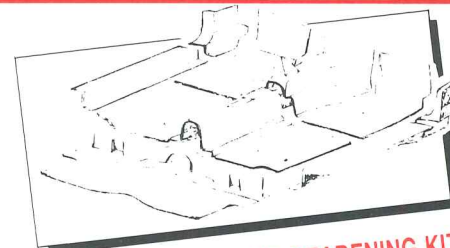
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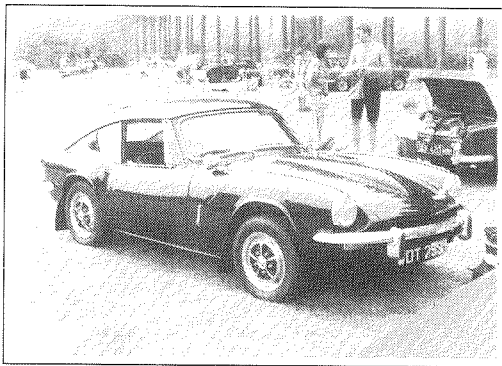
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4. Prize winning GT6-2 of Jean Orchard from Poole, Dorset, S.T.I.R. 17 Belgium, 7/6/92.

Now the beautiful GT6+ belonging to a Dutchman and seen at S.T.I.R. 17 in Belgium on 7th June 1992, sorry! I didn't get the owners name but I hope you decided to join the TSSC-I thoroughly leafletted all TSSC type cars from all Countries seen at S.T.I.R., about both TSSC and our Stafford Show-my duty, you understand!



Zbigniew and Leon, S.T.I.R. 17, 7/6/92.



5. Dutch GT6+, S.T.I.R. 17, Belgium, 7/6/92.

Zbigniew Czarnecki from Gdansk, Poland and myself finally meet at S.T.I.R. 17 this photo (6) taken by Patrick Kells with a suitably TSSC backdrop! This photo (7) of the U.S. Specification 1976 Spitfire belonging to Jutta Luckas of Virginia, USA, originally a U.K. car, taken to the U.S.A. by Jutta who wishes to embark on her baby's restoration (body and sole)- she says that 'despite the Triumph reputation which existed here in the U.S., this car has been the most reliable car I have ever owned and would hate to see it junked'. If any members can recommend any garages in the U.S. capable of a full and decent restoration of such a car, I will be pleased to forward details to Jutta.

bination spanners for my Herald toolkit, i.e., one spanner in 9/16 inch AF & 5/8 inch AF. One spanner in 1/2 inch AF & 9/16 inch AF. One spanner in 7/16 inch AF & 1/2 inch AF, also the spark plug removing box spanner plus hub-cap removing lever, all at a very reasonable price. He can also supply Jacks, Box Spanners, Hub-Pullers, Grease Guns, Valve-Lifters, Wheel Braces, Starting Handles, tyre levers etc- in fact, all the types of tool that should have been in your car when it was new. Although he specialises in Austin, he also supplies M.G., Ford, Triumph, Rover, Jaguar, Rolls Royce etc. N.B. He also buys unwanted tools of interest.

Lastly I have received an invitation to the Triumph Sports Owners Association (Victoria) INC in Australia, to attend their 13th National meeting in Melbourne from 26th September to 3rd October 1992. Participants will be attending from New South Wales, South Australia, Queensland, Western Australia and Victoria. If any members are interested in attending this event whilst visiting Australia in September/October this year (their Springtime), please send me (Leon), a SAE and I will send you a photocopy of the details that I have. Unfortunately, I will miss out on this event, as I am not visiting our Antipodean friends until Christmad/New Year! Oh well, even I can't be everywhere, but I am working on it! P.S. Yesterday, whilst going to collect my Heralds propshaft from Propshaft Services near Heathrow Airport in Harriet the Herald, I was overtaken on the Motorway by George Bushe's Police escorted motorcade!, I wonder if he noticed the little piece



7. Spitfire of Jutta Luckas. Note the Number Plate.

of British automotive history that is Harriet the Herald? I doubt it, but a cat may look at a king as they say! Remember keep driving your Triumph, and smile — you are enjoying yourself!

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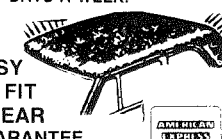
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Front quarter light rubbers, Her/Vit, per pair **£26.75**

Header rail/hood seal front	£6.46
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Front w/screen seal	£18.21
Door skin to door glass outer	£5.82
Door skin to door glass inner	£3.23
Bonnet scuttle/bulk head seal	£4.70
Hand brake lever gaitor — all models	£9.34
Triumph Pedal rubber	£1.82
Bonnet stop cones	£1.53
Gear lever gaitor	£4.64
Door aperture seal convertible	£11.16
Door aperture seal saloon	£14.04
Master cylinder dust cover	£3.82
Wheelarch to dash seal (small mud flaps)	£2.70
Front valance seals	£1.18
Boot seal, non original	£10.58
Boot seal, as original	£17.63
Estate rear tailgate glass seal — original	£21.15
Rear windscreen rubber saloon	£22.27
Door check link seal	£2.29
Window runner channel front	£5.82
Window runner channel rear	£4.05
'P' seal on windscreen frame	£3.82
Rear roof to deck seal (saloon)	£9.99

**Petrol tank filler neck seal, exclusive to Six Spares £4.11**

**Tank sender unit cover, exclusive to Six Spares £5.29**

**Or buy both of the above as a pair and save £1.17 £8.23**

### SEALS — SPITFIRE/GT6

Front w/screen seal, Spitfire IV/1500/GT6 III	£18.21
Front windscreen seal, Spit III/III, GT6 I, II	£19.98
Hood header rail/hard top front	£6.46
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 (furlflex) SPIT	£12.93
Door aperture seal (furlflex) 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

ALL OTHER SEALS AVAILABLE - PLEASE RING.

### CHROME/LOCKS/BRIGHTWORK

Front w/screen insert, HER, VIT	£5.58
Front w/screen insert SPIT III/III, GT6 III	£5.58
Tailgate rubber insert GT6 III/III	£5.58
Cover clips for inserts	£1.00
Door handle l/h HER, VIT	£11.69
R/h barrel and keys HER, VIT	£5.29

### 'B' POST STRIKER (LESS SLIDER),

HERALD, VITESSE pairs **£21.03**

Outer door handles (matched pair) black or chrome	
SPIT IV/1500, GT6 III (includes lock barrels)	£72.85
Matched pair door lock barrels, SPIT IV/1500, GT6 III	£14.04
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
Window winder handles and inner door opening handles all other models — please state model	£4.64
'B' post striker catch SPIT, GT6	£11.46
Boot hinges (pairs) HER, VIT, SPIT III/III	£18.80
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
Lock barrel and keys for GT6 III petrol cap	£8.17
Chrome wiper arm assembly all models	£6.17
Stainless wiper blades all models	£5.82
Bonnet mirror HER, VIT, ORIGINAL from	£13.81
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
Ignition barrel and keys SPIT III/III, HER, VIT, GT6 I	£4.99
Ignition barrel and keys as above HIGHER SECURITY TYPE	£8.52
Matched lock set GT6 III, door, tailgate & ignition locks	£21.15
Full lock set as above with paired bonnet locks	£29.38
Matched lock set SPIT I, door boot & ignition locks	£14.69
Full lock set as above with paired bonnet locks	£23.50
Matched lock set, SPIT III/III, door, boot & ignition locks	£22.33
Full lock set as above with paired bonnet locks	£29.38

### Chrome/locks/brightwork - continued

Matched lock set, HER, VIT, door, boot, ignition and c/box locks	£19.98
Full lock set as above with paired bonnet locks	£29.38
Cubby box lock assy HER, VIT	£7.64
Chrome hub cap, HER, VIT, SPIT III/III, GT6 I	£14.98
Rear overrider, HER, VIT fully pressed (pair)	£65.80
Front overrider, HER 948/1200 original (each)	£34.66
'B' post capping, SPIT IV/1500	£4.99
Chrome w/screen washer jet complete assy. ORIGINAL, HER, VIT	£4.64
Rear number plate light aluminium cowl ORIGINAL HER 13/60	£5.58

### ALL LOCKS, BRIGHTWORK AND BADGES STOCKED PLEASE RING

#### PANELS — HERALD/VITESSE

Front valance quality fibreglass	£29.32
Rear quarter valance steel	£14.98
Front wing HER 13/60 ORIGINAL PRESSING	£57.58
Front wing VIT	£82.25
Front wing HER 1200	£84.60
Rear wing, HER, VIT	£61.10
Front wing arch repair	£12.87
Rear wing arch repair	£12.87
Sill HER, VIT	£11.46
Door skin ORIGINAL PRESSING	£37.01
Door under section repair panel HER, VIT	£14.69
Door step/tread panel HER, VIT as original	£5.88
Bonnet 'D' plate, HER, VIT	£9.99
Rear centre valance (original VIT)	£40.83
Rear centre valance (original HER)	£44.36
Complete bonnet front panel HER 13/60 ORIGINAL	£56.40

#### PANELS — SPITFIRE/GT6

New bonnets assemblies, SPIT IV/1500	£470.00
SPIT III, GT6 II new original front valances	£74.91
Front valance SPIT III/III, GT6 III (f/glass)	£25.85
Front quart valance SPIT IV, GT6 III (steel)	£65.99
Front quart valance SPIT IV, GT6 III (f/glass)	£19.68
Rear wing SPIT IV, GT6 III r/h ORIGINAL	£141.00
Front wing SPIT IV, GT6 III	£45.24
Front wing ORIGINAL SPIT III/III, GT6 I	£58.69
Front wing ORIGINAL GT6 II	£84.60
Sill all SPIT, GT6 ORIGINAL	£34.66
Sill all SPIT, GT6 quality pattern	£14.10
Rear wing ORIGINAL SPIT III/III, GT6 III	£68.15
Rear valance SPIT III, GT6 I original	£45.83
Rear valance SPIT III/III, GT6 III pattern	£35.25
Rear valance SPIT IV, GT6 III	£32.90
Boot floor all models	£46.41
Door skin SPIT III/III, GT6 III	£18.21
Door skin SPIT IV, GT6 III	£19.39
Full floor	£34.66
Rear light panel SPIT IV/1500	£70.44
Battery box	£12.93

### ALL CHASSIS AND OTHER PANELS STOCKED

#### PLEASE RING

#### MECHANICAL/SUSPENSION/STEERING

Front transom/swisher ORIGINAL STANPART	£13.98
Front lower w/bone assy. inc. bushes, all models	£39.60
Adjustment shims for above	£1.18
Steering rack exchange	£34.08
Driveshaft all models non rototflex	£58.75
New propshafts from	£88.13
Front vertical link VIT, GT6	£41.13
Front vertical link HER, SPIT	£44.65
Front wheel bearing kit inc. hub felt	£11.69
Top ball joint all models	£10.58
Track rod end all models	£5.82
Universal joint all models with grease nipple	£5.58
Front suspension bolt/nut kit, all models	£14.10
Rear suspension, non roto, bolt/nut kit, all models	£14.69
Front coil spring STANDARD, all models - state model	£14.10
Front coil spring HEAVY DUTY, all models, state model	£15.28
Front shock absorbers all	£21.44
Rear shock absorbers all	£19.68
Rear full wheel bearing kit rototflex models	£15.22
Rear full wheel bearing kit non rototflex models	£14.04
Rototflex coupling GENUINE	£23.50
Rear leaf spring SPIT IV/1500, GT6 III late NEW	£62.28
Rear leaf spring SPIT III/III NEW	£56.99
Rear leaf spring GT6 III/III, rototflex NEW	£58.16
Rear leaf spring HER NEW	£68.15

Rear leaf spring VIT 1600/II NEW	£68.15
Rear leaf spring VIT II NEW	£70.50

### FUEL SYSTEMS & CARBS

Petrol tank sender unit HER, VIT	£26.44
Petrol tank sender unit SPIT	£23.50
Fuel pump HER, SPIT	£15.86
Fuel pump VIT, GT6	£23.38
Petrol tank new ORIGINAL SPIT IV/1500	£146.88
Carb repair kit (Stromberg) inc. needle valve	£11.69
Carb repair kit (S.U.'s) inc. jet	£14.04

### FULL RANGE OF NEW AND FULLY RECONDITIONED CARBS AVAILABLE. PLEASE RING

#### BRAKES ETC.

Brake disc 4 cyl models	£14.39
Brake discs 6 cyl models	£16.39
Wheel cylinders — state model	£8.17
Brake hoses front/rear — state model	£7.93

#### MOUNTS & BUSHES

Engine mounts 4 cylinder	£4.41
Engine mounts 6 cylinder	£6.46
Overdrive gear box mounting	£16.39
Standard gear box mounting	£1.88
Steering column bushes (excluding late 1500)	£4.35
Bump stop rototflex suspension	£6.46
Rear inner wishbone bush rototflex models	£5.58
Rear spring eye bush, all models	£4.99

#### BUMPERS ETC.

Rubber bumper set HER	£108.10
Bumper end cap aluminium HER	£8.17

### NEW PRODUCT, NEW PRODUCT, — HERALD / VITESSE TRIM —

Pair of front seat recovering kits	£117.50
Rear seat covering kit	£111.63
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 INTERIOR TRIM

Hoods HER, VIT — original quality	£88.13
Hoods SPIT zip rear window — original quality	£88.13
Carpet set Her, Vit tufted and bound	£76.38
Carpet set SPIT tufted and bound	£70.50
Carpet set GT6 tufted and bound	£88.13
Moulded carpet set, Spitfire	£135.13
Moulded carpet set, GT6 (state model)	£196.23
Moulded carpet set, Herald/Vitesse	£99.88
Car seat recovering kit SPIT IV/1500 black (car set)	£88.13
Door trim panel SPIT IV/1500 black	£21.15
Door trim panel GT6 — state model	£23.50
Glove box SPIT, GT6 each	£14.10
Pair of sunvisors SPIT IV/1500, GT6 III	£29.38
Engine bay valance GT6	£19.68
Rad cowl GT6	£13.51
Rad cowl SPIT	£11.69

### HERALD/VITESSE MOULDED CARPET SETS

These are as close to the original as you  
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Seat base diaphragm **£14.69**

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Leather rim steering wheel all models	£30.55
Fibreglass tunnel covers, state model	£31.67
Overdrive column switch cowl	£17.63
Horn push ass. TRIUMPH (Shield logo)	£14.10
Horn push ass. TRIUMPH logo	£14.10

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Club Corner 70 mph in third gear, and accelerating flat out for Abbey

The Spitfire slides through Stowe Corner in top gear at 80+ mph.

Hangar Straight—where the Spitfire almost reaches its top speed of 100 mph—before braking for Stowe.

Chapel curve. Top gear—75 mph and accelerating.

Quickly down into third. Becketts corner taken at 60 mph—power slide easily controlled.

Touching 82 mph at Abbey. The comfortable bucket seats hold Andy firmly in position.

Accelerating towards Woodcote—speed 92 mph.

Andy goes into the Chicane in third at almost 60 mph and out at 63 mph. The Spitfire holds this violent racing corner as though it was made for it.

On to the finishing line. And the 2.9 mile circuit is completed at an average 72 mph.

#### START

Andy Rouse, Britain's 1975 Touring Car Champion, steps into the Triumph Spitfire, on the grid at Silverstone. Let's see how the car performs in the hands of one of the country's top drivers. He's off. Accelerating hard through the gears.

Copse Corner. 55 mph, still accelerating flat out.

# You can't really appreciate a Triumph Spitfire until you drive it off the road.

A quick glance at the dials shows Maggotts taken at 80 mph. Top gear.

60 mph in 11.3 seconds—accelerating towards Maggotts.

**Triumph**  
From Leyland Cars. With Supercover.  
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## BODY PANELS FOR SPITFIRE/GT6

Front wing Spitfire MkI, II, III, GT6 MkI	£49.00
Front wing Spitfire MkIV/1500, GT6 MkIII	£39.00
Front valance, fibreglass Spitfire MkI, II, III, GT6 MkI, II	£24.00
Outer sill (GENUINE) all Spitfire, GT6	£36.00
Full floorpan all Spitfire, GT6	£35.00
Rear wing (GENUINE) Spitfire MkIV/1500, GT6 MkII right hand	£140.00
Boot floor all Spitfire, GT6	£40.00
Rear valance Spitfire MkIV/1500, GT6 MkIII	£30.00
Rear inner wheelarch (joins outer wing) Spitfire MkIV/1500, GT6 MkIII	£29.00
Battery box all Spitfire, GT6	£14.00

Inc. VAT

## ALL OTHER PANELS STOCKED

MECHANICAL PARTS — Front trunnion (original STANPART) all models	£15.00
Front trunnion bush kit all models	£5.00
Front wheel bearing kit Spitfire, Herald	£12.00
Front shock absorber, SPAX all models	£22.00
Rear shock absorber, SPAX	£20.00
Front suspension bolt kit, COMPLETE	£15.00
Rear suspension bolt kit (includes top shock bolt)	£15.00
Rear spring Spitfire MkIV/1500, GT6 MkIII	£65.00
Track rod end all models	£7.00
Alloy rack mounting kit all models	£20.00

Inc. VAT

## BRAKE PARTS

BRAKE PIPE SETS — Spitfire MkI, II, III	£35.00
Spitfire MkIV/1500 single line system	£30.00
Spitfire 1500 Tandem line system	£39.00
GT6 MkI	£35.00
GT6 MkII (ROTO), GT6 MkIII (ROTO WITH SERVO), GT6 MkIII (NON ROTO)	£39.00

Inc. VAT

## GOODRIDGE BRAIDED STAINLESS STEEL BRAKE HOSE KITS

Spitfire MkI, II, III, IV, Herald 13/50	£32.00
Spitfire 1500	£32.00
GT6 MkIII (NON ROTO)	£32.00
Brake disc Spitfire, Herald	£16.00
Brake disc, GT6, Vitesse	£18.00

Inc. VAT

## CARPET SETS, TOP QUALITY

Spitfire all models	£65.00
Herald saloon & convertible	£55.00
Vitesse saloon & convertible	£65.00
Moulded carpet set all Spitfire	£120.00
Moulded carpet set GT6 (please state model)	£190.00

Inc. VAT

## HOODS — HIGH QUALITY WITH COTTON LINING

Spitfire MkI, II	£70.00
Spitfire MkIII	£70.00
Spitfire MkIV/1500	£65.00
Herald/Vitesse	£79.00

Inc. VAT

## DIFFERENT COLOURS AVAILABLE, ALSO DOUBLE DUCK & MOHAIR STOCKED

## TRIM — ALL SPITFIRE AND GT6

Seat cover kit 1500 (HOUNDSTOOTH PATTERN)	£75.00
Seat cover kit GT6 MkIII	£75.00
Pair door trim panels Spitfire MkIV/1500	£35.00
Pair door trim panels GT6 MkIII	£40.00
Pair PVC door capping all Spitfire/GT6	£20.00
Rear wheelarch panel kit Spitfire MkIII/IV/1500	£35.00
Pair sun visors all Spitfire & GT6	£22.00
Complete handbrake/armrest console (all models)	£39.00

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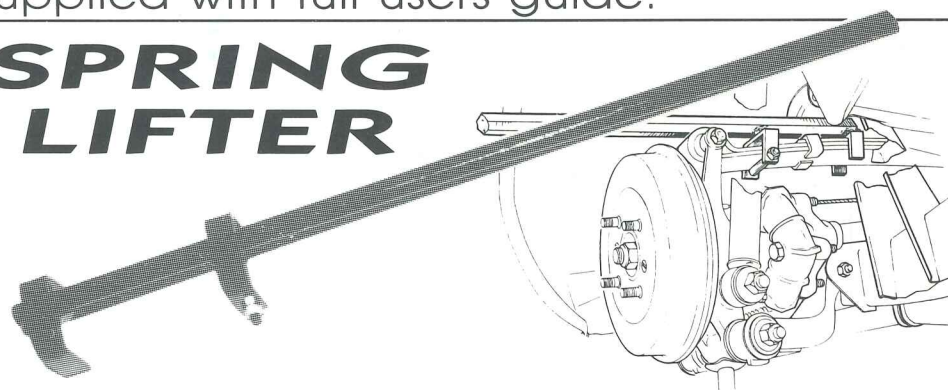
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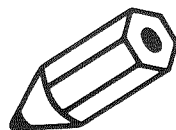
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# Pen to Paper



## Spirits raised, we were on the road .....

WE have just returned from another superb Isle of Wight Camping Weekend and would like to thank Jason Hawkins (I.O.W. AO), Elaine Fuller (his fiancée and secretary), Andy (Harry) Hyde and all those who contributed to the organisation of our enjoyment. Every year we look forward to the Weekend and wonder how you will make it even better than previous years, we still don't know how you do it, but you do!

This year we would like to pass on our particularly special thanks for their enthusiasm 'beyond the call of duty'. Saturday morning saw our Spitfire with a flat battery (entirely our fault) but with Area members help we were soon on the road, destination Shanklin, four miles away. We were hoping to make the return trip easily within the hour for the 'Round Island Convoy'. An hour and four breakdowns later and we had given up any hope of reaching Shanklin, let alone returning in time. Resigned to missing the Convoy we were towed back by a kind passing motorist.

Just as we neared the campsite, Adrian (I.O.W. member) had been sent to find us. On our arrival the Convoy had formed and was still waiting. As we parked our car, in low spirits, Elaine (remember her?) threw us her car keys shouting, 'Take mine'. Spirits raised, we were

on the road in a borrowed car, albeit a little late. . . . It just goes to show what wonderful Club spirits the Isle of Wight Members have, our heartfelt thanks go to all those involved, and to all those forced to wait for us.

The Spitfire? Well the R.A.C. came out promptly that evening and had effected a temporary repair that saw us on the road for the rest of the Weekend. So temporary was the repair that it just about got us home, but without the less than enthusiastic support of our own Area, but that's another story!

We highly recommend the Isle of Wight Camping Weekend to those who have never been, those who have will tell you what a fantastic weekend it is. . . . Well done, Isle of Wight Area, our thanks, once again, to those who put the effort in.

**Mike and Tracy Crewes**

## Thank you, Footman James .....

EARLY in March, my newly renovated MkIV Spitfire, was almost annihilated by a brand new member of the driving community. The dread of the forthcoming battle with the insurance company, was almost as bad as the shock of the accident itself.

However, I cannot express the helpfulness, understanding and patience with which my case was received in the hands of the Club insurers Footman James. There was no delay to any of the paperwork. The engineer was dispatched within the week and the repairs authorised within 3 weeks. Victims of accidents

always seem to get the worst end of the deal with insurance companies. Not this time . . . so thank you ladies in the claims department and here is one satisfied owner, who recommends you to other owners.

**Jane Ayling**

## ... rather than the professional thief ...

EVERYONE has their own views and opinions regarding car security, and assuming that it is the amateur joyrider that you are trying to guard against rather than the professional car thief, then here are my own simple methods.

17 I have fitted a battery on/off switch with the switch having a removable key. This device was purchased in a car accessory shop for around six pounds.

2. A tap was inserted in the petrol line, again this was not expensive.

Although these measures can be overcome, they give me peace of mind when leaving the vehicle unattended. I must confess that both

of these have been tested inadvertently and can confirm their effectiveness!

I would be pleased to supply further details including photographs in an article.

**Peter Milner**

## ... plea for article about fuel evaporation ...

IN David Chapman's article (p15 Courier No. 144) he makes a plea for an in-depth article about fuel evaporation. I would like to second that proposal, having been puzzled for a long time.

I feel it ought to be very obvious to my why this happens, but it isn't. Clearly an air leak on the suction side of a pump will tend to make it ineffective.

Similarly if there is air or vapour on the delivery side it will cause the pressure produced by the pump to be less effective by putting a compressible element in series with the fuel (as in hydraulic brakes or clutch).

But surely if the carburettor float chamber is getting starved by the aforesaid vapour, its needle valve will drop open. Will this not then act as a vent and get rid of the vapour with little or no pump pressure being necessary? Obviously there is more to it — hence the need for an in-depth article.

That it is a recognised nuisance is illustrated by the fact that some makers, e.g. the family Renault 5, have introduced a fuel vapour separator (also known as an anti-percolation

device) between the pump output and carburettor. The manual doesn't show its innards, and it is sealed, but it must be some kind of vent, one pipe leading back to the tank. Incidentally the same engine has a polished aluminium heat shield (a-la the expensive one bought by Eddie Tee) so this may indeed be more use than our steel ones.

Just to use up the paper — re anti theft, a colleague of mine in the 1948 era had a Morris 8 he had paid £12 for when the invasion was expected (?), like most Nuffield cars, it had an SU electric fuel pump, in the supply lead of which he had put a secret switch. Sure enough, one night a malefactor took the car away and the float chamber emptied just as he reached a busy crossroads, whereupon the would-be thief abandoned it.

**Jack Halliday**  
*OK somebody, how about an in-depth article?*

*Bernard.*

**1971 (J) TRIUMPH GT6 Mk2**, finished in saffron with contrasting trim, this superb example has undergone a £24,000 restoration and is totally concours throughout, must be seen, offered at ..... **£14,995**

## Are we seriously underating our cars? ....

ARE Courier advertisers basking in untold riches, and we don't know? If so, I'm going to have to take out a second mortgage to complete my GT6 MkII restoration.

Or is this, as one suspects, an example of the creatively optimistic side of the motor trade, living in hope that one day, the 'one born every minute' celebrates his birthday on the dealer's

forecourt. This has to be the most ever asked for a GT6 — unless someone knows different .....

**Mark Peacock**

## Intermittent wipe action ...

NEVILLE Cooper (and others) would do well to attend the kit car shows. At the Bingley Hall, Staffs, kit car show in mid-March this year, I bought a Linwood Wipe Control for £5 from Steve Gleed Auto Classics of 46 Lime Tree Avenue, Tilehill, Coventry, tel 0203 468043.

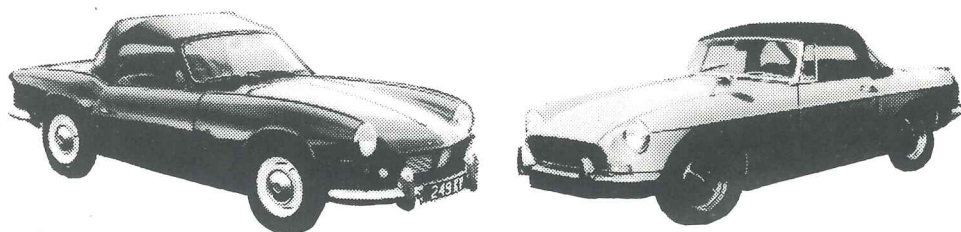
Alternatively, electronics, hobby shops usually stock a range of electronic project books which includes one on motoring gadgets. I have seen at least 2 different circuits for wiper delay devices and such a shop will be de-

lighted also to sell you the electronic components, circuit board, and a soldering iron. What could be better than doing it yourself?

**J. N. C. Richardson**

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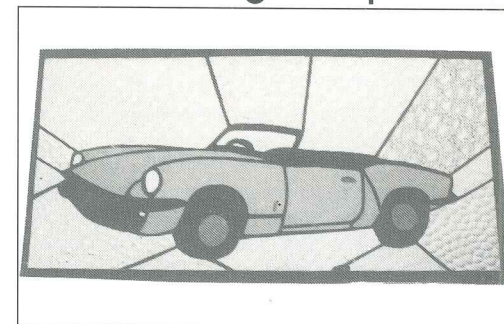
I HAVE enclosed a photograph of a stained glass window of my Inca Yellow Spitfire 1500 which I made.

It needs a few alterations (i.e. front flashers and sidelights are reversed) but I think it is a good first prototype. If anybody wants one for their front door, toilet window etc., then let me know.

**I Rogers**

P.S. Ref. TSSC Offers, is the rear lap seatbelt suitable for a child in the back of a Spitfire. If not can you recommend a method of installing safety equipment for a child in the rear cockpit area?

**... stained glass Spitfire ...**



**... and now for something completely different ...**

★ THE Club might be contacted by someone trying to sell two 13/60 DHCs. Apparently they have been used in a film about some people driving about the UK. I managed to 'sticker' them but they are not Club car enthusiasts.

'Wise to trade in problem vehicle'. This must be taking the Michael! If I had a car which, apart from regular servicing, only needed new plug leads and an interior bulb I certainly would not be moaning. Just think of the number of trunnions and U.J.'s our cars eat up!

Another brilliant article by John Thomason, the Club is lucky to have (yet another) well informed member however I have another reason for difficulty in gear selection — **WEAR IN DIAPHRAGM SPRING FINGERS WITH NEW FRICTION PLATE**. Over use of the clutch mechanism results in the thrust bearing wearing a groove in the end of the spring fingers, reducing effective thrust bearing travel and the 'flattening' of the diaphragm spring. This does not matter since the friction plate wears correspondingly during use.

Eventually the friction plate slips and the clutch assembly is replaced. However if the friction plate **ONLY** is replaced, there is insufficient 'flattening' of the (worn) spring to fully disengage the new (thicker) friction plate and so select gear — this is presumably why clutch's are sold as complete

kits!! Derek Holmes letter on trunnion induced body roll. I still do not know why the trunnions have left and right hand thread but surely the effect of the drivers weight, petrol tank contents etc are going to have a greater effect on the cars centre of gravity/body roll than 0.32" lift?

P.S. The reply to Dereck's teaser, before WWII Standard, who had taken over Triumph motorcycles, produced Standard Sports Cars, marketed a S.S. after the war. S.S. was split off and sold under the name Jaguar (S.S. not being very popular then). Standard cars were then sold under the name of Triumph (mid 1950s) because the name had a sportster image. Badge engineering?

**ANOTHER TEASER! (Honest)**

I must say that the Courier is going from strength to strength. The serialised rebuild/restorations projects are an excellent inspiration and an incentive to get things done. I am currently saving for floorpans/sills.

Well done everyone.

**Andrew**

P.S. Rock on Tommy the Triumph & Spike Speak

**As you would no doubt agree ....**

a fire extinguisher is an excellent plan when welding is being undertaken. However, since most extinguishers are small and only able to be used once, a better idea (and cheaper at £6 a week) is to hire a larger capacity **re-usable** extinguisher. I hired one locally myself when replacing the sills on my beloved Spitfire and I think you will agree it is a better idea than buying one for £15 (at least!):- incidentally I never used it, but it did wonders for my peace of mind, especially since my garage is below my living room! By the way, did you watch Channel Four morning news this morning? (?) There is a movie coming out in October starring a convertible Triumph Herald (light

blue, K reg) called 'Open Road' or something similar. It's about some guy who drives from London to Scotland in a **Herald Convertible!** It also co-stars some world famous actor who was in the film 'Local Hero', but who's name escapes me at the moment. However, with a cast like that, it must be worth watching.

**Ian Johnstone**

P.S. The £6 a week hire charge for the extinguisher did not include refills which I believe were around £10. However you would get several squirts (to put out several fires) before a refill would be necessary and it's still cheaper than a tiny once-only one from Halfords.



## THE T.S.S.C. MAFIA, or, A LESSON IN CAR SECURITY ....

AFTER four years of hard work and not a little help from S.W. Classics, I am the proud owner of 818 SDV, a fully restored Cherry red 1964 Herald Estate. I had been driving a particularly rough 13/60 that was nicknamed 'UGLY'.

I was so over the moon about having a decent car again that I never gave car security a thought, apart from the usual 'Oh well I'll get around to a car alarm when I can afford it'. Until one fateful night in deepest darkest January. Four of us decided to go ten pin bowling in Torquay. We locked up the car next to a Sierra parked at a very silly angle in a street beside the bowling alleys, went in and had a happy evening trying to hit particularly thin pins with particularly heavy balls. We eventually came out to find — you've guessed it, **NO CAR**. The first thing you think is 'This must be the wrong street', but no, there was that Sierra still parked at an extremely silly angle, with an extremely empty space beside it. So what next? Panic? This relieves tension but doesn't help materially. Nick threatened to kill the B\*\*\*\*\* which seemed a good plan but tricky when they aren't there, so we did the boring usual and rang the police. A sympathetic, but over-worked and pessimistic policeman eventually arrived on the scene, just as we were about to give up and start walking.

He sat down in his Escort and was just telling me how on a scale of 0 to 20 I had about a minus 5 chance of ever seeing it again in one piece when a message came over on his radio. It said that two members of the public had reported a suspected stolen car registered 818 SDV. 'YES Bingo, thank god for that', I thought, 'let's hope they haven't wrecked it completely'. The policeman took myself and Lesley to see. We arrived to find two club members, Graham Hill and Nigel Whittaker standing beside it, they had the most remarkable tale to tell.

Apparently they had just been walking out to their cars parked on the street outside Graham's parents house in Chelston Torquay. Graham's car I should add at this point is a striking red and white duotone 948 Herald saloon, luckily fitted with a 13/60 engine. As they walked so their cars, mine went whizzing past, turned round and came back again. They naturally thought 'Oh there's Richard and he's coming back to say hello', but it wasn't Richard and my car went flying past, turned round and came back again. They thought, 'there's something seriously wrong here, Richard wouldn't lend his pride and joy to somebody who drives like that!' so jumped in their cars and gave

chase. They chased it around Torquay for about five miles, reaching quite high speeds at times until eventually they stopped it in a cul de sac.

*The two blokes got out and one said, as cool as a cucumber to Graham 'I think you've nicked that car, you must be joyriding the way you chased me', Graham, not so sure it hadn't been borrowed now, said, 'We think you've nicked that one, where did you borrow it from?'*

*'I've borrowed it from a mate in Paignton, look here are the keys', said the thief, holding up a bunch of keys that were nothing to do with me. 'Well', said Graham, 'if you haven't nicked it, your friend has.' The thief replied, 'This is a terrible mistake, I'm going to get my mate up here to sort this out, there's a phone box around the corner, I'm going to ring him'.*

*So off the two thieves went, needless to say, there was no phone box and they were never seen again.*

One door skinned, a little bit of filler from S.W. Classics later, the car was as good as new again.

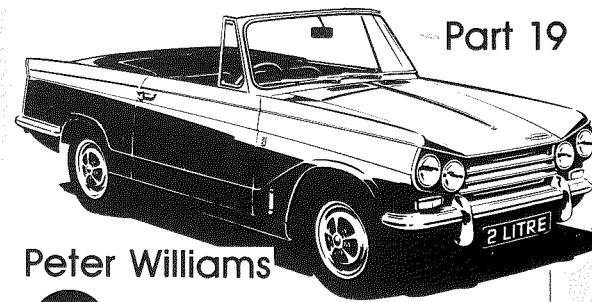
We can only assume they were attracted by the 'MAGPIE' instinct to something bright and shiny and when, just by chance, they passed Graham's car, they thought they would pinch that to go for a race.

But luckily Graham and Nigel arrived in the nick of time, many thanks lads, it was much appreciated.

So there are two morals to this little story: 1) it doesn't pay to mess around with other people's Triumphs — the T.S.S.C. Mafia is around, and: 2) it takes a lot more than an old 'FS door lock to protect your Triumph these days, even if it is only a 1200 Herald.

Needless to say mine is now protected by a burglar alarm and a large piece of ½" gauge chain attached to the steering wheel to an anchor point. You have been warned, do it to your before it's too late!

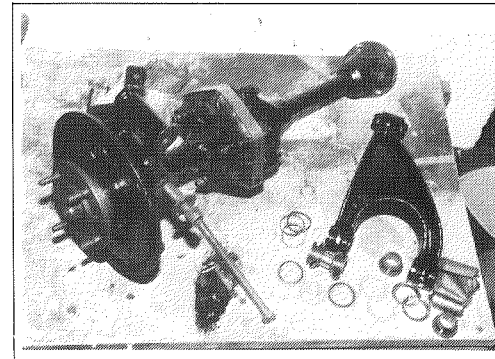
**Richard Bruford**



**Peter Williams**

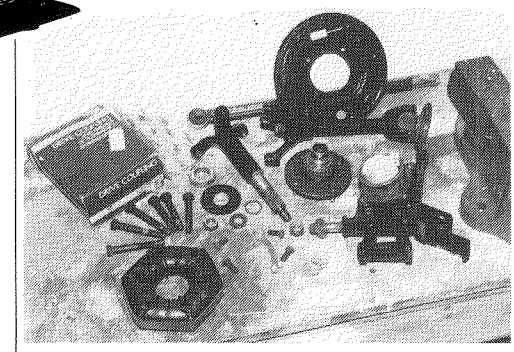
**O**n we go, nearer and nearer towards the rolling chassis.

Preparing the fodder (read photographs) for these articles can be very rewarding but does, especially for simple, multi operation jobs such as this, make the time for doing the work expand by about three fold as camera and tripod are moved into position, photo angles are set up, flash gun is recharged and remote air shutter release is popped. The process can also wreck your concentration for doing the mechanical rather than the journalistic job as is the case in point here. It wasn't until I went to fit the newly fettled drive shaft assembly into the steadily more recognisable rolling chassis that I found, oh so exasperatingly, that I had done it wrong. Such a simple, many (including me) might say idiotic, mistake but I made it and immediately doubled the job time further including more tripod fiddling, flash gun setting, air release popping etc. The things I go to to fill this column...

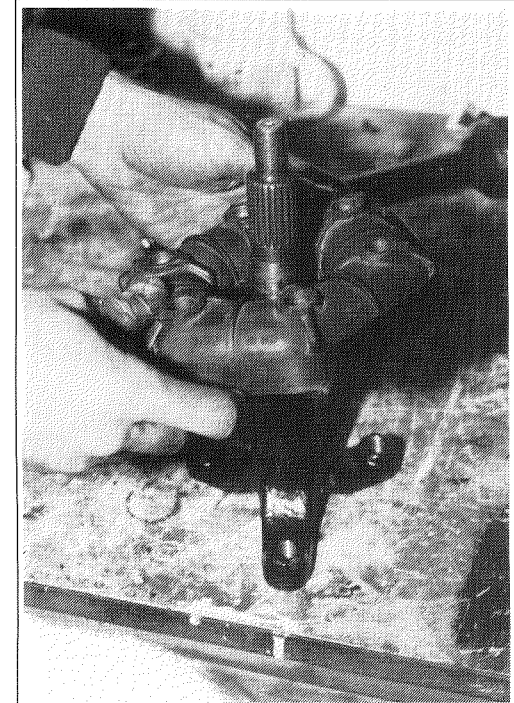


**Figure 328.** Photo showing definitely *not* the way to reassemble the drive shaft. Note that the outer drive shaft section leading to the hub doesn't pass through the rubber coupling which makes the overall drive shaft assembly about two inches too long. No wonder the lower wishbone wouldn't mate with its chassis bracket. Read on to see the correct way

## Part 19 Herald/Vitesse Restoration Rotoflex Drive Shaft Reassembly.



**Figure 329.** An array of most of the bits needed to do the job including Metalastik drive coupling, new bolts, drive shaft sections, hubs, vertical link and wheel bearing shims.



**Figure 330.** The key starting point is to pass the rubber drive coupling over the outer drive shaft section as shown. Leave the metal compres-

sion band on the coupling until the drive shaft assembly is complete and happily fitted into the rolling chassis.



Figure 331. The relevant three of the six new coupling bolts can then be fed in. Spanner tight is OK at this stage.

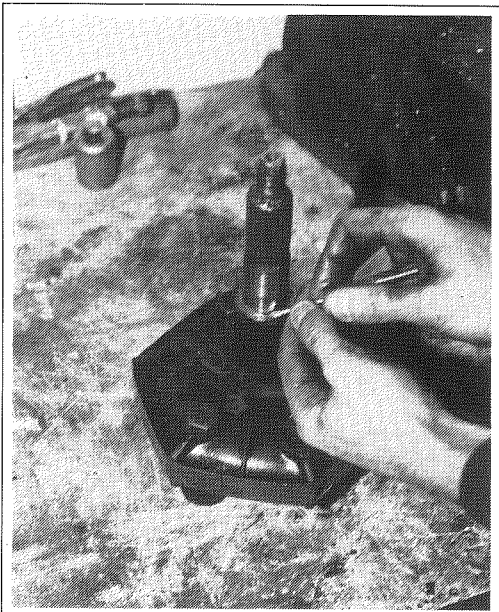


Figure 332. Before proceeding any further, ensure that the inner hub mating surface on the shaft is clean of any rust or other rubbish.



Figure 333. Double check that the facing plate hasn't been bent during its removal - if so flatten it straight and then place over the shaft followed by the inner hub. Note the elastoplasted thumb. Every home mechanic should have one!

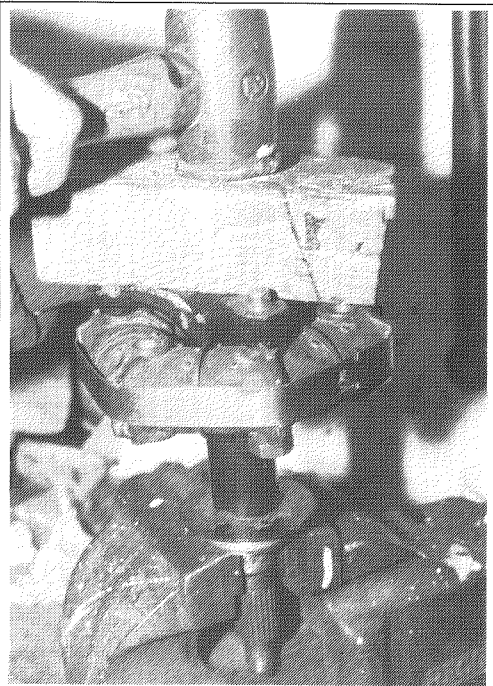


Figure 334. Turn the shaft over and supporting the inner hub over the jaws of a vice tap fully home.

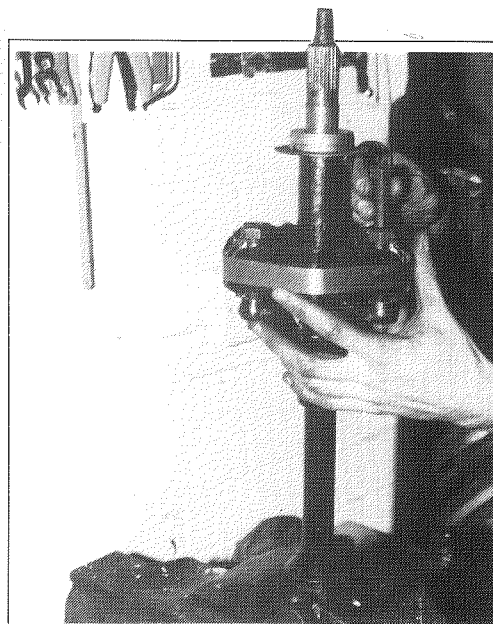


Figure 335. The inner drive shaft can then be connected up...

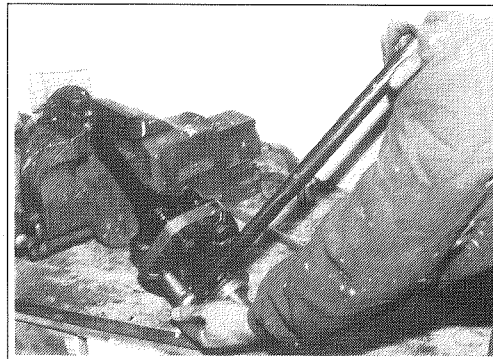


Figure 336. ...and all six bolts torqued to 65-70 lbft.

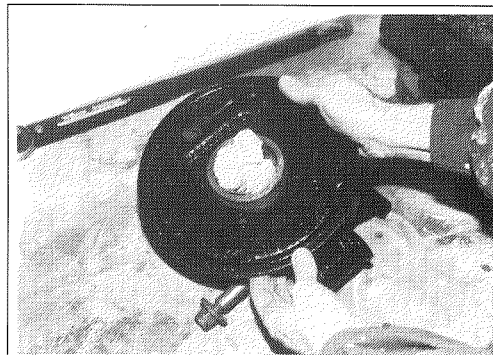


Figure 337. Moving away from the drive shaft for a while, drop the brake back plate over the vertical link...

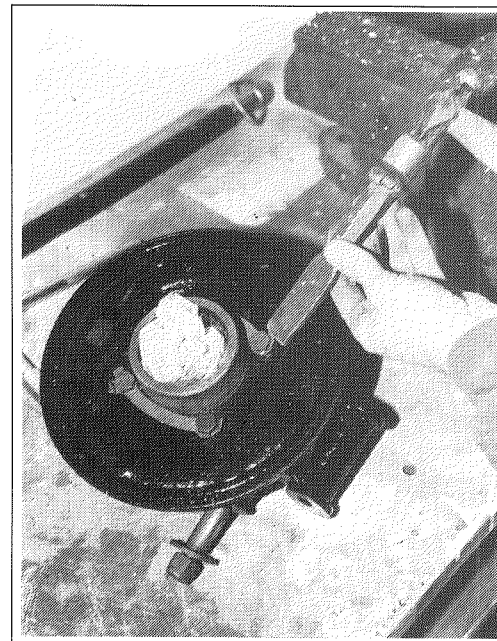


Figure 338. ...secure in place with its four bolts and knock over the locking tabs.

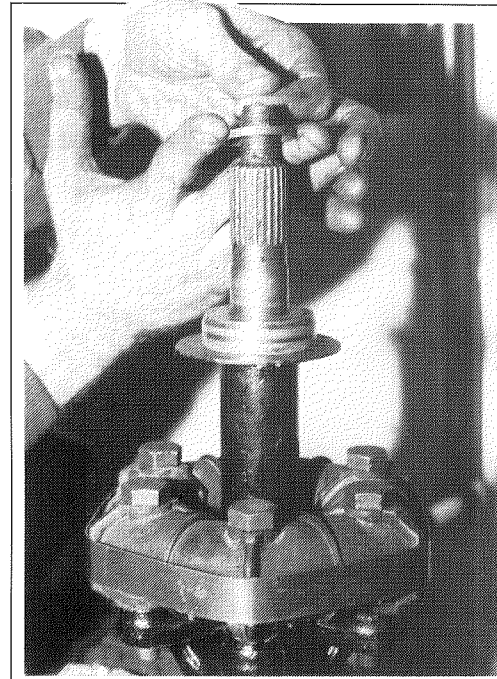


Figure 339. Returning to the drive shaft, slide over the inner thick spacer followed by the required number of thin shims.



# T. D. FITCHETT

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## GT6

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Figure 340. With the drive shaft supported in a vice, drop over the vertical link.

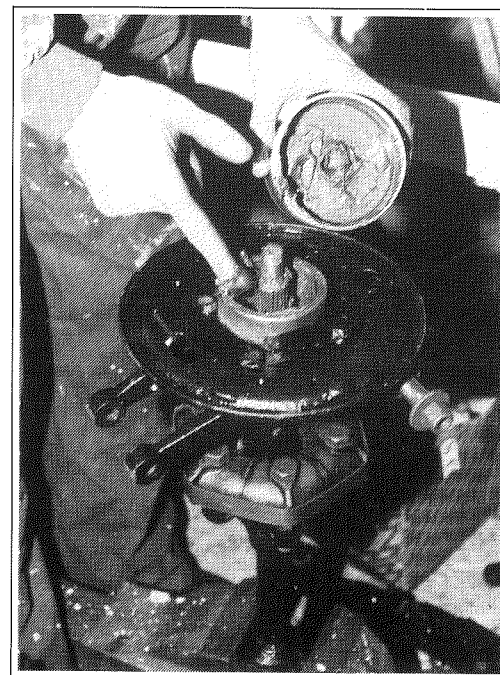


Figure 341. Pack well with LM or similar high melting point grease...

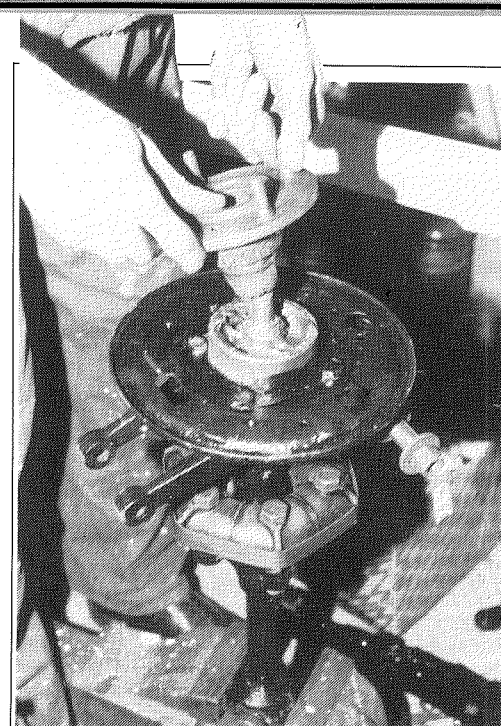


Figure 342. ...and feed on the outer hub.

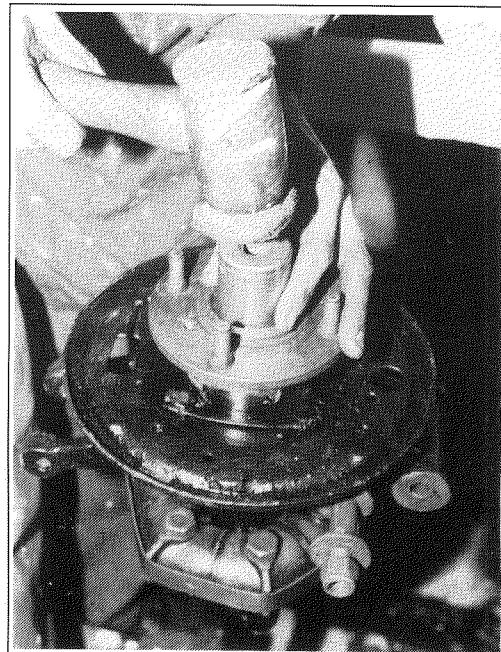


Figure 343. A little gentle persuasion will probably be required to push the outer hub on far enough to start the securing nut, easily achieved with a large socket and hammer.



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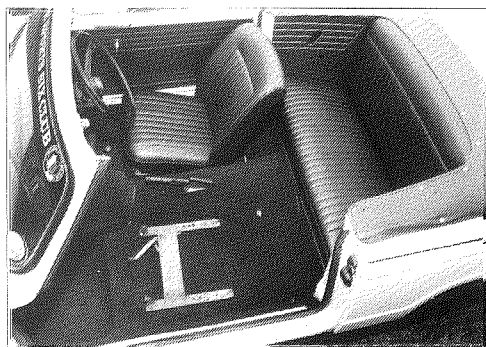
'The new range took us more than two years to develop as we were keen, as we are with all our products, to make it as near to original specification as we possibly could.

'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

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'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.

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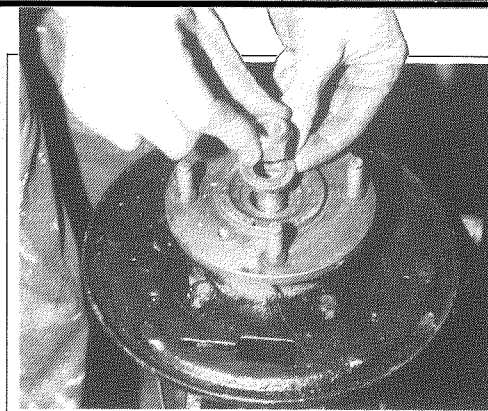


Figure 344. When enough thread is showing, slide on the outer washer and fit a new nut. (In order to fit the washer, you might have to do a preliminary nut minus washer fitting job in order to push the outer hub over the shaft far enough so that the washer can then be fitted.) The nut should then be torqued to 100-110 lbft which might well have to be finalised with the drive shaft on the car - depends on whether you've got a secure enough vice in order to stop the drive shaft turning whilst you're tightening the nut.

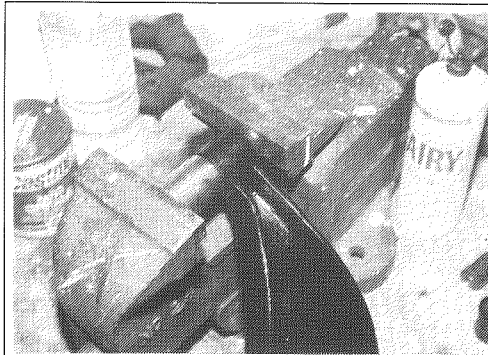


Figure 345. On to the lower wishbone. Using a drop of your favourite lubricant, start off by fitting a new inner wishbone rubber bush.

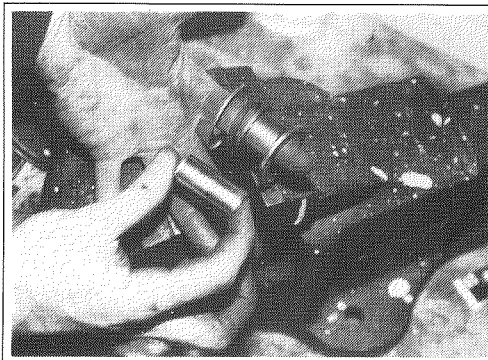


Figure 346. Next comes the fitting of the trunnion

bushes which consist of a set of nylon and metal bushes and inner and outer dust/water seals - very much the same as the trunnion assembly fitted to the front vertical link, but only more of and bigger.

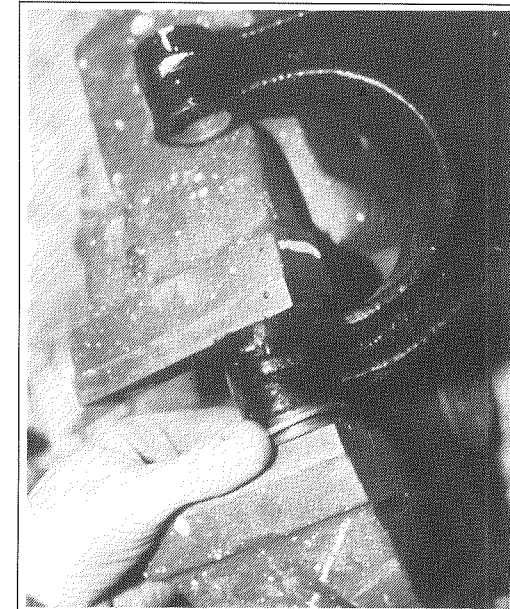


Figure 347. Ensure that the inner faces on the wishbone assembly are clear of rust etc., place a nylon bush through an inner dust shield and press in. I like to smear the assembly with copper grease before doing this. Repeat for the others.

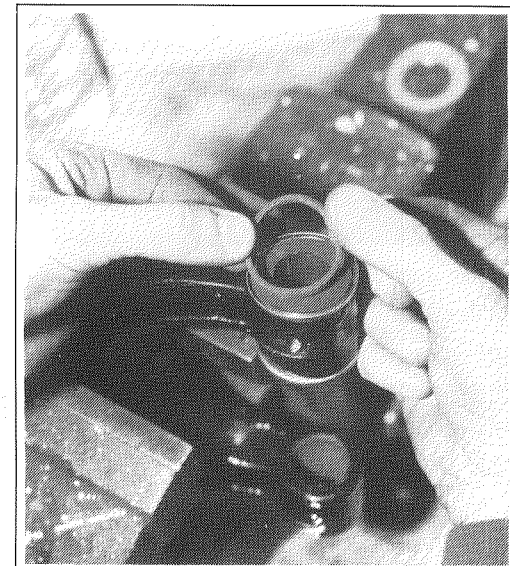


Figure 348. The rubber sealing washers fit over the edge of the nylon bushes.



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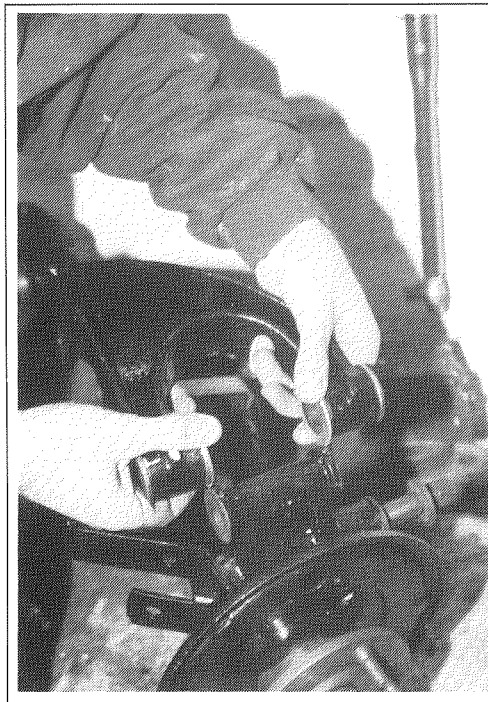


Figure 349. Generously coat the vertical link's long  
bolt hole with copperslip and when all's ready,  
fit the two innermost outer metal dust shields to the  
wishbone. Hold in place and slide the assembly  
over the vertical link.

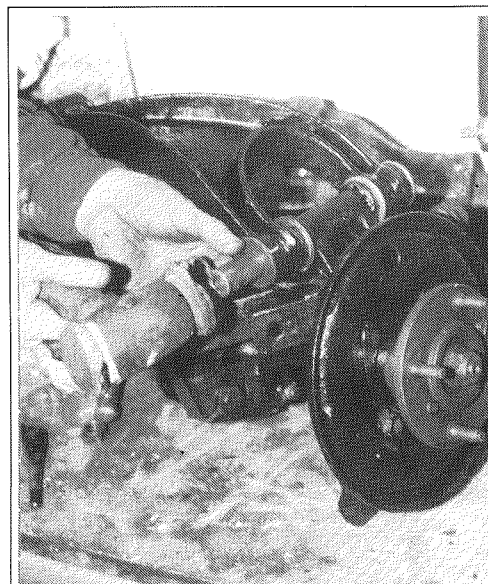


Figure 350. Finally, tap in the steel trunnion bushes.

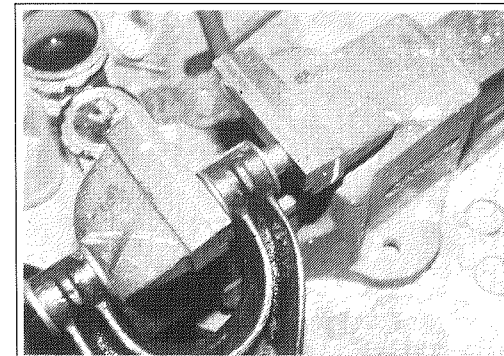


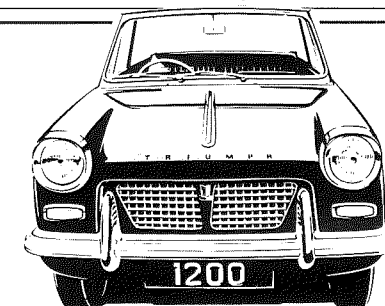
Figure 351. Alternatively, the steel bushes could  
have been pushed in earlier.



Figure 352. Finish off by fitting the two outermost  
dust shields followed by a new vertical link/  
wishbone bolt.

### Next month:

Back to basics with  
universal joints.



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## SPITFIRE/GT6 FLOOR

Bernard Robinson

**J**UST when I thought this latest series of articles from the T.S.S.C. workshop was coming to a close, the phone rang and a voice informed me that I would have to re-write this series.

On enquiring why, I was told 'because we are currently improving these repair panels'. The company who press these, but don't retail to the public and therefore don't normally get the recognition they deserve, are in fact STEELCRAFT of Leamington Spa.

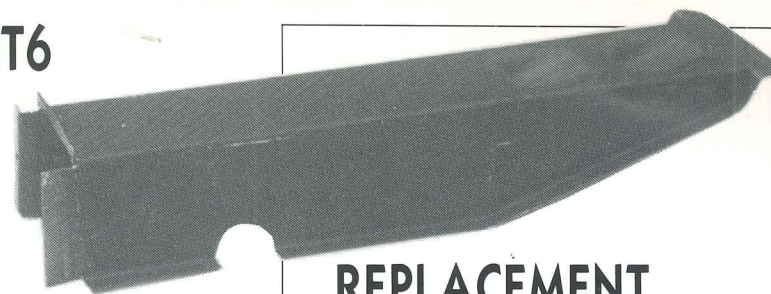
Richard Taylor tells me that Steelcraft press most of the repair panels currently on offer and has invited me to come along to see their operation and hopefully assist them in producing a better floor panel so watch your Courier for further news.

*To business . . .*

To finish the floor replacement we opted to renew the crossmember boxes as our originals were attached using the British climate quick release system . . . RUST!!!!



Fig. 1. Original cross member box being removed. Take care around the bolt hole sections.



## REPLACEMENT

**PART 6**

STEELCRAFT cross member box.

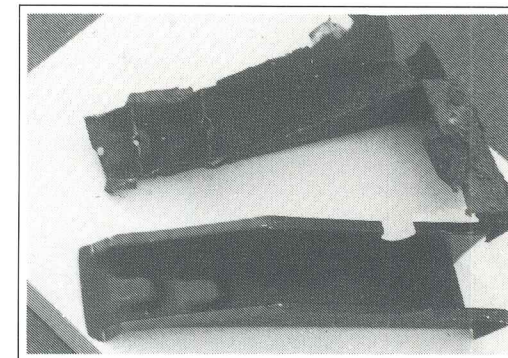


Fig. 2. Old and new boxes. Note the new panel does not come with the anti-crush brackets so these have to be removed.

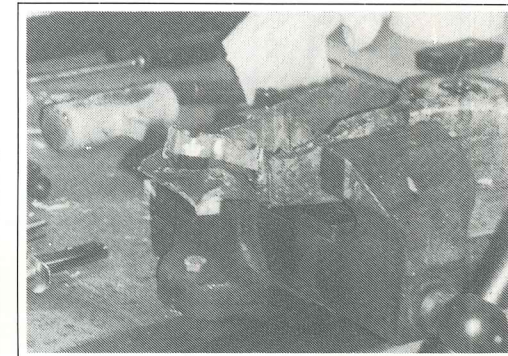
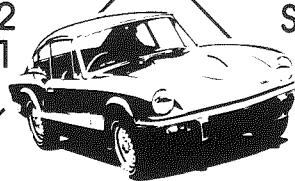


Fig. 3. Before removal, I coded each bracket and its position using Tippex correction fluid (artists perk). Hold box firmly in vice then hacksaw brackets free. Clean off with grinder.

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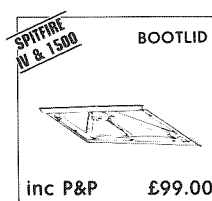
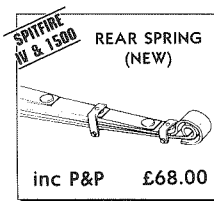
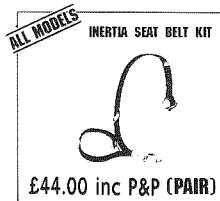
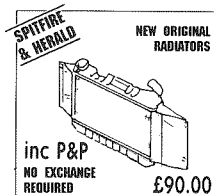
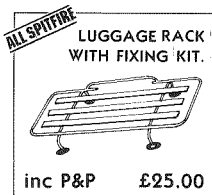
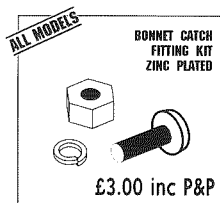
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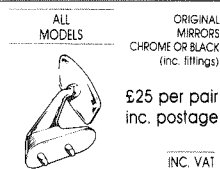
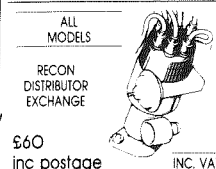
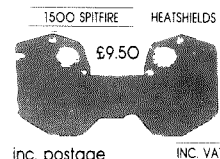
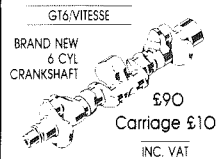
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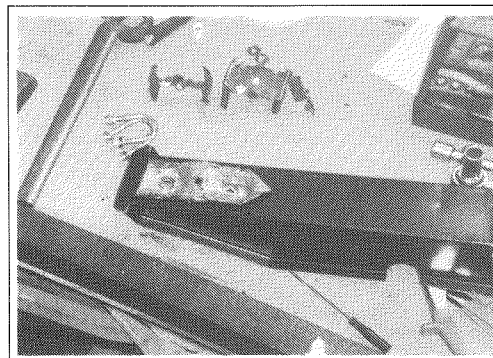


Fig. 4. Chassis bolt hole/bracket alignment jig. This was cut from the top of the original box. Mark bolt holes and using a suitable drill clamp the jig down and drill through.

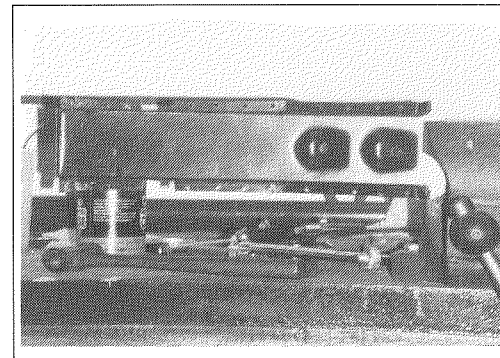


Fig. 7. The prepared box ready for welding. Pre-punched holes for plug-welding plus adjustments at rear for fit at inner sill (all right angle folds).

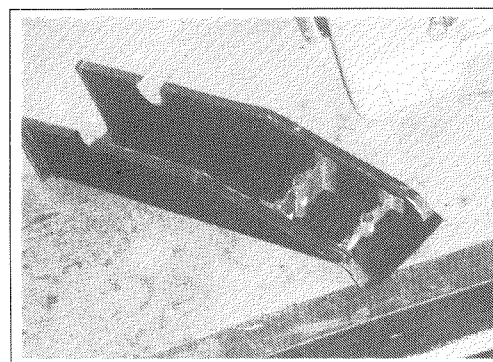


Fig. 5. Align the anti-crush brackets with the holes and weld into position.

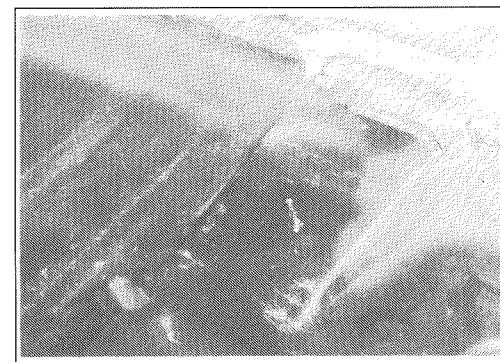


Fig. 8. Moving under the car. Find the welded nuts under the centre riggers. Select a small pilot drill and drill through. Take care not to damage threads.

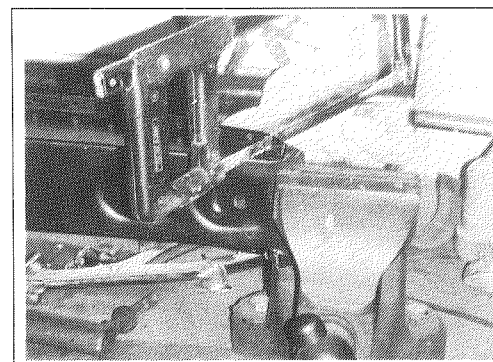


Fig 6. A couple of hacksaw cuts will help when you come to final welding. Trial fitting will show any adjustments you will have to make.



Fig. 9. Open pilot holes to required bolt sizes. I use a cone cutter. Again, take care not to damage threads below.



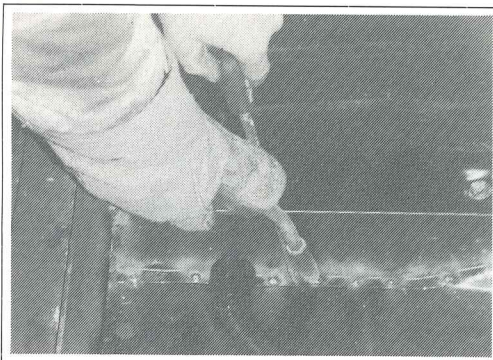


Fig. 10. Before welding, align bolt holes and put bolts into position and tighten down. Plug weld into position. Watch wiring loom cut out position on box to floor recess.


Careful use of weld seal, filler over weld seams and paint should enable you to disguise the fact any work was done and stop it rotting again. In our case as the car has no hood and it was the carpets that did the damage in the first place, we have left them out, so if you spot the car at a show, please have a look or word and judge for yourselves.

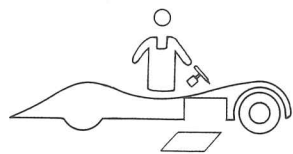


Fig. 11. Box in final position. Grind down excess weld and paint.

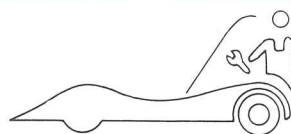


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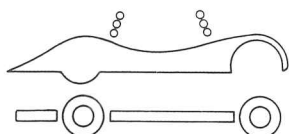
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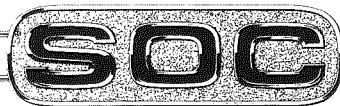
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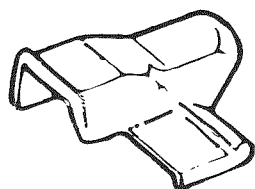




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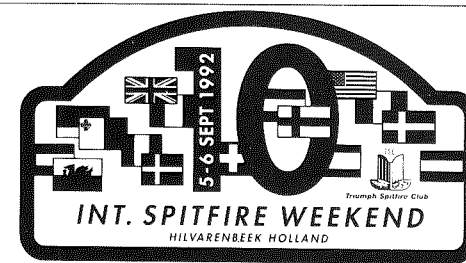
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On Saturday there will be a market, offering a large assortment of spare parts, accessories, books etc. and the concours will be held in the afternoon showing Europe's 30 beautiful Spitfires. Saturday evening official welcome and disco with a splendid live band.

Sunday morning will see the highlight of the weekend with the convoy drive. To grace this tenth anniversary the T.S.C. will try to outnumber the worldrecord registered by the Guinness Book of Records. In 1988 it already became a name in the T.S.C. with a convoy of 604 Triumphs. On sunday September 6, 1992 we will try to drive through Dutch countryside in a colourful queue of 750 Spitfires together about 13 miles.

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## INTERNATIONAL SPITFIRE WEEKEND

own Spitfire parking area), various restuarants, terraces and last but not least, the Safaripark. Sorry you cannot go in there with a cabriolet but here are jeeps to let.

The T.S.C. expects about 750 Spitfire, over 1200 guests and spreaded over 2 days roughly 2500 visitors.

On sunday market will go on like on Saturday and sunday afternoon prizegiving will take place. So this is definitely an event you can-



not afford to miss. For further inquiries call Mieke Luijten (Dutch T.S.C.) - (1031) 1602-32796 or Brian Waters (TSSC-UK) - 0525 713448.





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**CARRIAGE EXTRA.**



## 'Lawrencía' resurrected or

**T**HE floors of the South Shield's Herald were welded to the original bulkhead, the bonnet patch welded and the rear body floor wire brushed and painted. The same system was used on the bulkhead floor and bonnet wheel arches.

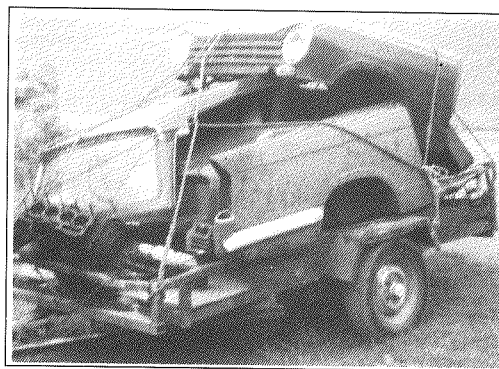
## The Saga of 'GUG'

Graham Holt Part 2

Re-assembly commenced with the next B.P. squad. Adrian Thompson of this group got very interested and helped a lot during holiday times. . . . We decided to give the 13/60 engine, gearbox and radiator from the £20 package a chance and fitted all these without rebuild! A Toledo S.U. carb and manifold were bought from a scrap yard and a new (!) 13/60 front pipe bought. A tail pipe from a Daihatsu went on this! New brake pipes and seals had been fitted and good sets of used shoes sorted and fitted (I have tons of spares by now!). New bottoms were welded on the doors and fitted to keep the yobbos out — the car was still parked outside.

The back seats and trim in black also came with the £20 bargain pack, while the front seats were from a Toyota (£10 the pair — from Kelly Bros. Scrapyard in Durham City). These had been bought for the B.P. car, but didn't fit! The black matching door panels came from 2 convertible doors I'd been given in Ebchester (black doesn't show dirt at much as the original red trim did!). A tow-bar I'd had for years was also fitted.

Still without lights (too easily broken) we tried to start the patchwork car. We towed it round the yard and got a lot of backfires but GUG



'Do It Yourself 13/60'. £20 worth on trailer.

wouldn't start. Would the resurrection fail? The next day Adrian phoned. He'd bought a second hand timing (strobe) light. He was eager to try it out. That afternoon he re-set the timing etc. The car started first time! I let him drive GUG round the yard. The first run since 1975! He went off to university and I waited for spring to do the painting. Patching and sanding continued off and on, while we moved house again. This time to a Post Office in Durham City. Then, DISASTER — The yobbos struck and broke all but the windscreen windows.



Body begins to go back on.

This was the one piece of luck as I had spare glass for all the other windows! (as a result GUG ended up with all original glass).

I must add that the yobs proved to be trespassers from another school. Elizabeth quickly found she didn't like the Post Office and we moved again.

This time GUG came with us — though Jim and I had a struggle with the trailer (we didn't know the wings came off to make loading easy!).

Our new neighbours regarded the multicoloured glassless GUG with suspicion.

Now our double garage enabled more rapid progress and our large hall enabled rear roof glass to be fitted on the carpet without scratching the cherry red paint.

Finally all the bits acquired over the many years were going back to use.

More next month



Car repair project team in action. Incomplete project car borrows roof, while GUG's bootlid is fitted in background.

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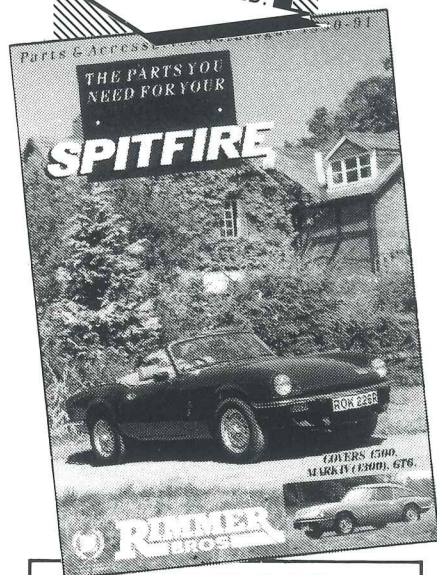
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**Triumph**



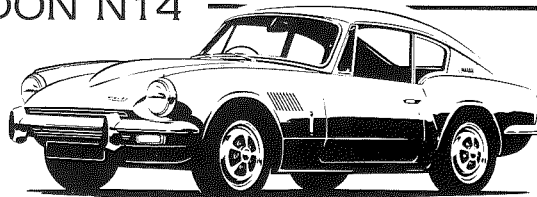
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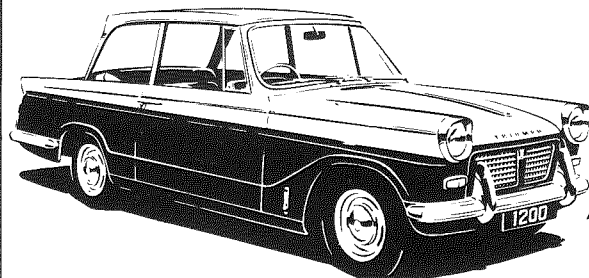
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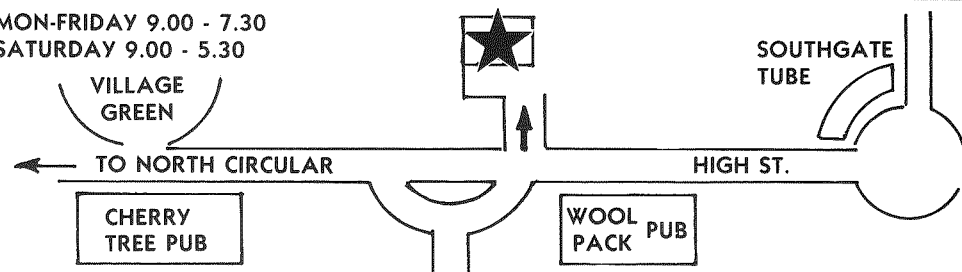
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The inaugural Rally was held in April 1991, and it proved to be so successful that the 'Pre-66 Rally Car Club' have decided to repeat the event in 1992.

The competitors, all of whom are restricted to using a pre-1965 car, will follow a 1500 mile route through some of Scotland's most idyllic and stunning scenery, including a visit to one of the Isles. The aim of the Rally is to offer competitors the opportunity to compete in classic cars in a manner in which they were campaigned in the fifties and sixties. A combination of hill climbs, autotests, regularity runs and night sections will, over a period of four days, test drivers, navigators and cars to the full! Many of the competitors come from South of the Border, however one local business, 'Chic Doig — MG and Triumph Sports' will, like last year, be well represented at the event.



Chic Doig (32) and his Parts Manager, Ian Wheeler (37), competed in Ian's Triumph Herald last year. This was their first ever attempt at such an event and they managed to their credit, to win the Triumph Sports Six Club Award. Ian and Chic will use the same car again for this year's event. In last year's event, Chic's mechanics David Morgan and Andy Thomson drove the service van which provided brains, brawn and spare parts for any competitor in distress. Their Herculean efforts gave them the Spirit of the Rally Award. Once again, Chic will be providing the service vehicle, mechanics and parts this year for the entrants convenience. The cost of competing in such an event is high. The entry fee alone is £650.00. To help cover

## The Highland Fling

Scotland's Premier Classic  
Rally / 12th - 16th April 1992

the cost of car preparation, tyres, fuel, entry fees etc, many of the competitors try to get sponsorship from the business community. Ian and Chic are very grateful for the support and sponsorship of Balfour Beatty Construction Scotland Limited for the 1992 event. It is perhaps fitting that many of the roads to be used in the Rally are likely to have been constructed originally by Balfour Beatty!

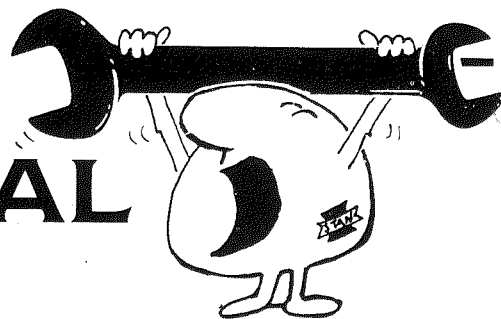
Chic Doig — MG and Triumph Sports are based at Unit 1, Mill Street, Kirkcaldy. The company undertakes all normal mechanical work, servicing, accident damage repairs, resprays and vehicle recovery and transport, but specialises in the restoration of classic cars. Unlike some restoration companies who restore only one marque of car, any classic car (and its owners(s)) will be made more than welcome and all will benefit from the wealth and depth of experience, enthusiasm and skill available. The company also hold huge stocks of spares for classic cars and is recognised to be the biggest mail order stock

holder in Scotland. Further details on the Rally can be obtained from:- **Secretary of the Meeting and Entries Secretary, Malcolm Nicholson, Kintyre, Undercliff Road, Wemyss Bay, RENFREWSHIRE. PA18.**

Further details on Chic Doig and Ian Wheeler and their entry can be obtained from:- **Chic Doig — MG & Triumph Sports, Unit 1, Mill Street, KIRKCALDY. Tel: (0592) 206439.**

We would like to thank the following companies:- John Kipping for his 4.11 LSD Competition Differential — Kingston Sports Cars for the gas flowed head and Rally camshaft — Agra Engines for engine machine work, full balancing and Tuftriding crankshaft — Colway Tyres Competition Dept. for the greatly reduced price on their Emjo Road Rally Tyres.

# TECHNICAL TIPS

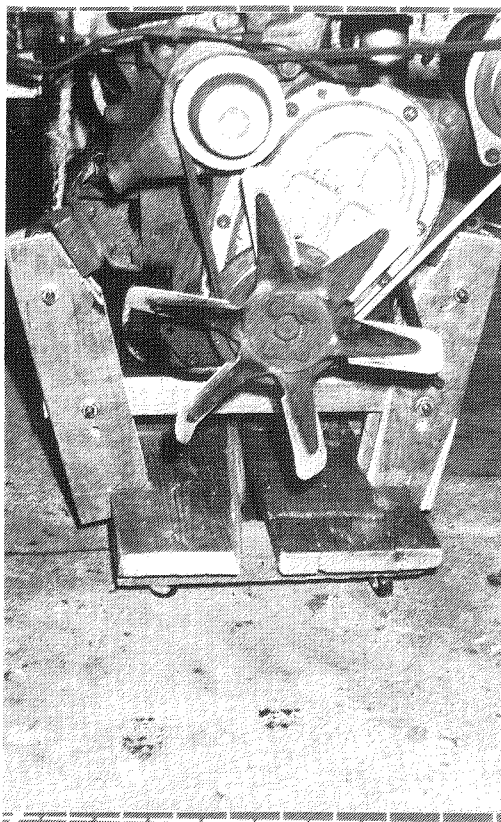


John Davies

## A LOW TECH ENGINE TROLLEY & STAND

### CONSTRUCTION

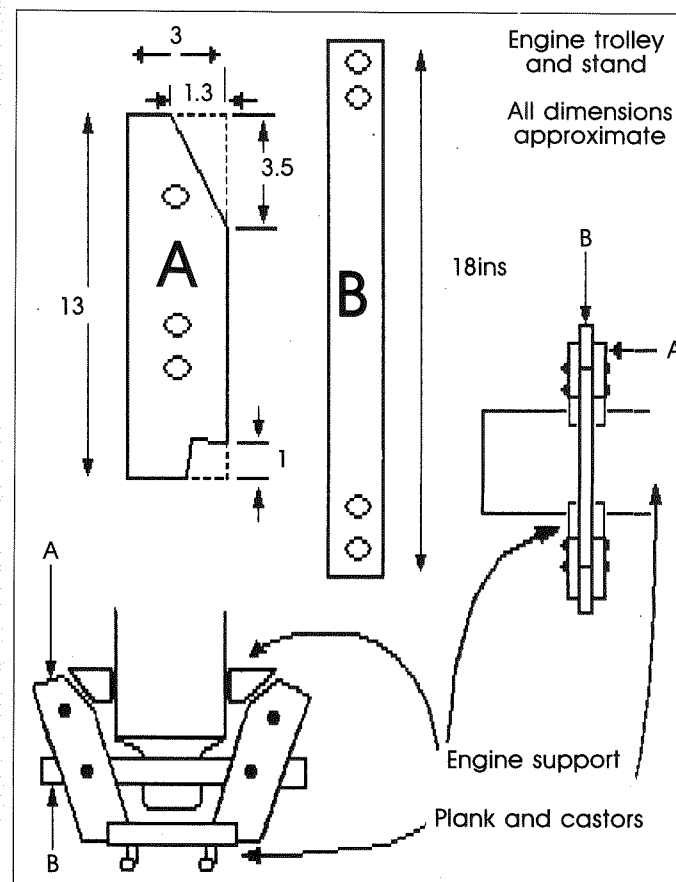
The platform needs to be about as long as your engine and gearbox, 4 feet for 2 litres. I used two 7 inch wide planks, but three 5 inch or four 4 inch would do as well, but they must be strong, thick planks. Mine were 1 inch thick.



Fix the planks together using offcut plank lengths cross ways underneath. Use three or four cross pieces, and two screws per plank

per cross piece, to make the platform as rigid as possible. Fix the castors, two per cross piece. This will support the engine, but how to keep it balanced on that tiny sump? Wood blocks would do, but better would be a stand, to suspend it from it's supports.

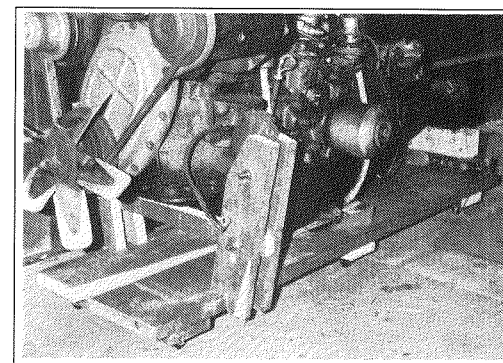
edge of the platform. Lower the engine onto the platform, so that the engine support brackets slot in between two A's onto the bevel. You may need to adjust for width and angle by drilling more holes in B further from the ends and in the A's lower down.



When the engine rests on the bevels, the weight forces the upper end of the A's apart, compressing the platform between their lower ends, forming a structure which is rigid vertically and laterally. To support the rear of the engine, and to provide longitudinal support, make sure that you include a mounting bracket on the gearbox rear extension.

This has a flat base and a few offcuts or a small wood block will support it at the correct height. Two nails either side of the bracket will stop the engine moving forwards or backwards. This sturdy engine trolley can be moved around on a garage floor or other fairly smooth surface, but not on tarmac or gravel. It will provide support for light work if you don't mind kneeling down but **DO NOT RELY ON IT**. Use other means to support the engine, or lay it down, if you have to heave on seized nuts, or do other heavy work. I cannot recommend for how other people make or use this design.

From plank offcuts, cut four pieces (A) about 13 inches and half the width of a plank. From each, cut a bevel off one corner and a notch in the other (see diagram). Drill two holes for the bolts, about two inches and about seven inches (plus half the thickness of B) from the bevelled end. Cut another piece (B) about 18 inches long and about twice as wide as the plank is thick. Drill a hole in each end. Assemble the A's and B's as shown. A is the bread and B the meat, in a double ended sandwich. Tighten the bolts to finger tightness, the lower bolts to hold the pieces together, and the upper to prevent the A pieces spreading under the load. Fit the assembly onto the platform, bevelled ends up, with the notches on the



The finished trolley.

**N**OW that you have the engine out, how are you going to shift it under the bench for storage or out again to work on? It took two friends and a six pack, to get it out of the car. A proper engine stand would cost several six-packs but you can make this in an hour.

You will need:-

Enough strong planks to make a platform about 4ft x 14ins. Scaffolding planks are ideal, floorboards are too weak.

Heavy woodscrews: 6-8 per plank, about size 10. Should be **TWICE** as long as the planks are thick.

Castors: 6 post castors, **NOT** screw on castors. The larger the better, but go for **HARD** wheels.

Four heavy bolts: Must be at least three times as long as the planks are thick. Coach bolts are fine, and cheap.

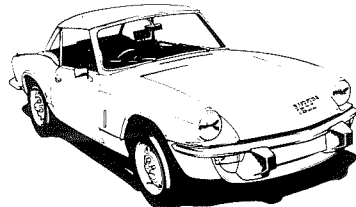
Some washers, to fit bolts, some nails, two inch or larger.



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**B**ACK in 1982, ten years ago, Thames Area decided to have a picnic and invite a couple of other Areas to join them. Choosing a Saturday in April, they all made for Beauleiu. About 20 or 30 people turned up and had an enjoyable meet.

The following year the Heritage Motor Museum at Syon Park, Brentford, was the venue and despite torrential rain, nearly 200 cars crammed themselves into the Museum. The potential for a large Club Meet was then realised. How could it grow? How can we make it grow? Where should it grow? were just some of the questions at the Area Committee meeting that followed. . . . After protracted discussion it was decided that the South of England Meet should be a proper two day event and turn itself from a Meet into a Show. The Concours had always been the mainstay of the event and this was to continue, albeit with some minor tweaking. Yours truly shouted the loudest and had been told to lead a team to organise it — sometimes I just can't keep my mouth shut!

Those of you who remember 1984 will remember Chessington Zoo in glorious sunshine. Just about all the equipment was borrowed and with little finance, little professionalism but masses of enthusiasm we pulled off the first two day show — and so it was for three years. In 1987 we returned to Syon Park, due to the expansion of Chessington Zoo, in a much larger field that we soon outgrew. Restrictions on camping, site size and cost made the venue far from ideal but were were starting to get better organised, although we had a smaller team.

1988 was a bad year. I tried to hand over the reins, without success. Lack of a suitable venue and enthusiasm for the organisation were other factors. Would there ever be another S.E.M.?

Enthusiasm rekindled, we arrived at Leatherhead Leisure Centre in 1989. The Club had grown, the Show had grown, costs had grown and held had diminished. The team, now (and still) three, decided that the event should become a Club event rather than stay as an Area event. This meant that no one Area had to bear any loss that the Show might make (although it never has) and that the full resources of the Club would be behind it.

We have been at Leatherhead ever since, it is certainly the best venue we have ever used. It fulfills all our requirements and allows those members of the family who are not interested in cars, some alternative entertainment.

Gradually the date was moved until four years ago we arrived at the second weekend in May. This was for two reasons, firstly the weather (in ten years we have only had three wet Meets) and secondly, it has be-

more popular with members who garage their cars during the winter. S.E.M. has traditionally marked the start of the season by being the first Show. From humble beginnings who could have forecast that it would become the second largest Club event, with only the International Weekend beating it.

The format this year was basically the same as previous years, but somehow we managed to fit in an improvement or two into the weekend. This year for instance we had liquid sunshine on tap! So what did the 800 odd visitors do? Firstly look at the cars, after all it's what we all have in common, the cars. Every Triumph at the Show gets judged, even the 'not so concours' cars. This is unique to S.E.M. and has become a mammoth task for our judges, we are now famous for our late prize givings. An increasing number of traders attend to sell those all important parts, many at reduced prices. There is an opportunity for members to sell autojumble, this year was the biggest autojumble ever, one member even held an auction at the end so that he didn't have to take anything home. Club Regalia, Special Offers and Books all come to life in the marquee. Local Areas hold side shows, this year Surrey Area designed even more fiendish auto-gymkhana and

# SOUTH OF ENGLAND MEET 1992

**Mike Crewes**  
S.E.M. Area Organiser

South and East London had a table full of games. It is a pity that more Areas didn't get involved.

With all the day barbeque and bar, camping and evening noggin, what more can any enthusiast want? If you have an answer to that, I'd be glad to hear it.

This year, we had sponsorship from Footman

Best Herald	White 1200 Convertible	OPF 9E	Mr. Hodgson
Best Vitesse	Brown MkII Saloon	EGO 124 J	
Peter William's Courier rebuild was also there and deserves a special mention — the photo's don't do it justice!			
Best Spitfire	Green 1500	VRK 423 S	
Best GT6	Red MkII	YRP 765	Bill Sunderland
Best Bond	2L Coupe	LXA 88G	Malcom Mackay
Best Special	White Midge	BEA 465 J	Chris Bird
Best Guest	White Stag	SBH 505 L	Sally Spencer

The car of the show was Bill Sunderlands' beautiful GT6, a well deserved winner despite Bill's efforts to stop it being judged. I'll finish now with a few thank yous. Firstly thanks to Leon Guyot and Chris Childs for coming up with the idea back in 1982, secondly to Footman James and Dominion for sponsorship, then to my trusty assistants — my wife Tracy and also Chris and Tessa Childs (the two lovely smiles that took your money as you entered). I'd

James and Dominion Insurance, this adds to the success of the event which now finances some of the other smaller non-profit making events. This is true T.S.S.C. enthusiasm, members helping members! . . . . Despite the weather, this year was another success with even better cars than ever turning up for the Sunday Concours. Here are the winners:-

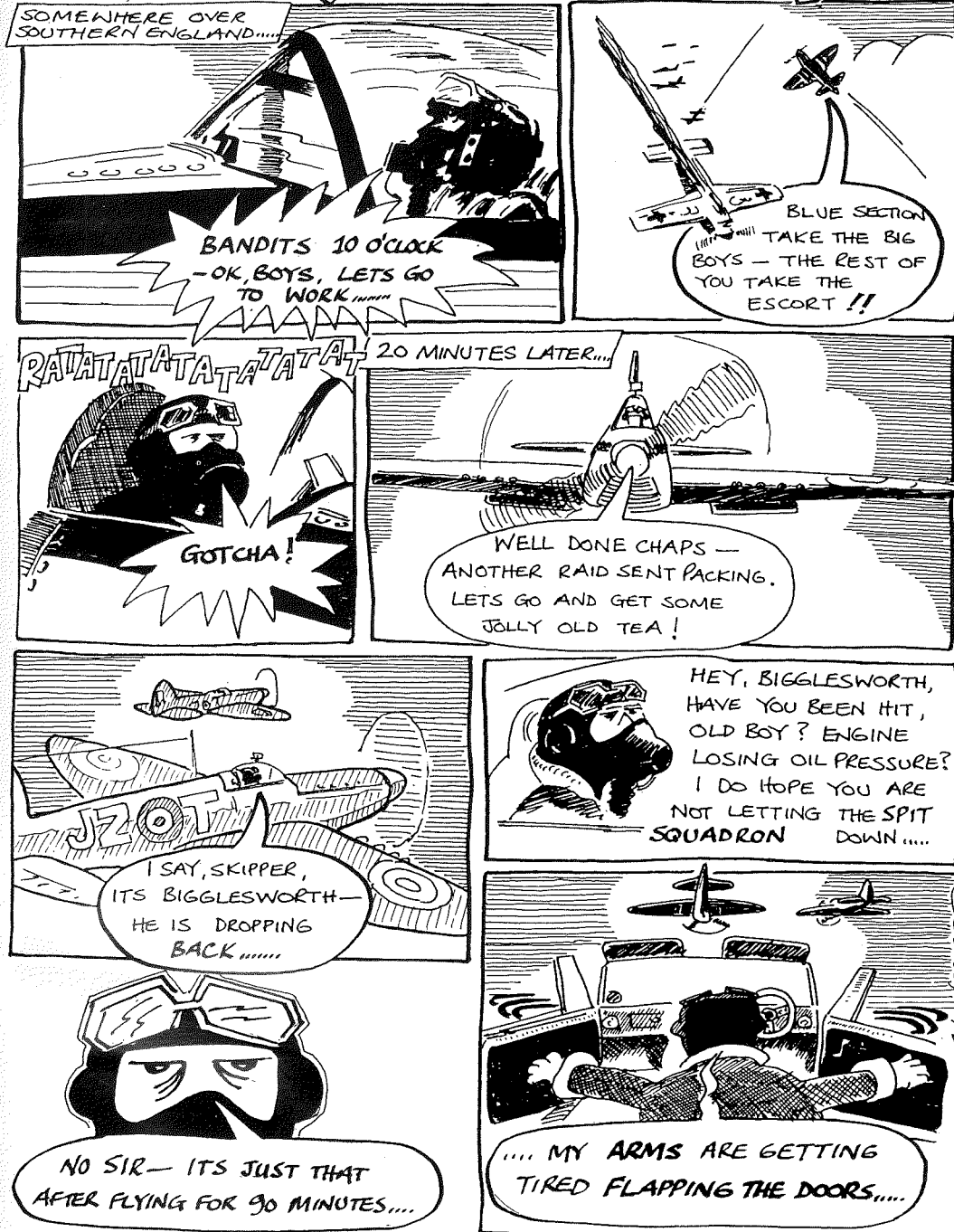
like also to thank Surrey Area, South and East London Area, Thames Area, all the Traders that attended and all the Staff of Leatherhead Leisure Centre, but most of all I would like to thank YOU, for showing your enthusiasm by turning up and taking part. If you didn't come — shame on you, you missed a great show and part of our Clubs heritage!

See you next year on 8th and 9th May . . .



A view of the cars at S.E.M.

# Tommy the Triumph!





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The following services are available from the Club Headquarters

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