

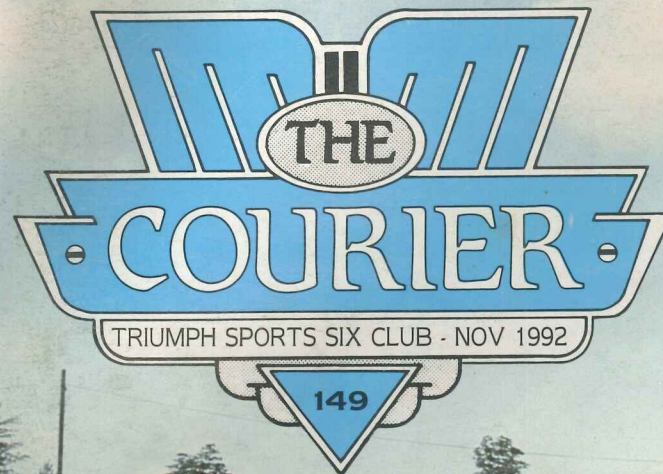
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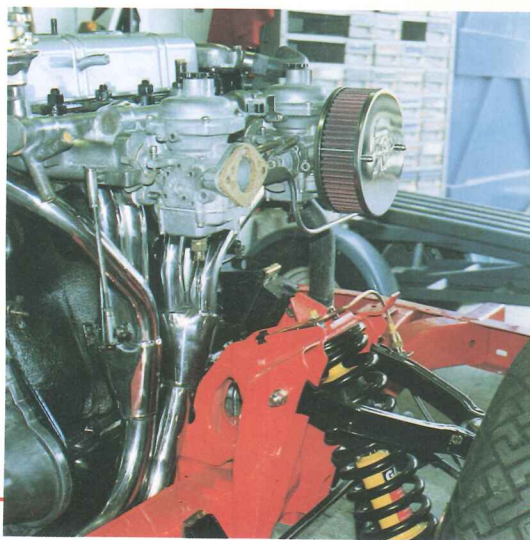
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THE COURIER

The Official Monthly Magazine of
The Triumph Sports Six Club
VOL.13 No. 149 NOVEMBER 1992

Price £1.50 Free to Club Members

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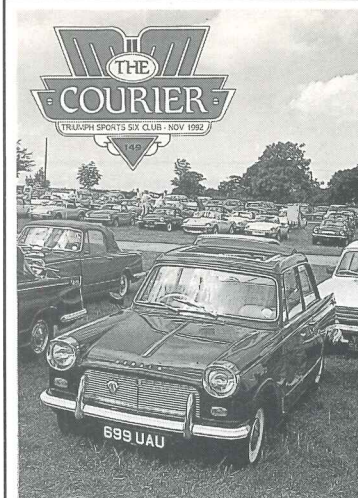
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Simon Roberts, David Aspinall, Tom Longley.

For a full list of TSSC Officials see page 82

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Cover photo
Herald 12/50
Stafford 92.
Pete Williams.

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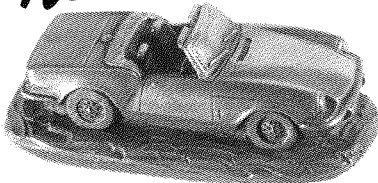
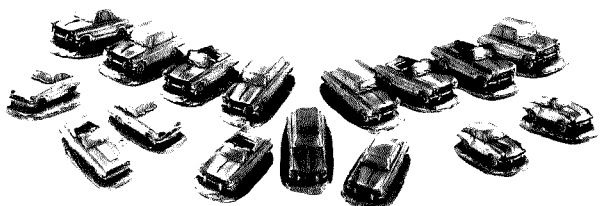
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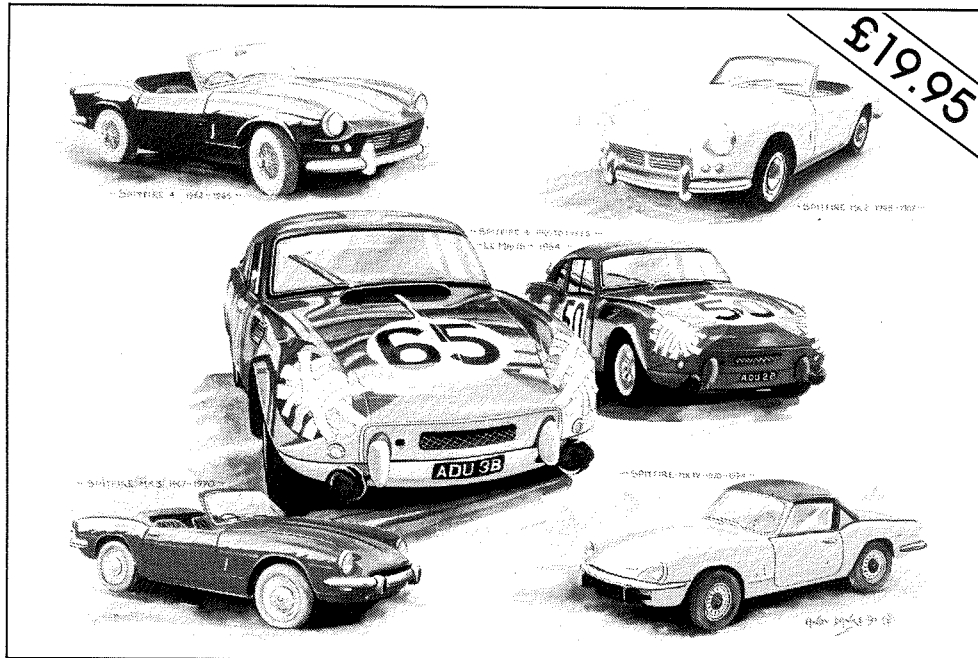
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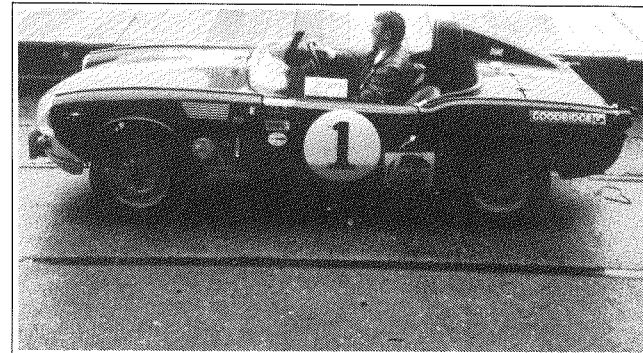
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Comment Le-Mans Reunion

Bill Sunderland

After a recent phone call from Dave Bayliss, (a very early TSSC member and long time Council Member throughout the 80's) regarding a Le-Mans reunion. Dave took the plunge, representing the TSSC with our famous 1962 Spitfire, Quasimodo. Some 20 racing marques went to Le Mans from Brooklands for a reunion of ex-racing marques. Dave will soon write a report for the Courier including him overtaking a moving Ferrari F40!! The trip will also feature soon on Sky Sports TV.



TSSC INSURANCE/VALUATIONS

The Club has seen a very healthy increase in members insuring their cars through the Club Insurance Scheme and with so much uncertainty about it is re-assuring to know the TSSC Scheme is profitable to our insurers and will continue to flourish.

We do have a stumbling block which has to be addressed. *Some members are not com-*

pleting Valuation Forms and others are not renewing their valuations on the two year rule. You will only receive Market Value (very low payouts) if a current valuation certificate is NOT in force The Club cannot support cars insured without a valuation. Please check and make sure you valuation is valid.

TSSC OFFERS

You will see in this issue of the Courier an offer that should help keep your costs down, although only on certain lines, we have bought our largest consignment yet of Bells stainless steel exhausts and have made large

savings on costs which are being passed directly on to you, the member. Times are tough but the Club believe this is an offer many of you cannot refuse.

HATS OFF

It is still very pleasing and pleasurable to announce re-manufacture of parts for our cars. Once again the trade comes up trumps, take a look at Autorama. We will support the trade up to the hilt and further. Over the past 12 months many unobtainable parts have been

re-manufactured in some way, making a mockery of the present economic climate. Keep it up!!! Please support trade companies who re-manufacture parts, and let us know what is new, through Autorama.

DEADLINES

To finish, Christmas is not far away, if you are buying Regalia, Offers, Books, the last guaranteed postal date will be 18/12/92. UK

destinations, please place orders as early as possible. January 1993 Courier magazine deadline will be 10/12/92. Please note dates!!

NEWS REVIEW

ANDREW STONE EXPANDS!

As from November 18th 1992, Andrew Stone Triumph Parts Centre will be operating from their new premises at Belper in Derbyshire.

This is about 8 miles north along the A6 from the old premises, but a lot easier to find! As well as maintaining their efficient mail order business and discount prices to T.S.S.C. members they now have a brand new trade counter where customers are welcome to call and discuss their requirements with Andrew's staff. Andrew wishes to take this opportunity to thank all of his customers over the last four years without who's continued support this expansion would not have been possible. Thank you. . . . Obviously in these troubled times a move of this nature is a brave one, but Andrew has the interests of members and Triumphs at heart and has worked hard to achieve this, so why not check him out. Also, the staff of the T.S.S.C. HQ wish him all the best in his new venture. Well done! His new address and phone number are:-

Andrew Stone, Triumph Parts Centre, Derwent Street, Belper, Derbyshire. DE56 1UQ.

Tel: 0773 828881
Fax: 0773 828884.

6 The COURIER

SPITBITS SPITBITS SPITBITS ORIGINAL PANELS

Due to great demand, SPITBITS has purchased a further quantity of rear MkIV/GT6 III wings, at very reasonable prices, so cheap that we can offer them to you at only £110 including VAT. Elsewhere £140 +, so please hurry whilst stocks last. Telephone SPITBITS ON:- 0734 732648

MILLER OILS TR REGISTER ECONOMY RUN 1992

Martyn King of the TR Register informs us that the result of inviting TSSC members on their Economy Run has meant an overall win for TSSC member Louis Barton from Bath in his Spitfire 1500. Louis and his navigator Paul Muxworthy managed to achieve a staggering 63mpg over the 128 miles course.

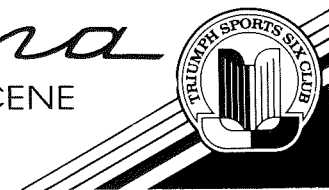
Hopefully Louis will write a full report for the Courier. Well done lads and thanks to the TR Register and Miller Oils for organising what sounds like a really fun event.



Left to right: Louis Barton, Sue Beardsmore (TV presenter) & Paul Muxworthy

Autorama IN AND AROUND THE TRADE SCENE

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



TSSC Offers has recently been approached by Penrite Oil, a company who manufacture a wide range of lubricants designed for older cars.

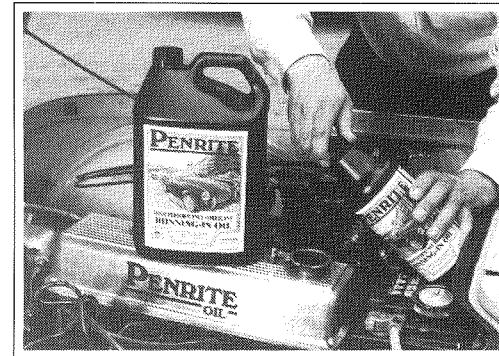
Modern oils developed for the latest cars are sophisticated products, but older engines have special needs and were designed to run on thicker oils. With modern oils being thinner, problems do occur when used in our cars, i.e.: low hot oil pressure, high oil consumption and a lack of oil film protection while the engine is standing. Using the latest technology, Penrite have introduced a comprehensive range particularly suitable for our cars, some of which will shortly be available to members at a discounted price.

HPR30 - 20/60, engine oil, excellent for all Club cars.

Running in oil, protects your engine for those first 200-300 miles.

Storage oil, ideal for members who are laying their cars up for the winter.

Gear oil, 30 or 40, replaces EP80-EP90/SAE30-SAE40, ideal for normal or overdrive gearboxes.

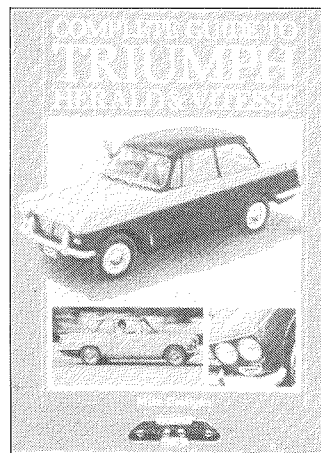


Graphite grease, a water resistant grease, ideal for ball joints, track rod ends, universal joints etc. **These items will only be introduced if there is a sufficient response.** If you are interested, please contact John Muggleton at the Club HQ.

0858 434424

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Mike Costigan



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ATTENTION SPIT IV/1500 OWNERS



Aluminium Windscreen Capping Spitfire MkIV/1500 Pt No. 911106
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Moss Europe are pleased to announce that they have recently commissioned the re-manufacture of this line. Whilst we do not normally announce new products until we actually have them, Martin Lawson's letter has prompted us to give you advance notice.

For further information contact:-
Adam Blackaby, Moss Europe Ltd., Victoria Villas, Richmond, Surrey. TW9 2JX. Tel: 081 948 8888.

Although still in the pipeline, the product is expected to be available from your local Moss agent by the New Year at latest.

The COURIER **7**

COP SHOP

THIS month the regulations on vision out of your car. The regulations are quite simple and although the jargon may be difficult to follow in places, they are really only common sense.

The Road Vehicles (Construction and Use) Regulations 1986. Regulation 30 - (1) Every motor vehicle shall be so designed and constructed that the driver thereof, while controlling the vehicle, can at all times have a full view of the road and traffic ahead of the motor vehicle.

(3) All glass or other transparent material fitted to a motor vehicle (including plastic windows in a convertible roof — Mike) shall be maintained in such condition that it does not obscure the vision of the driver while the vehicle is being driven on a road.

31 - (1) This regulation applies to a motor vehicle which is — (a) a wheeled vehicle, not being a caravan, first used before 1st June 1978; (b) a caravan first used before 1st September 1978.

(2) The glass fitted to any window specified in an item in column 3 of the Table below of a vehicle of a class specified in that item in column 2 shall be safety glass.

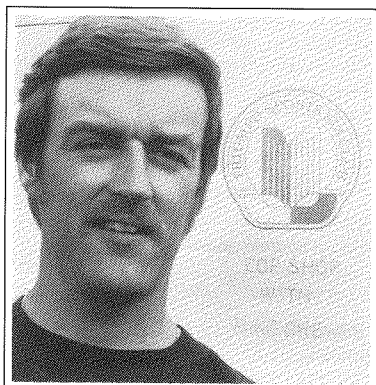
1	2	3
1	Wheeled vehicles first used on or after 1st Jan. 1959 being passenger vehicles or dual purpose vehicles.	Windscreens and all outside windows.

(4) In this regulation and in regulation 32- 'caravan means any trailer which is constructed (and not merely adapted) for human habitation; and 'safety glass' means glass so constructed that if fractured it does not fly into fragments likely to cause severe cuts.

32 - (1) This regulation applies to:— (a) a caravan first used on or after 1st September 1978, and (b) a wheeled motor vehicle and a wheeled trailer, not being a caravan, first used on or after 1st June 1978.

(2) Save as provided in paragraphs (3) to (9), the windows specified in column 2 of the table below, in relation to vehicles specified in that column of that table shall be constructed of the material specified in column 3 of that table.

1	2	3
1	Windscreens and other windows wholly or partly on either side of the drivers seat fitted to motor vehicles first used on or after 1st April 85.	Specified safety glass (1980).



Mike Crewes

2	Windscreens and other windows wholly or partly on either side of the driver's seat fitted to a motor vehicle first used before 1st April 85.	Specified safety glass or specified safety glass (1980).
---	--	--

3	All other windows.	Specified safety glass, specified safety glass (1980), or safety glazing.
---	--------------------	---

(3) and (4) are exemptions. (5) is the regulation which allows the temporary use of safety glazing over a broken windscreen or window.

(6), (7), (8) and (9) deal with buses and exemptions for trailers with temporary glazing and window markings.

(10) Save as provided in paragraph (11), the windcreens or other windows constructed in accordance with the foregoing provisions of this Regulation of specified safety glass, specified safety glass (1980) or safety glazing and specified in column 3 of Table II, in relation to the vehicles specified in column 2 of that Table, shall have a visual transmission for light of not less than the percentage specified in relation to those windows in column 4, when measured perpendicular to the surface in accordance with the procedure specified in a document in relation to those windows in column 5.

SEE TABLE OVERPAGE.

(11) Paragraph (10) does not apply to:— (a) any part of any windscreen which is outside the vision reference zone:— (b) windows through which the driver, when in

TABLE II (regulation 32 (10))

1	2	3	4	5
Item	Vehicles	Windows	Percentage	Documents specifying procedures.
1	Motor vehicles first used before 1st April 1985	All windows	70	British Standard Specification No. 857 or No. 5282.
2	Motor vehicles first used on or after 1st April 1985 and trailers.	(a) Windows (b) All other windows	75 70	The documents mentioned in sub-para. (i), (ii), or (iii) of the definition in paragraph (13) of 'specified safety glass (1980).

the driver's seat, is unable at any time to see any part of the road on which the vehicle is waiting or proceeding.

(c) and (d) deal with ambulances and commercial vehicles.

(13) Definitions:—

'safety glazing' means material (other than glass) which is so constructed or treated that if fractured it does not fly into fragments likely to cause severe cuts. British Standard specifications are also given for specified safety glass

and specified safety glass (1980).

'vision reference zone' is defined under B.S. specification No. 857. 'windscreen' includes a windshield.

So there you have it! Next month I will go on to wipers, washers and mirrors.

If you have any queries or topic on Road Traffic Legislation why not write to Mike Crewes, 112 Blackmoor Wood, North Ascot, Berks SL5 8EN. Please enclose SAE.

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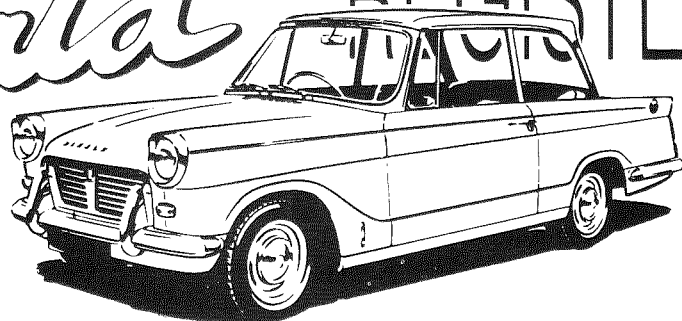
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Herald REGISTER

Chris Longhurst



TRIUMPHS first and last venture into the commercial vehicle arena was with the launch of the 5 cwt payload Courier Van 30 years ago.

The Courier was based on the Herald 1200 Estate which had been launched the previous year. It was distinguished from the Estate by the presence of side panels instead of windows, a grill from the Herald 948s, no rubber bumpers on the valances and the designation TRIUMPH COURIER in separate letters on the rear tailgate. The rear number plate light was also different to that of the estate.

COURIER VAN 30th ANNIVERSARY MEMBERS CAR FEATURE

Internally the dashboard was the 'bran' type with silver flash from the Herald 'S'. The steering wheel, column and column switches, dash

knobs and handbrake gaitor were '948' grey. Seats and door trim were also from the 948, colours were Phantom Grey until early 1963 (last listed Nov. 62) and Matador Red later (first listed June 63). Judging from pictures in the sales brochure Mk1 cars had carpet over the gearbox tunnel but rubber floor mats. Later (all Mk1?) cars had rubber mats over the whole front area, no rear carpets were fitted. A sunvisor was only fitted to the drivers side. The glove box was not fitted with a cover. A headlining (white) was only fitted in the driver compartment, an optional fibre board headlining was available for the load compartment.



Home again

A quick wash down - and she's ready for tomorrow. The Courier puts servicing problems firmly in their place. Only one garage service needed for 6,000 miles motoring. (In fact, much of the Courier's lubrication is sealed in for life! First meet such a van for looking after itself!

COURIER STRONG POINTS

Chassis - rigid steel girder base for strength.
Body - eight separate sections for quick repair jobs.
Service - only one needed for 6,000 miles.
This built-in Leyland toughness and quality.



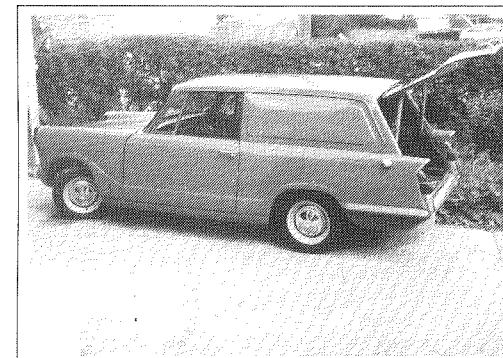
No stainless steel side strips were fitted to the van. Two types of grille were fitted. One had its own frame, the other was attached to the front of a 948/1200 frame.

The wooden floor of the load compartment was detachable at the front to allow the fitting of an optional seat kit which cost £15.00. The Courier van was mechanically similar to the 1200 range but 'sported' heavy duty suspension (eg 8 leaf rear spring) and wheels and was lacking a front anti roll bar.



The featured Courier van, 316 PWL, (GA90793V, body number GVA81008), belongs to van enthusiast Shaun Ogbourne who is the second owner. The van was first registered on the 8th November 1962 by the Roberts family. It was purchased for Mrs Roberts for the transport of show dogs and, apart from journeys to dog shows was only used for local

serviced, the bodywork/chassis had not received much attention. Shaun ran the car until June 1987 when a restoration was carried out. The chassis frame was rotten and was replaced along with the bonnet, valances, sills and doors, new body mounting points, treadplates and rear wheel arch repair panels were also fitted. The car was in good mechanical condition but received a thorough overall. One of Shaun's biggest challenges was repairing the chewed dashboard. A replacement section was cut out of a scrapped car, glued in place and re-painted in 'portafleck' style.



Thanks to the efforts of Leon Guyot the TSSC Courier Van Register now contains details of a large number of vans owned by both club members and non members.

'COURIER' VAN DETAILS

The 'oldest' Mk1 chassis van is GA46994V (body GVA31) and the 'youngest' Mk1 is GA 73358V (body?). The oldest Mk2 is GA81460B (body GVA-80053) and the 'youngest' GA15815V (body 82133-GVA) which was registered in 64. Production figures are not known, possibly 3500 Mk1s and 2500 Mk2's were produced between 1962-64. Details of known vans will appear in next month's magazine.



Shaun Ogbourne's Phantom Grey Courier van at Leicester Show, 1992.

journeys. A van was preferred for dog transport to an estate because of the lack of windows. Shaun purchased the car on the 7th November 1986 with 44,800 miles on the clock and a dog ravaged front dashboard! Although the car had been regularly

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Gearbox, fully reconditioned	n/a	175.00	
Differential, fully reconditioned	n/a	175.00	
PLEASE STATE MODEL & YEAR WHEN ORDERING			
STEEL PANELS, SPITFIRE/GT6		LIST PRICE	TSSC PRICE
Bonnet, Spitfire MkIV/1500, New, BL	n/a	465.00	
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	
Front wheel arch repair MkIV/1500 & GT6 MkIII	23.00	20.70	
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/III	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		LIST PRICE	TSSC PRICE
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	
STEEL PANELS cont.		LIST PRICE	TSSC PRICE
Rubber bumper mounting strip (corner)	5.00	4.50	
Front floor footwell (ribbed)	29.00	26.10	
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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	
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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		LIST PRICE	TSSC PRICE
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	
Windscreens 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	

TRIM & RUBBER SEALS cont.		LIST PRICE	TSSC PRICE
Door trim panels, Spitfire/GT6 (pair)	POA		
Doortop 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		LIST PRICE	TSSC PRICE
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	
REAR SUSPENSION, ROTOFLEX cont.		LIST PRICE	TSSC PRICE
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	
★ WINTER SPECIALS ★		LIST PRICE	TSSC PRICE
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	
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SPITFIRE/GT6	14.00	12.60	
DOOR MIRRORS, ORIGINAL			
HERALD/VITESSE	14.00	12.60	
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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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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	
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(Use a name you can trust)		LIST PRICE	TSSC PRICE
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SPITFIRE 1500	77.00	69.30	
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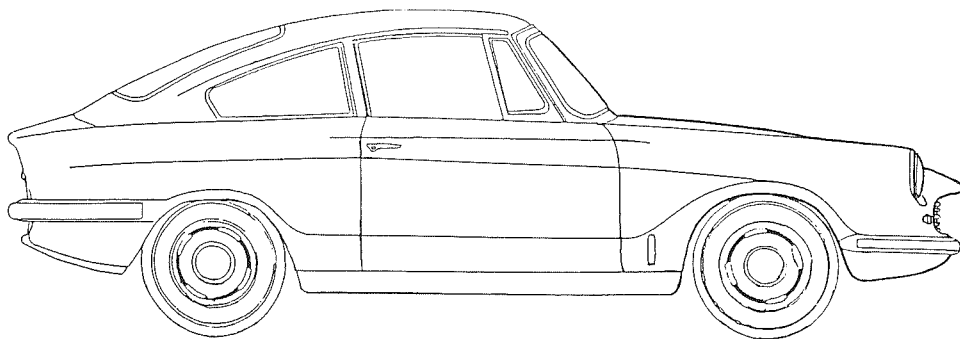
BOND *Equipe* -REGISTER-

Bruce Pilbrough

LAST month I mentioned that a version of the Equipe may have been considered for production which was essentially a GT4S with a 2+2 bonnet. The 2+2 had been heavily criticised by the motoring press for its lack of rear seat headroom and absence of an opening boot.

These shortcomings were removed by the redesign of the main body section of the car. A new bonnet was also designed as there was an initial proposal to build both 4 and 6 cylinder versions. Since the two cars would have considerably different levels of performance, they were to be visually identifiable

by the fitting of different bonnets. The 6 cylinder car sporting the bonnet we now know as the GT4S item, and the 4 cylinder machine being fitted with the older design from the 2+2. This month's illustration shows an impression of the profile of the originally proposed 4 cylinder model.



The Original Bond Equipe GT4S?

Now for this month's controversy:- How would these two cars have been named... GT4 and GT6? This might have been a possibility since the earliest production car using the re-designed main section in September 1964 clearly pre-dates the earliest production and prototype Triumph GT6 even though the original Spitfire GT was fitted with a 1600cc six in early 64 and code named GT6. Could it have been GT4 and GTS or even GT4S and GT6S? Did Triumph refuse to sell the 6 cylinder engine when they realised that a six cylinder Bond would compete directly with their own six pot sports coupé which was little further than the concept/one-off exercise stage at that time? ... Having looked through the latest edition of the 'Club Regalia' price list, I noticed that whilst other marques are nicely catered for in the choice of posters/art prints, Equipe owners seem to have been overlooked. I propose to remedy that situation soon, so watch out for news of this, with a bit of luck in the next issue of The Courier just in time to put on your Christmas present list. I've had advance notice of a book to be published at the end of November which will be of interest to you Equipe enthusiasts. The

title is 'Lawrie Bond, the Man and the Marque; an Illustrated History of Bond Cars 1948-1974' and the publisher is Bookmark. For more information on this and another book (YES THAT'S TWO - YOU LUCKY PEOPLE) watch this space as they say.

From what I have gleaned from the respective authors they are quite different in their content and will probably compliment each other quite well.

My list of cars for sale has been started off with a 1969 2 Litre convertible with o/drive in the Portsmouth area, telephone for more details. Now a plea for information.

I would like to carry out a survey of corrosion and GRP crazing, to document the most common problem body areas of each model of the Equipe. This would be of great benefit to newcomers to the Equipe scene and may identify the need for special repair sections/techniques. If you would like to take part in this by completing a short questionnaire, please contact me.

Conversely if you think it would be a complete waste of time and effort (because you already know all the places Equipes rust and craze) share the information, write to me anyway.

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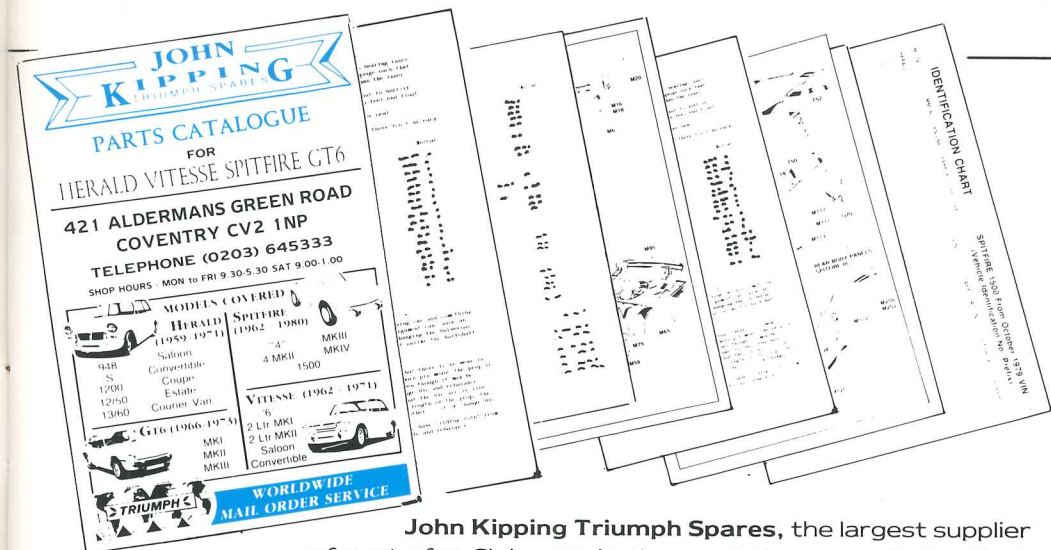
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A change of plan this month, as winter is drawing in I thought we should take a look at Spitfire heaters and how to uprate them.

When your Spitfire was ordered by it's first owner, the heater was an optional extra meaning they had to pay for the privilege. I have only known one Spitfire without a heater and that was written off many years ago. How many owners out there have no heater fitted? Heater kits were available if you were the 2nd or 3rd owner and decided you wanted a bit of comfort during the winter. There were two heater kits available, one for MkI and the other for MkII and III. The difference being a length of hose and more importantly the heater pipe which runs underneath the manifolds, one being branched for the MkII/III to accept a hose for heater inlet manifolds. Heaters fitted the carbs from new only altered very slightly through the models. Minor detail changes to the heater

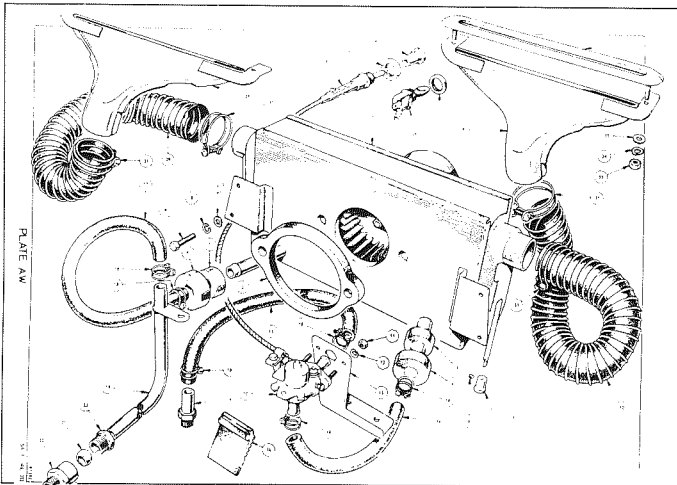
push/pull controls, one piece seal changed to a two piece for inlet and outlet pipes to bulkhead seal. Normal washers changed to the commonly known D-washer, fixing heater to bulkhead. MkIII models had two types of heater hose fitted depending on whether 7/6 or 13/6 radiator was used. Probably a thicker hose was used on the 13/6 rad to take the extra pressure? American MkI/II Spitfires had the same heaters fitted as everybody else. The MkIII up to FDU 31253 used the same heater but had a name plate saying 'Heater Switch' fixed above the switch. I have never seen one of these, has your car got one fitted David? After FDU31253 American MkIIIs received the early MkIV black dash with the MkIV dash the US MkIII also inherited the two speed wiper and two speed heater systems.

As far as I am concerned what is wrong with the early Spitfire heater is not the amount of heat it produced but the **AMOUNT OF BLOW IT PRODUCES**. If you get into a modern car and turn the blower fully on it's like being in a hurricane. It is this effect which cleans the mist from the inside of the windows on start up. You should never have to wipe the windows clean

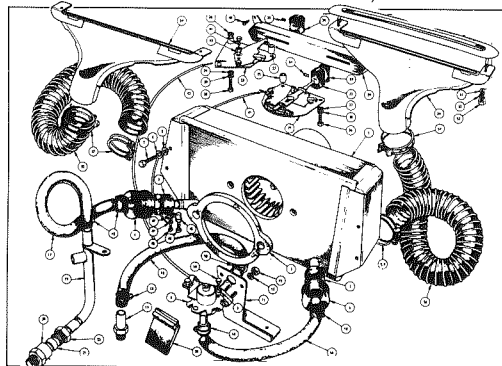
SPITFIRE I, II, III REGISTER

Brett Dennis

on a modern car, if you do you have either got wet carpets or you don't know how to operate your heater properly.



Spitfire MkIII heater box assembly.



Spitfire MkIV/1500 heater box assembly.

To produce this effect in an early Spitfire using existing Triumph 'bolt on parts', you have two choices, you either have to speed up the blades in the heater or fit larger fan blades to produce more flow. The latter being what Triumph did to good effect in the MkIV.

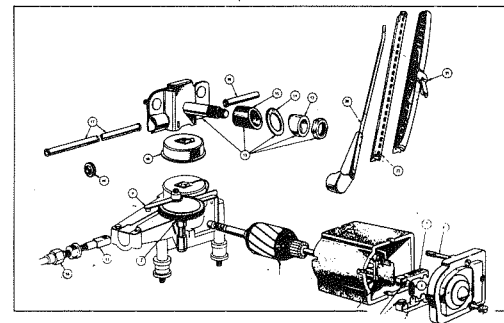
Choice 1. This is the easiest method but results could be disappointing. Late MkIII's (except US cars) had a permanent magnet type motor fitted. Meaning a lower input current required,

therefore turning faster at tickover speeds. Choice 2. This is far more complicated but should be completed in a day. This method uses parts taken from a Spitfire MkIV/1500. *Also you can just change the heater or you can go the whole hog and change heater and fit 2 speed wipers at the same time.*

First we will look at the parts needed just to change the heater:-

MkIV/1500 heater assembly, GT6 MkI push/pull directional control or an early Spitfire push/pull control assembly. Herald 13/60 combined washer/wiper pump switch. Wiper wheelbox assembly Spitfire MkIII from FD30785 or Spitfire MkIV/1500. Two way switch GT6 MkI or Triumph 1300 etc.

Wiper motor from MkIII etc.

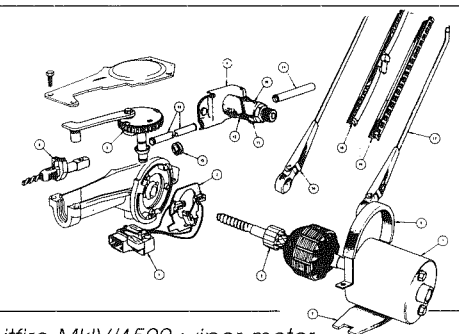


Spitfire MkIV/1500 heaters are the same size as earlier heaters, except they have a deeper set to accommodate for a larger fan. Because of this the wiper wheel boxes have to have longer spindles fitted. The combined washer/wiper switch is used to make room for the directional control assembly (instead of having to put your hands on the flap under the dash as on early Spitfires). . . . Firstly, remove heater from your car as explained in any good workshop manual. Then take off the wiper arms and undo the big nut securing the wiper spindle to dash top.

From inside the car undo four small nuts securing wiper wheel boxes to wheel box tubing and remove.

Fit late MkIII or MkIV wheel boxes in their place. Now take the MkIV heater and fit to the car. Reconnect demister hoses, take out from the dash the single heater switch, washer switch and wiper switch.

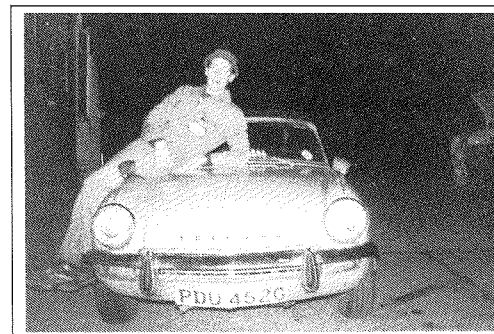
Replace the washer switch with the combined washer/wiper switch from a 13/60. Next fit GT6/Spitfire directional control switch and cut to correct length to fit underneath heater unit to operate the flaps. Fit two way switch (you can get switches or adapt your own to look the same as the one you took off.



Spitfire MkIV/1500 wiper motor.

Fit green/slate wire from heater to No. 2 terminal on switch. Green/yellow wire from heater to No. 8 terminal and No. 1 to chassis earth. For positive earth cars, just swap the wires around on the motor. That is more or less it, you have a far more efficient blower with two speed thrown in.

If you want to add two speed wipers as well, this can be achieved by fitting the complete wiper rack system including the motor and mounting etc. You will have to make a new hole for where the rack tubing goes through the bulkhead. You will also need the washer/wiper switch from a MkIV as this has the two speed switch built in. When you take off the wiper motor don't forget to take the 4 post snap connector with it. Then just follow the wiring diagram in a workshop manual.

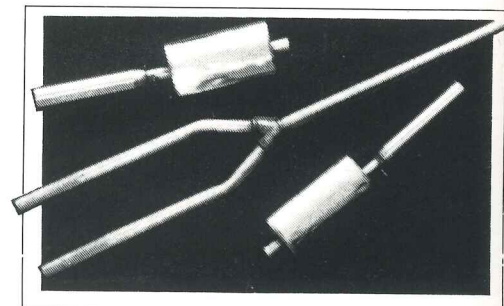


I have had a letter sent on to me from Angie at Head Office. With the letter was a photograph of a young man leaning over a MkIII Spitfire. Do any of you recognise the registration. Well, it's the car which was used in the Autocar MG Midget III vs Triumph Spitfire MkIII in 1969. It has also featured in articles by John Thomason and myself. Andy Frater goes on to say that he bought the car in 83 as a write off for £80. Sold it six months later to a chap who was the doctor's son in Crossroads! Is this car still around?

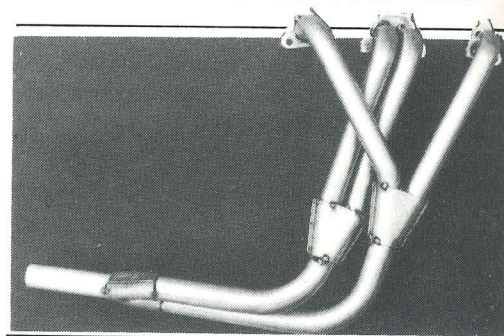


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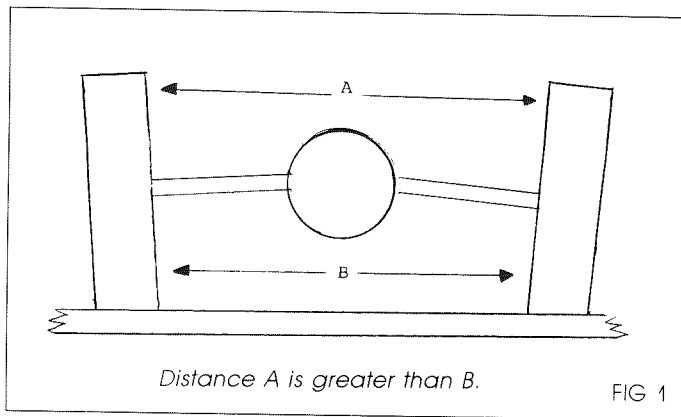
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Register 13/60

Register

Dave Beardsley



IN this, the third part of my discussion on buying a 13/60, I will look at the mechanical elements of the car.

It is impossible to say to what degree a car can, wear before it requires components to be replaced. For a start, different components wear at different rates. Peoples driving styles vary, which means that wear in a particular component can be more of a hindrance to some drivers than others. For instance, a car with a worn engine, perhaps a little smokey in the exhaust, rattly in the top end may, for someone who drives a small annual mileage and a gentle driving style, make a perfectly good car. However, for anyone who likes to drive in diving boots, they would very quickly thrash the life out of the engine.

Therefore, what follows are pointers to the mechanical specification and I leave it to you to decide whether any wear you find is acceptable to you, personally.

As always, do your homework on replacement costs and if you feel that you do not have the appropriate technical knowledge, take someone with you.

ENGINES

These are the most expensive to replace, so this is where I will begin. Under normal circum-

stances, the unit should last for approximately 80,000 miles before major attention is required, many will last much longer if driven gently. Checks should always be done with a warm engine, so these checks should be done after your test drive.

CHECKING

Starting at the front, timing chains can get rattly in old age, but snapping is rare, particularly if the engine is not revved heavily. Water pumps can get squeaky bearings and leak water, replacement is neither expensive or difficult. The valve gear can get noisy but this is normal due to wear in the rocker shaft, which prevents accurate adjustment of the tappet clearances.

The unit seems to have an almost unnatural ability to leak oil, check around the timing chain cover, sump gasket, distributor pedestal, fuel pump and rocker cover. This last leak often leads to oil collecting on top of the block where a small shelf carries the engine serial number.

It then runs down the side of the block, past the starter motor, giving the impression of impending head gasket failure.

Keep your eye on it, but it probably isn't.

Take off the oil filler cap and run your finger around the inside of the rocker cover. If it comes out with a brown creamy deposit it could indicate one of two things. Firstly, the engine has not been run for some time and the condensation build up within the block has been combined with the oil, this is not serious and a good run should clear it if the crankcase breather is working correctly. However, the same emulsified foam can be caused by a failing head gasket, so check for oil in the water and steam in the exhaust.

OIL PRESSURE

A great deal is written about oil pressure, or lack of it. The good news is that this is a very understressed unit and will happily run on virtually no oil pressure at all. Listen for the so called 'death rattle' on start up, more often than not caused by fitting the wrong type of oil filter without a non-return valve.

With the engine ticking over, the oil pressure warning light may flicker on engines over 50,000 miles. As long as

the engine picks up on the throttle without knocking, there is nothing to worry about. Again with the engine at its normal tickover, open the throttle whilst watching the exhaust, you are looking for smoke. Black smoke is due to incorrect carburettor adjustment and will normally be accompanied by a lumpy tick-over. Blue smoke is caused by burning oil and is due to worn valve guides and/or piston rings. Most other engine faults are due to improper maintenance, particularly the ignition system, which leads to dull performance at best. Before you all write in and say how rigorously you maintain your cars, I fully recognise that there are many of you who service your car in accordance with the manufacturers schedule, however, there is also a large number who don't. You probably all change the plugs and points at every service, some of you may even change the distributor cap and the rotor arm, but when was the last time you changed the condenser, plug leads or the coil, or changed the fluid in the hydraulic system.

GEARBOX

These can begin to feel vague at an early age due to wear in the change mechanism. The service kits are not expensive and can revive an otherwise perfect box. Other gearbox problems are worn synchro on second and third gears and jumping out of gear, particularly reverse. Unfortunately, both these faults can only be cured by rebuilding, which is expensive.

PROPSHAFT

Continuing our journey towards the end of the car, the propshaft should be checked for two things. Imbalance will lead to an annoying vibration at relatively high speed. However, if it is caused by wear, the threshold speed at which the vibration starts will

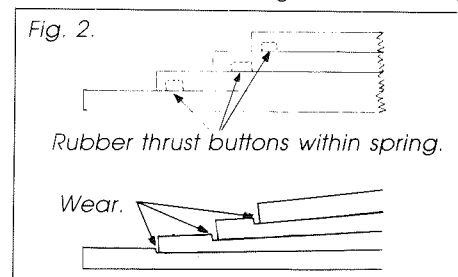
get lower as wear increases. Balancing can only be done professionally and is well worth the money. The other fault is wear in the universal joints (UJs). This wear can induce the vibration described above, and also is heard as a clunk when starting and stopping. They can go on in this condition for a long time, they can also go bang in a big way. Far better to replace as soon as you detect any wear. To check for this, insert a large screwdriver into the spider and try and prise it apart, any movement and it is worn. Also look for evidence that the bearing cap has been spinning in the yoke, which will be shown as scratch marks caused by the circlip.

DIFFERENTIAL

Like the propshaft, these units will keep on going well after their sell-by-date. However, they can shatter when they are worn and you won't get any exchange trade-in which will make replacement even more expensive. Wear can only be detected as a whine or rumble, perhaps more noticeable on the over-run.

REAR SUSPENSION

The whole of the rear suspension is prone to wear, which leads to creaks, rattles and bangs as well as strange handling behaviour.



First check is on the mountings, particularly the forward mount of the radius arms on the rear outriggers. When this rots through, it allows the suspension to move in a plane that was never intended. Next, the trunnions can seize, which re-

duces the suspension movement making the ride harsh and bumpy. Check this by jacking the car and using the bar to raise the wheel, lift the suspension to ensure that everything moves. The rubber bushes in the radius arms, shock absorbers and the spring eye can all wear or go soft which makes the whole suspension feel loose. Rear springs can sag, as a guide, the rear wheels should show very slight positive camber (fig 1, previous page) with the car at rest. The other fault with a spring is that the thrust buttons wear which allows the leaves to rub against each other, wearing away the metal (see fig. 2). The rear wheel bearings can also wear, although it is impossible to detect this by any physical indication. When on your test drive, listen for a rumble which gets louder when going round a bend. This would indicate that as the weight of the car shifts to rest on a failing bearing, it rumbles even more.

FRONT SUSPENSION

There are lots more rubber bushes in the front, as at the rear they go soft with age leading to a generally loose feel to the suspension. Look for distortion of the wishbones, particularly the lower ones, caused by accident damage. The springs and shocks may sag leading to the front looking lower than normal. The tyres should have quite a large clearance between them and the bonnet. The next check requires the car to be jacked again. Using a bar, raise each wheel and watch the trunnion, any movement and it needs replacement. Also, ask the seller what he lubricates the trunnion with, if the answer is grease, they are probably shot anyway. Whilst you have the wheels off the ground, hold each wheel at 12 and 6 and try to rock it back and forth, any movement here indicates wheel bearings. . . . Well, that's it for this month, next month I'll finish (honest) with a look at steering, brakes and what to pay.

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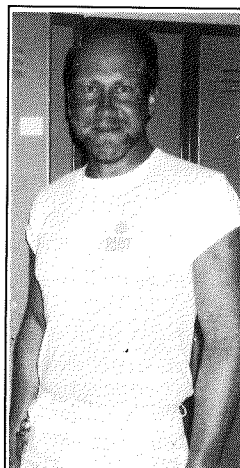
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Vitesse Register

HI. The first of this month's two features is a much loved (part of the family), superb MkII saloon, owned by Jon Burton (Salsbury), finished in Valencia (tan interior), being first registered in Swindon on the 20th January 1971, chassis no. HC57241DL. Jon has owned her since 1976 (joining the TSSC in 1978, mem. no. 818).

Over the years, Jon has carried out himself a considerable amount of work on TMW (excluding bodywork) and had many modifications. Including in 1977, SAH rear telescopic conversion (Spax adjustables), 1978 overdrive fitted (with column cowl), 1984, almost complete rebuild. sills, door skins etc by Barry Paine (Devon), complete new carpets, rebuilt gearbox, 1987, original seats replaced by Corbeau recliners, sun roof fitted, Stage 1 tune by Osselli, complete rear suspension overhaul, 1991, front suspension overhaul, 1992, complete respray (some bodywork) by Barry Paine, complete stainless sports exhaust (Bells), rolling road tune by Janspeed. the next major project being. . . The Tristan Convertible Conversion. . . I had the pleasure of meeting Jon and his good lady at the Yeovil Festival of Transport back in August. . . when a few days earlier TMW had had her drivers door. . . rear wing. . . and sill re-arranged by a German motorist. . . Auch du lieber Himmel!! . . Hope all is back to normal by now. . . I think Jon summed up owning a Vitesse in a recent letter. . . 'I wouldn't really be without my Vitesse after all these years.

There are times when I felt like selling the damn thing. . . especially at repair time — but then, one short drive and half a dozen admirers later. . . you know how it is. . . I do indeed Jon, only to well. . . (I can never understand why anyone should want to drive anything else. . . I know I don't!).



The second featured Vitesse was also registered in January. . . but this time eight years earlier in 1963. . . it's a 1600 convertible, finished in white (black interior), chassis no.

HB2692CV, reg. no. 2617 PK (interesting), it's owned by Ian Moran (S.E. London) for the last year, since purchasing her, Ian has fitted a D type overdrive unit (supplied by John Kipping). . . and was at the time of writing to me, going through the throws of fitting inertia seat belts. . . how did it go Ian, successful? . . . Referring above to Jon Burton's intended fitting of a Tristan convertible conversion. . . I telephoned Footman James (Club Insurance) to specifically ask if this kind of modification affected the insurance in any way. . . **the person with whom I spoke assured me that it would not. . . but they would require written information that this type of modification had been fitted.** . . So I would think it wise if you are considering this conversion (and you have not already) to give your insurance company a ring. . . to explain how the car has 'BECOME' a convertible. . . better to be safe than sorry.

. . . approaching the depths of winter. . .

On a different subject. . . it was nice to see Hazel Spouge (Leicester Area Member) and her Herald featured in the October issue of 'Popular Classics'. . . as it was to see, earlier in the year, Michael Hancock's excellent MkII convertible (GWA 166J) featured in the June issue of 'Your Classic'. . . it's always a good promotion for our cars, and Club. . . now as I don't (can't) buy every motoring publication. . . (as much as I would sometimes like to). . . if anyone sees/knows of any of our cars being featured (particularly Vitesse/Heralds), please do drop me a line to let me know. . . (perhaps you could run a monthly information spot Ed?) . . . thanks. . . Now, as we are fast approaching the depths

of winter. . . (did we actually have a summer? I seem to remember as a youth, summer holidays were always six weeks of blazing hot sunshine. . . is it my memory playing tricks. . . or what?) I thought it apt to mention/remind everyone about the addition of anti-freeze. . . it's far better (and recommended) to drain and flush the system first. . . (to remove all that horrible 3 year old brown sludge we think may be water) so, proceed as follows. . . 1) with the car on level ground, 2) remove the radiator filler cap (anti clockwise), if the engine has just been run and is hot, turn the cap very slightly to allow pressure to escape. . . using a rag over the cap to protect your hand. . . 3) open the two drain taps, on some later models plugs may be used instead of taps. . . these are located at the bottom of the radiator, and at the rear right hand side of the block. . . at this stage also ensure the heater control is in the hot position, 4) when the water has finished draining, lightly probe the drain orifice with a short length of wire to dislodge any particles of rust/sediment, 5) flush the radiator by simply leaving a hose running in the radiator cap orifice for approx. 10 mins. . . the drain taps can then be closed, and at this stage you can either re-fill the system with anti freeze. . . or if you wish use a proprietary cleansing/flushing solution to thoroughly flush/clean the system. . . if using this, follow the instructions on the container. . . it's normally left in and the engine run for 10-15 mins. . . the system then being drained and flushed for a following 10 mins with clean water. . . on re-filling the radiator (don't forget to close both taps. . . and replace any perished hoses. . .) refer to the charts below. . .

ANTI-FREEZE CONCENTRATION		25%	30%	35%
Complete Protection. Vehicle may be driven away immediately from cold		10°F -12.2°C	3°F -16°C	-4°F -20°C
Safe Limit. Coolant in mushy state. Engine may be started and driven away after short warm up period.		1°F -17.2°C	-8°F -22°C	-18°F -28°C
Lower Protection Limit. Prevents frost damage to cylinder head, block and radiator. Engine should NOT be started until thawed out.		-14°F -26°C	-22°F -30°C	-28°F -33°C
PERCENTAGE OF ANTI-FREEZE IN COOLANT	ANTI-FREEZE AMOUNT FOR 2 Litres	ANTI-FREEZE AMOUNT For 1600cc		
25%	2.75 pints 1.56 litres	3.5 pints 1.98 litres		
30%	3.3 pints 1.87 litres	4.2 pints 2.38 litres		
35%	3.85 pints 2.18 litres	4.9 pints 2.78 litres		



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remembering to subtract the appropriate amount of anti-freeze from the total cooling capacity, this giving you the amount of water required . . . and taking into consideration the Vitesse cooling system holds 14 pints (7.9 litres) and the Vitesse 2 litre (MkI and MKII) holds 11 pints (6.2 litres) . . . FOR EXAMPLE:

To make a 25% solution for a 2 Litre, 11 pints cooling capacity, 2.75 pints (1.56 litres) anti freeze means you require 8.25 pints (4.68 litres) of water . . . it is best mixed in a bucket before filling the radiator . . . and because of the searching effect of anti freeze . . . after filling, check the complete system for leaks . . . any mixture remaining can be stored in a labelled container and used for topping up . . .

northerly island . . . and in his letter, Quite rightly states that 'It's the most northerly Vitesse' . . . so in a friendly gesture . . . 'Touché'! . . . I popped down to Lands End to lay claim to being 'The most southerly Vitesse'.

You should all recognise my old trusty Vitesse NCO 218J first registered 15 September, 1970, chassis no. HC56956DL . . . and . . . need I say it again . . . used every day . . . come hail, rain or shine . . . as she was intended to be . . . On a light note to finish . . . you may have noticed that I normally (more often than not) refer to any Vitesse (endearingly) as 'SHE' or 'HER', a thought passed my mind . . . and it prompted me to ask 'Are all Vitesse Ladies?', do most of them have names? What do you lady drivers call your

Vitesse? (when in a good mood of course!) . . .

Only one of my three Vitesse has a name . . . my Wedgewood Blue, MkII saloon . . . hails to the name of 'Tessa' . . . now does the year, Mk, or colour sway your choice of name . . . perhaps we can do a poll of the most popular . . . to the most . . . unusual (and reasons why please), let me know . . . it could be some fun . . . Thanks . . . take care . . . cheers . . .

Left: Most Northerly Vitesse.

Below: Flying the flag for the TSSC!



A couple of photos to complete this month's register . . . inspired by the first . . . which is a photograph of Rob Jenner's (Shetland) rather nice MkII convertible, TFH 195G, chassis no. HC50010CV (previously featured p. 59, Nov. 89 and page 14 March 90 Couriers), Rob has also owned at some time . . . 17 other Vitesse . . . 27 other Triumphs and 15 other makes . . . that certainly must be 'another story' . . . he has owned TFH for 12 years and to date she has only covered 67,000 miles . . . the photograph was taken in July at the Shetland Classic Car Club Run to Unst . . . Britains most



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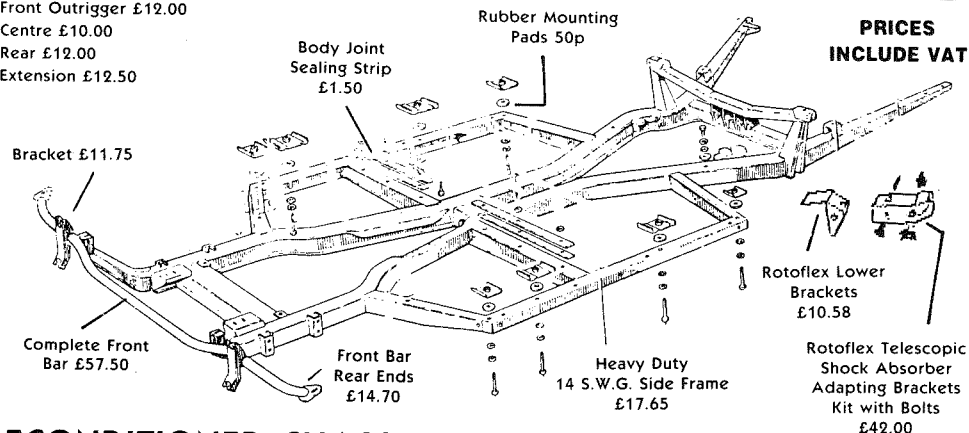


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SPITFIRE IV John Thomason 1500 REGISTER

THIS months heading photo is sent in by Keith Oliver of Abbey Wood, London, and features 4 red Spitfire 1500s from the T.S.S.C. South East London area posing for a group photo on a recent visit to the Isle of Wight. Note the front end modification to the front of one of the Spitfires to improve air flow over the radiator.

Rear Springs – Part 3.

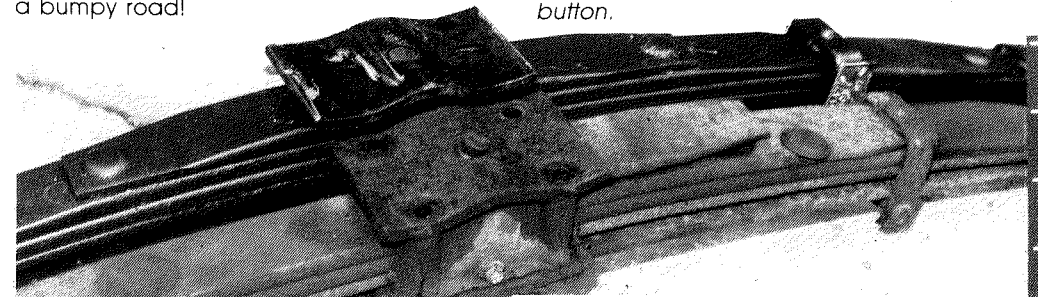
With the theory behind us, it may be an idea to look at the practicalities and problems associated with the Spitfire IV/1500 rear spring. Remember, exactly the same spring is used on both models.

Fig. 1 shows a comparison between an old and new spring. Obviously with age, the spring loses its stiffness and this manifests itself in the form of a sagging rear end with the rear tyre disappearing up into the wheel arch as well as losing your exhaust every time you go over a bumpy road!

Rear spring stiffness determines the rear camber angles. The stiffness is different between early and late Spitfire IVs because the later cars had larger halfshafts.

As the rear spring wears and sags, camber angles will increase (and roll stiffness decrease) which may make the car corner better but is

Fig 1. Old and new spring. The old spring had sagged by about 10mm unladen! Note that only half of the top leaf is left! and the rubber button.



not really **PRACTICAL** for everyday use. Reduced rear spring stiffness will also make the car oversteer more.

Options available for a sagging rear spring are:- a) fit a new main leaf to the spring, an option originally offered by BL. b) have the spring re-tempered. c) fit a new spring.

With the cost and availability of new rear springs, the first 2 options aren't really economic in terms of time and cost. However, opting for a new rear spring has its pitfalls. My usual advise when buying new is to **ALWAYS GO FOR GENUINE BL PARTS**. However in this case there appears to be 2 kinds of 'genuine' BL springs!

The original springs from the 70s were manufactured by John Woodhead. When you ordered these springs from BL under the part no. TKC0479, you got the whole spring including the 'Spring clamp box'. When stocks of these springs ran out, BL changed supplier to the British Spring Company and these are what are available from BL now. **FOR THE SAME PART NUMBER**. Unfortunately when you order against this part number now, you only get the spring leaves and not the 'Spring clamp box' and rubber pad therein. BL have not changed the part numbers. The latter 'genuine' springs can be identified:- a) only the 'earlier' genuine springs had small aluminium tags marking the front of the spring. Fig. 2.

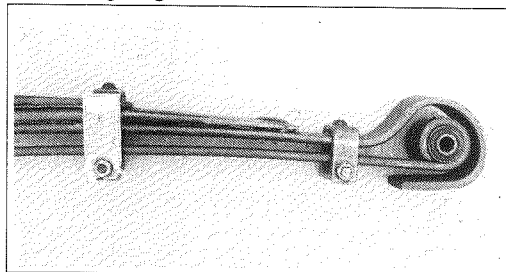


Fig 2. Aluminium tag on 'early genuine' springs denotes front of spring.

b) On the 'earlier' springs, the edge of the main leaf was ground square at the centre on one side, fig 3. This was then the 'front' of the spring. 'Later' springs do not have the edge ground. However, the reason for the ground edge and giving the spring a front is unknown. If anyone knows, let us know.

c) The ends of the second leaf are reduced in width on the later spring. Fig 4. The reason for this is also unknown.

d) More importantly, the 'later' springs have been rumoured to be not as stiff as the earlier springs. I have not been able to substantiate

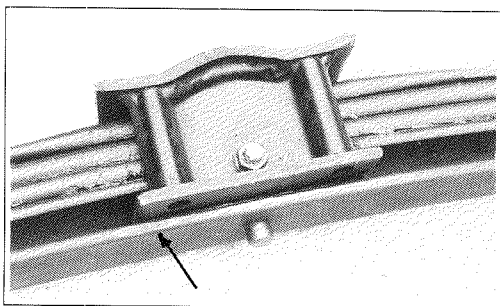


Fig 3. The ground edge of the lower leaf found only on 'early genuine' springs. The purpose is unknown.

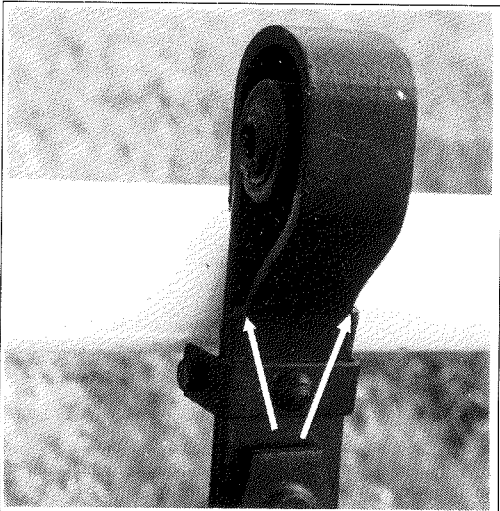


Fig 4. The ends of the 2nd leaf are reduced in width with a step on the 'later genuine springs'.

these claims. I have written to BL with respect to the differences between the 'early' and 'late' genuine rear springs and await a reply.

The 'later' genuine springs are also available from many of the traders at significantly cheaper prices than BL. John Kipping advises me that he is able to supply Spitfire IV/1500 springs remanufactured by the original manufacturer of Spitfire I, II, III springs which are as stiff, if not stiffer than the 'early' genuine Spitfire IV/1500 springs.

Another reason for a sagging rear spring is that one of the spring leaves may be cracked or broken. If the leaf is going to break, then it usually does so at the centre where it is shaped over the 'roll pin', fig 5. It is interesting to note that if a spring breaks here, then the whole rear of the car will sag down and not just on one side

which may be due to other reasons, see later. Unfortunately checking for a broken spring is not easy since it is hidden by the spring clamp box in the centre.

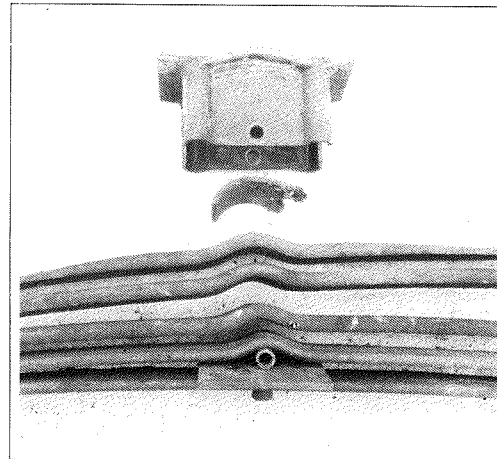


Fig 5. The most common cause of spring leaves to break is where they are shaped over the roll pin. Note what's left of the rubber pad.

Another complaint that may be attributed to the rear spring is that of creaking and banging from the rear end. On new springs, the leaves are separated by small rubber 'buttons', fig. 6, which allow the leaves to slide freely as the spring articulates. With age these 'buttons' wear away, perish or even fall out (some manufactured springs don't even have them fitted!), leaving the leaves to rub against each other. Without any other form of lubrication this can cause the spring to creak, especially if covered in a good layer of rust and muck.

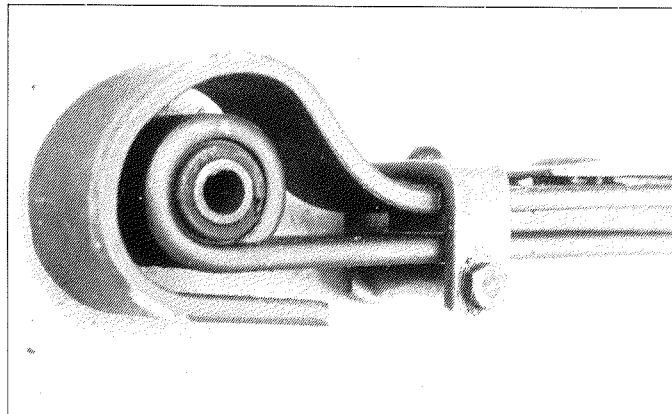
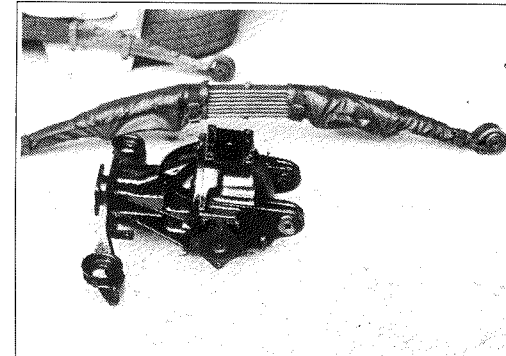


Fig 6. Rubber buttons separate the spring leaves. See also Fig 1. A particularly large button separates the main and 2nd leaves at the ends.

This may ultimately lead to a broken leaf. If suffering from a creaking spring, it is perfectly practical to remove the spring, dis-assemble it and give the leaves a good wire brush. The spring can then be re-assembled with new rubber buttons (still available) and covering the leaves with a suitable lubricant.

When I bought a new spring, I copied an idea from days gone by when all cars were fitted with leaf springs. By fitting a protective gaiter to the leaf spring which kept much of the muck and water out but grease/lubricant in, it was found that the life of the spring could be significantly extended. In those days, the gaiters were made of leather (I believe a company still produces leather gaiters), but I made and fitted one from waterproof nylon. I went along to a good camping shop and had some ring eyes sewn into the nylon which enabled the gaiter to be tightly 'laced up' along the spring. A flap with a couple of straps then



covered the lacing. I fitted to gaiters, one either side of the spring, leaving the centre free to be bolted down onto the diff. fig 7. Before fitting the gaiter, the spring was liberally covered in a suitable grease.

I fitted the gaiters 12 years ago and the spring hasn't sagged at all and is completely quite. Perhaps a trader may like to look into re-manufacturing 'spring gaiters' for our cars.

Another key item that wears is the rubber pad in the spring clamp box. See fig. 5. If this has worn significantly then this will certainly make the rear spring bang and clunk. At one stage these rubber pads were unobtainable, but are now being re-manufactured.

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FITCH0892

Lop-Sided Spitfires!

One of the most common queries I receive is related to the rear of the car sitting on one side — normally the drivers side. There may be a number of reasons for this:-

a) REAR SPRING: A broken rear spring will cause the rear of the car to sag down but as mentioned above it is likely to break in the middle

... incorrect diagnosis ..

and as a result not sit down just on one side. Also the construction of the spring is such that should a spring break elsewhere, then it would be more or less evened out between rides. Finally by the laws of probability if the car leaned to one side due to a broken spring leaf, you would expect an equal number of cars to lean to the passengers side.

One method of finding out if the spring is at fault is to remove it, turn it around, and see if the car leans to the other side. However I have not heard of this solving the problem. Perhaps members could let me know of their experiences on this matter.

b) REAR DAMPERS. Another incorrect 'diagnosis' is worn dampers. Unless the damper is bent or seized (you would certainly know about that!), shock absorbers alone won't affect the side height of the car or cause it to lean over. However, worn shock absorbers will allow the car to bounce and oscillate or roll more, making the problem appear worse.

c) REAR TRUNNIONS. Seized rear trunnion bushes can cause the car to sit down on one side by holding the suspension down in one position

.. a good chance they are seized ..

and not allowing it to articulate. This is particularly the case on the drivers side which is loaded down more than the passengers side due to the more frequent use by the driver alone.

If the trunnion bushes haven't been changed for a number of years or weren't well lubricated when last replaced, then there is a good chance that the bush is seized.

d) HALF SHAFTS. It should be well known by now that Spitfire IV's after FH50,000 and all Spitfire 1500s had HALF SHAFTS 1" longer than the earlier Spitfire IVs, Spitfire I, II, IIIs and Heralds etc. If you fit a half shaft of the incorrect length from another model, then you can't expect the rear suspension to sit correctly. Don't laugh, I've seen it done. Check before fitting.

e) TIE RODS. When the half shafts on the Spitfire IV after FH50,000 and Spitfire 1500 were in-

creased in length, the LENGTH OF THE TIE RODS WAS ALSO INCREASED! Again, check before fitting.

ACCIDENT DAMAGE. Unfortunately, this can't be ruled out as a reason for the rear of the car not sitting square. On a flat, level surface, check the height of 2 main chassis rails above the ground. Bounce the rear of the car up and down a couple of times first.

If there is a difference in height, then you either have a twisted chassis or the problem lies with the suspension. If all is well, but the height of the rear wheel arch is higher than the other, then suspect accident damage. Of course there may be a difference in height due to a replacement rear wing/wheel arch not being fitted 100% or the wheelarch having a good thickness of filler on it!

Check the rear bumper. If this is not on square then this alone can make the whole rear end look lop-sided.

g) FRONT SUSPENSION. It is well worth giving the front end suspension a check over since if this is significantly down on one side, then this will affect how the rear sits.

h) HANDBRAKE. Because of the geometry of the rear suspension and handbrake cable (see

.. contributes to roll stiffness ..

previous Couriers on brakes), a well adjusted handbrake can hold the car down on one side. In the driver only condition, the car is loaded down to one side. If he applies the handbrake before getting out, the handbrake can hold the suspension down in the laden condition, such that when he gets out, the suspension doesn't restore the car to the upright position and the car appears to lean over.

j) ROLL STIFFNESS. It must be remembered that the roll stiffness at the rear of the Spitfire IV/1500 is significantly less than that of other Club cars. This means that it is easier to rock/roll the rear of the car and that unequal loading such as a driver only condition will cause the rear to lean over to one side.

If the rear spring is worn, in particular the main lead (ie the only one which contributes to roll stiffness), then the effect is even more pronounced.

In this condition it is quite easy for factors such as a seized trunnion or suspension stiffness to hold the suspension down and resist the spring from restoring the rear to the upright position even when the driver gets out of the car. Hence the complaint of 'Lop Sided Spitfires'.



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1992 RACING NEWS

Dave Barnes

FIRST the sad news, I read in the 23/9/92 issue of the Motoring News that Colin Pendle, in his TR7, crashed while racing at Oulton Park the previous Saturday. From what I read it sounded as if Colin was trying to do an impression of a Red Arrow.

Colin later complained of back-ache which resulted in him being hospitalised, hopefully for not to long.

I know that all the racing fraternity would want to wish him a speedy recovery.

Now for the rest of the news. The applications for the Test Day are rolling in, so if you haven't applied or sent me the money, time is running out. The numbers are limited to fifty to allow every one a fair amount of time on the track, if you don't fancy taking your pride and joy out for a quick spin, then I have been informed that there are a limited amount of cars willing to take passengers,

... be warned though, it is a reliable fact that most racing drivers remove their brains before strapping themselves in to the car...

Even if you do not fancy any of the above, please feel free to come and watch.

By the time this article appears we would have had the last two races of the season with everyone waiting with bated breath to see who is champion, and be able to have the coveted number one on their car next year.

So what else are we up to for the rest of the year? Apart from the Test Day, the Spitfire Squadron are taking part in a Six Hour Relay race at Snetterton Circuit on November the 14th, so if you have a few hours to kill, please feel free to come and support us. If the previous years are anything to go by, you could end up becoming a mechanic for a day.



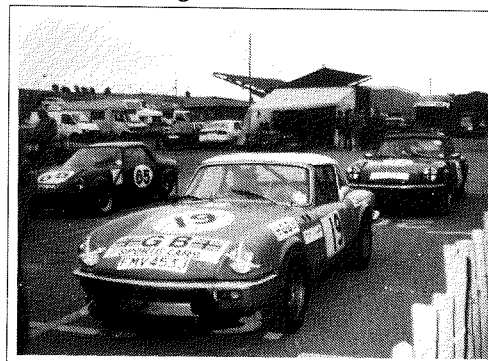
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PRACTICE: Sunday dawned overcast but dry for what may well be the last club race at Lydden Hill Circuit. Arriving at the paddock I discovered that my driver had already broken down, even before he got to scrutineering or the track!



Jon Wolfe's racing Spitfire at Lydden.

Apparently the plastic wedgit on the PI system had broken off. The parts however were readily available as the tow car is a PI Estate and soon its plastic wedgit was wedgiting on the racer. A new face popped up in the paddock in the shape of Russel Munn piloting his road transport Mk4 Spitfire. Seeing his car reminded me of advice we received from Tony Lindsey-Dean when we started racing... 'don't worry about sheer power, learn racecraft, braking and lines'. Russell obviously had similar conservative ideas as he chose a damp track on which to debut his 16v Spring engined projectile. Practice went smoothly for most of the drivers although my man Adrian had a serious misfire causing him to putt round quite sedately. Normally this would have been of great concern to his assembled pit crew, except that they had assembled around a portable telly and were watching the Grand Prix. Another racer to hit problems was Pete Whiteman whose Spitfire had very little brake pedal. 'So you fixed it for the race?' I enquired as we chatted moments before the off. 'No', he replied, 'but it's a little better', as if brakes were not really important to him.

Kevin Kamikaze meanwhile bolted on his wets, the rain having started to fall, admitting that if it didn't fall enough he would have little chance of catching the on-form and on-pole Andy Schulz whose only worry was breaking the lap record on a damp track. Meanwhile Jon Wolfe told me that if he finished he'd be

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happy, as his 1300 Spitfire had previously blown up and broken down so much and Russell Munn weighed his car down with extra fuel to stop starvation on corners.

THE RACE

The race was to be another mixed car affair, so our cars lined up with a selection of machines including a Turbo Ginetta and Lotus Cortina. Andy made a good start and battled with a Nova and Ginetta taking both in one move to lead briefly on lap one.

However as things got physical up front Andy decided that he would settle for victory in the Triumph section and fell back slightly to a comfortable third.

Kevin meanwhile battled for fourth with the Lotus while Adrian decided his mirrors were not giving him an adequate view of the traffic behind, so he performed a wild spin enabling him to look his persuers in the eye as they approached, leaving him in last place.

By the second lap, Andy was fighting with the Lotus for third, whilst Kevin had come to the attention of both a BMW and XR2. Jon Wolfe's pistons were holding together in his Spitfire, comfortably placed in position eight.

Pete Whiteman was pushing hard to take a place from an Avenger Tiger. Positions stayed much the same for the next few laps with Kevin sliding round the track holding off the BMW that was trying to devalue his British Spitfire.

On lap seven we saw Pete Whiteman take the Tiger by the tail and pass it as paddock bend. Leading this machine for the first time he pulled away but a slippery track saw him half spin and let his hard fought place go.

Russell Munn now took on the Tiger and pushed it very hard for the last two laps alongside as they crossed the finish line.

The result then was another comfortable win for Andy Schulz followed by Kevin, Jon, Russell and Adrian with Pete Whiteman stuck in the grass.

The next round is Cadwell Park, a track often used for racing big bikes, which is probably what it will take to beat Andy!



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Steering column lock assy SPITFIRE IV/1500, GT6 III	£35.19
Ignition barrel and keys SPITFIRE III/III, HERALD, VITESSE, GT6 I	£4.99
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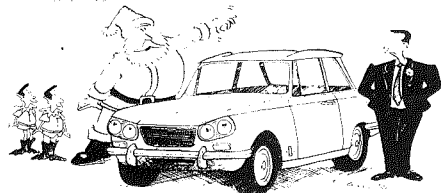
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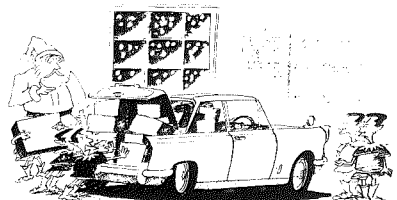
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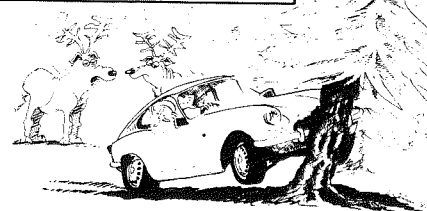
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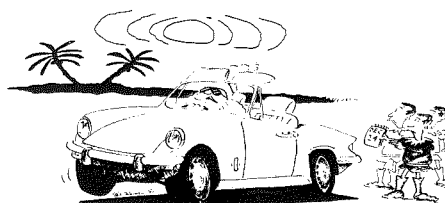
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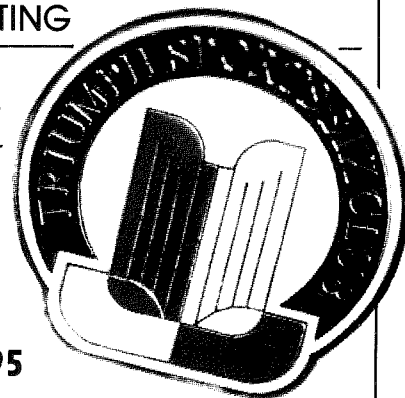
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HI folks, not long now until I leave Britain and my Triumphs (sob), on my 5 week Round-the-World-Triumph fact finding tour.

I'm specially looking forward to meeting as many of my International 'flock' of 5% of TSSC members as possible, as well as organisers of other Triumph Clubs. I must extend my thanks to all those people who have kindly replied to me thus far: ie Andrew Long in Hong Kong, Carl Grady (TSSC NSW AO) in Sydney, Lyn Lee (ex-TSSC West Kent AO) in Brisbane, Dayle and Rita Montgomery in New Plymouth, NZ and Bob Larsen in Levin, NZ. No TSSC members in Honolulu (yet) but I'll get by! Steve and Janet Hedke in Burbank, Los Angeles, CA, USA, also the various committee members of The Southern Californian Triumph Owners Association. Roll on December 12th! — A detailed report on my trip and Triumph Experiences will follow in some future Courier.

Steve and Janet Hedke, passed my address on to their local Triumph club, known as the Triumph Register of Southern California, about which I had not previously been made aware. Their President and

Editor, known as The Predator — nice one! is Marty Lodawer, who kindly sent me their newsletters no's 107, 109, 111 and 112, these are both well produced and an entertaining read. I look forward to receiving more of the same, naturally I will arrange for samples of our own Courier to be sent to Marty by way of exchange.

As some members may know, I display overseas Triumph magazines and photos, on my International stand at our Stafford show each year for all to see, and eventually they will form part of the TSSC HQ Archive/reference Library at Lubenham for your edification. As an example of the content of their magazine, known as The Triumph Tribune (Aug 92, No. 111), I was fascinated to read of the Mid-Ohio Vintage Races, as reported by Cindy Clark (TRSC Events Co-Ordinator). In fact, it was such a good read, with great photos, and an especially interesting result sheet, I'm reproducing it below.

As June 23rd approached, Daryll and I could hardly control ourselves. We had never been to a race this far away, nor with so many Triumphs invited. I mean, when does Triumph get to be the featured marque at a vintage race? On top of all this excitement, we were to be pit crew for a TR4 with a female driver, thanks to Ken Gillanders, who thought how fitting to have a Cindy on the track behind the wheel and one in the pits.

At last the day had arrived and we were up at the early hour of 3.00AM to be at LAX for our flight to St. Louis, where we would meet the rest of the BFE (British Frame and Engine) crew; Ken, Art, Preston, Mark and Dave. From St. Louis, we caught a flight to Columbus, Ohio. Picking up our rental cars, we headed for our motel near Mansfield, some 65 miles to the north. Checking into our rooms for the next five nights, we caught our breath and then were off for dinner to meet Cindi and Cled Owen, for whom we were going to be the pit crew. As the evening went on, the race stories were racing around the tables and smiles were on all our faces. As we headed back to our room, Daryll and I still could not believe we were there yet.

Morning came early around here, since our hotel was a good 25 miles away from the track, where practice began at 8.00 and the group we were pitting for was to be the first one out. Upon arrival at the track, we signed in, then found the big red and white tents put up to house the Triumph Racers for the weekend.

At last the race cars were a reality for us as the smell of racing fuel and the sound of racing engines drowned out the smell of morning coffee and birds chirping. Cindi and Cled Owen were going over their check list when we found them. We joined them in checking the car over, and asked what we should be aware of as 'pit crew'. They informed us about the track conditions, which were still wet from rain the night before, then advised us just to help where help is needed, and enjoy ourselves. The skies were still quite black and the threat of rain still lingered, but never came to pass. When 8.00 rolled around, the race was on, and what a sight to see. We viewed the practice laps from a hill near a large sweeping turn which allowed us to see a large group of cars battling for their own space on the track, although speeds were slow due to the track conditions. There were about 20 cars in this Group (1/3), mainly Triumphs, TR2's, 3's and 4's, with Alfa, MG, Morgan, Austin-Healey and Jaguar marques also represented.

Since spectators were still at a minimum on this Thursday, it was a good time to acquaint ourselves with the track and stake out vantage points for taking pictures in the days to come.

Daryll and I walked around the entire track that day, watching from the different turns and straightaways the many kinds of cars that had come to be a part of this weekend of fun. There were nine groups of cars that raced, each getting a morning and afternoons practice session.

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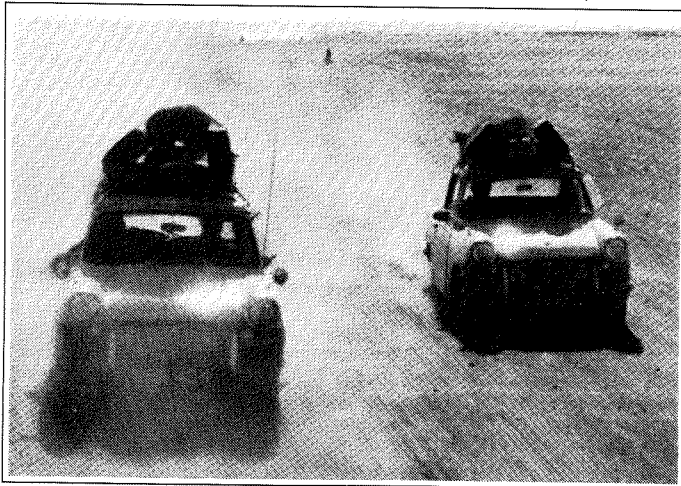
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WORLD CUP RALLY REPORT

John Kipping

AS a number of you may be aware, the original World Cup Rally to Cape Town was initially shortened and re-routed to Dakar in Senegal and then cancelled when there was some unrest in Algeria.

So we were left with a Herald built specifically for an event which was no longer viable. As a consolation we decided to enter it for the Round Britain Reliability Run organised by Club Triumph North London. Work progressed on the car towards this end and then whilst talking to a fellow ex-World Cup Rally competitor it transpired that he was intending to drive to Dakar anyway and we thought 'WHY NOT'? Our revised route now takes us through France, Andorra, Spain, Gibraltar and over to Africa, Western Sahara, Mauritania, Senegal and finally to Banjui in Gambia.



Although a definite deviation from the original inspiration to go back the way the prototypes had gone in 1958, this seems the closest we can now get, and we hope that our modern day Herald will prove just as reliable and sturdy as its predecessors.

We already have a great deal of confidence

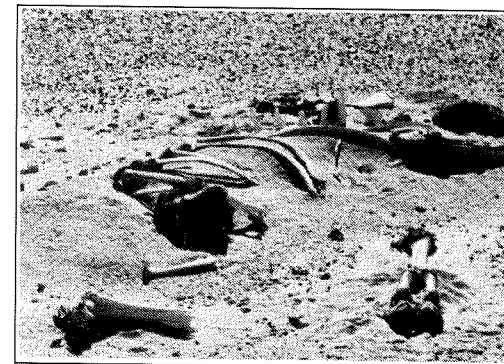
in the car after its performance in the Round Britain. We left from London at 7.00pm on Friday, 'cruised' up to John O'Groats for breakfast on Saturday morning, then tootled down to Lands End for breakfast on Sunday morning before chugging back to London for 6.00pm. Nearly 2000 miles of driving in 48 hours and the car ran beautifully throughout — in fact it was certainly in better shape than either driver by the end. Overall MPG turned out at 37.5 and our average speed was 40mph, which considering some of the traffic and road conditions really is excellent.

Our thanks to the wonderful people for the breakfasts which sustained us from one end of the country to the other and to fellow Club member Chris Allen for keeping us all laughing and having one member of his team rolling around and bouncing along in the back of his Courier Van.

The car remains fairly unchanged since its appearance at Stafford this year apart from the fitting of twin 1½" Stromberg carbs. I admit to being biased towards Strombergs and would always fit them in preference to SU so when the original SUs started playing up (leaking and needing constant adjustment) we scratched around and 'found' a special manifold which had already been modified for twin Strombergs, so on it went and has proved to be very successful. Before we set out on our jaunt we will also have to change the ignition switch as we had a bit of a problem with the overdrive not always working and we eventually traced it to the feed from the ignition switch (at least it is not like a Spitfire we recently came across where the overdrive wiring

harness was missing totally — hardly surprising that the unit had failed to operate! We leave on the ferry from Portsmouth on November 4th and hope to be in Gambia by November 16th. Approximate mileage of 3,500 but we are expecting a fairly slow/sedate rate of progress through the delightful Mauritanian

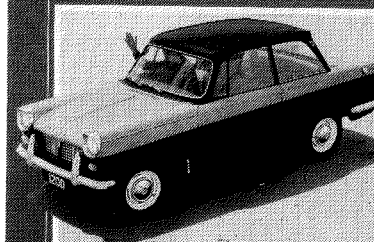
desert landscape and our map warns of occasional wash-outs on the Senegal coast road so we may have to head inland. However our aim is to get there and to have 'enjoyed?' the experience. Free drinks for anyone who's in Banjul to meet us! (mine's a pint of lager). Well, wish us luck and we'll let you know how we got on in the January Courier. If you want to find out how we are progressing, give the shop a ring, they should have some idea where we are (*captured by white slavers, drunk in some French vineyard or sunbathing in Casablanca*), just in case we're not back in time for Merry Christmas.



FULL SPECIFICATIONS OF HERALD REGISTERED 68 UTW

Chassis — ex New Zealand. Bulkhead — ex New Zealand converted to LHD. Bonnet, Bootlid, all valances — Fibreglass. Engine — 1497cc, Lightweight South African crankshaft, low compression pistons, MkIII Spitfire profile Tuffrided camshaft, unleaded head, MOBIL 1 oil. Radiator — Full Width (21") Herald. Exhaust — Long branch manifold to stainless steel pipe. Gearbox — 3 rail casing with 1500 gearset, J type overdrive. Differential — Quaife LSD 4.11:1 ratio. Suspension — Front, Herald 13/60 with heavy duty front springs. Rear — Swing Spring and KONI shocks. Brakes — Herald 13/60 with tandem master cylinder. Wheels — 5½" steel rims with 175/70 radials. Petrol Tanks — Herald estate and Spitfire 1500 (15 gallons). Glass — Replaced with Perspex except laminated windscreen. Interior — Stripped and wood lined, cloth covered Dolomite fully reclining seats. Exterior — Red and white as 1958 prototype.

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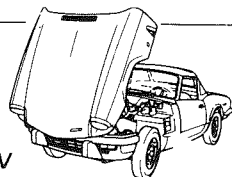
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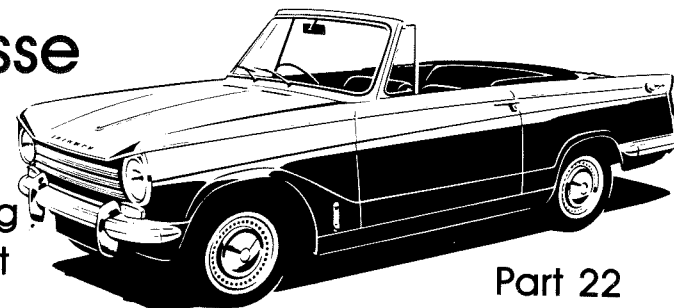


Herald/Vitesse Restoration

Peter Williams

Engine in and Timing

Chain Replacement



Part 22

When you arrive in the same position as here with a chassis rolling and the engine about to go in put a stitch in time and replace those vital ancillary items that you don't really want to have to touch for some years to come, namely clutch and timing chain. It's much more time efficient now rather than later.

Timing chains don't often break but over the years they do stretch and can get very noisy. Rather than wait for it to happen take the time now and fit a new one. Together with a new tensioner and oil seal they're not at all expensive. For some reason I think clutches can be more emotive and one can hum and har over which make to fit be it Borg and Beck, Lackock, Quinton Hazell or other lesser known brands. While scouring around TSSC Club event autojumbles trying to beat the master ferretter (Editor Bernard) to the goodies I came up with Vitesse specified Borg and Beck units at about one third of the retail cost. Going to events, in this case the Leicester Sunshine Rally, really does save you money.

the engine. Undo the bolts holding the clutch pressure plate onto the engine back plate and lift off the friction plate.

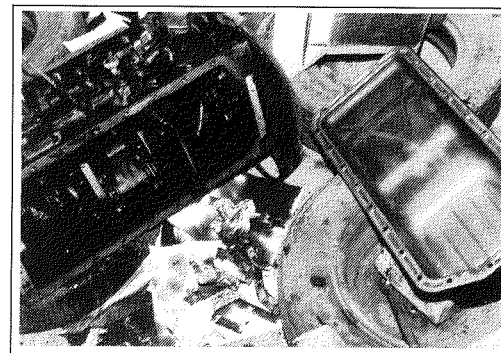


Figure 398. At this time, why not take advantage of the situation, roll the engine onto its side, remove the sump and clean out the deep gunge bedded onto its base - you'll be amazed at just how much there is. Squeaky clean again and mating surfaces scraped clear of old gasket, use a little sealing goo, fit a new gasket and replace the sump.

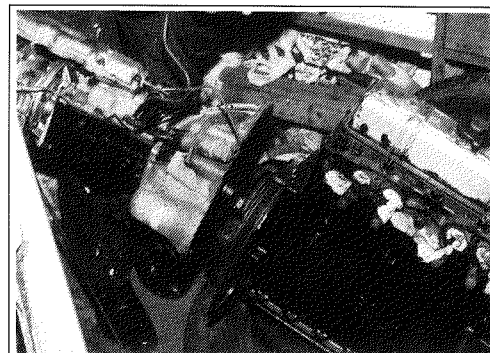


Figure 397. With the engine and gearbox unit secure in a purpose made stand or in this case, the combination of a wheel and tyre and a block of wood, split the gearbox away from

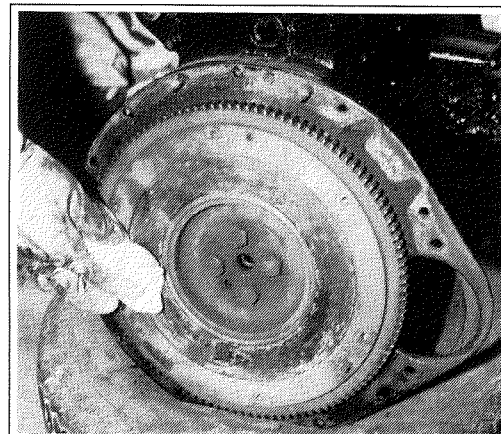


Figure 399. Prior to fitting a new clutch, give the flywheel a clean with thinners or some other suitable degreasing solvent.

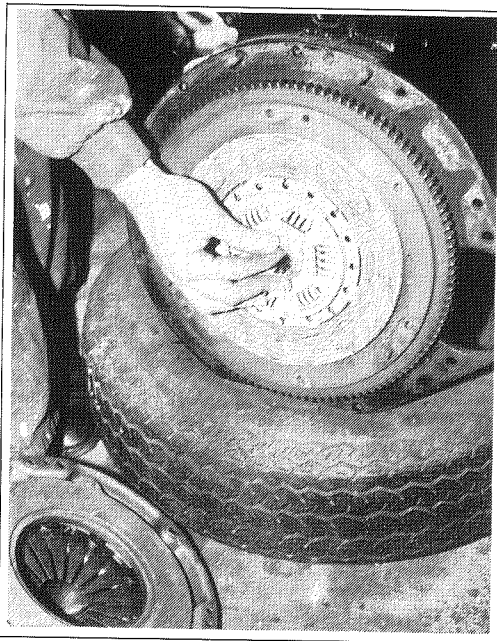


Figure 400. Pop on the new friction plate making sure that it's the correct way around - they are clearly labelled 'flywheel side'.



Figure 402. Unclip the clutch release mechanism from the bellhousing and separate off the clutch release bearing carrier. Support the bearing on top of the open jaws of a vice and knock off the carrier.

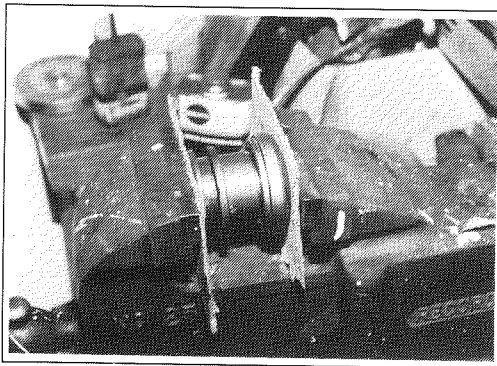


Figure 403. Slide on a new bearing and squeeze firmly on. As seen, the piece of hardboard packing protects the bearing face from any damage - credit where credit's due, this tip was picked up years ago from one of Chris Longhurst's Herald Register articles. Also consider fitting a new bellhousing oil seal.

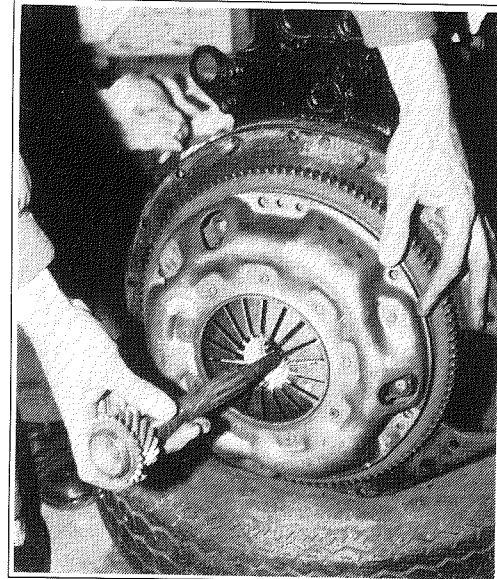


Figure 401. Next, tap on the pressure plate and centre up the friction plate - best with the aid of an old input shaft. A clutch aligner tool, suitable rod of wood or even a screwdriver as a last resort can also be used with care. When centred, tighten up the pressure plate bolts.

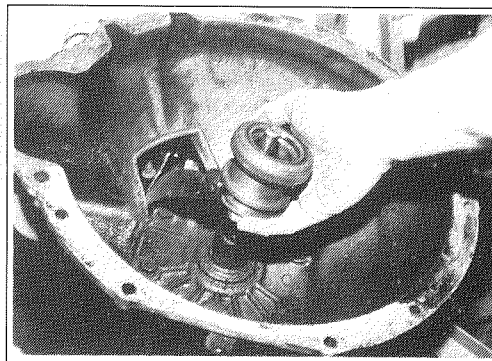


Figure 404. When all's done slide the carrier over the gearbox input shaft and clip the operating arm in place. Refit the gearbox to the engine.

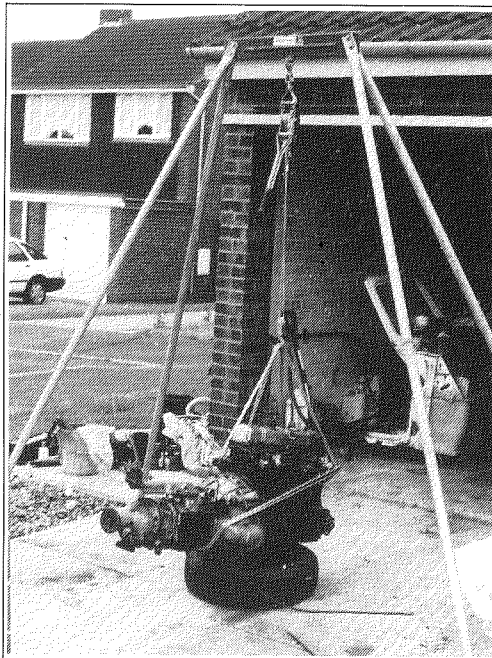


Figure 405. Beg or borrow an engine hoist and park the engine in place. Hoist up...

**SAFETY RULES APPLY HERE
THE ENGINE AND GEARBOX
ARE EXTREMELY HEAVY.
TAKE CARE IF SWINGING
LOAD. WEAR GLOVES TO
PROTECT AGAINST BRUISES
AND ABRASIONS**

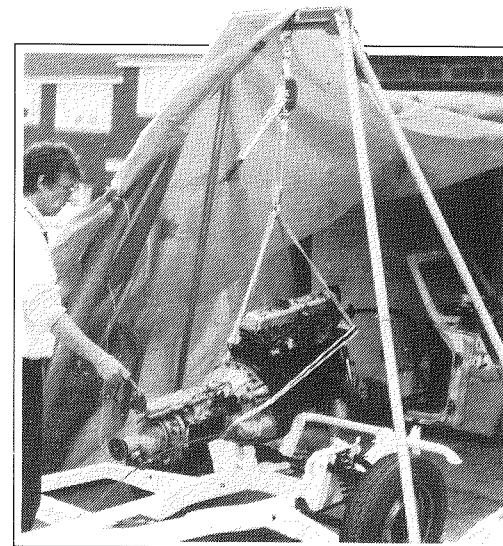


Figure 406. ...and roll the chassis underneath. Keep sensibly clear at all times. Do get someone around to help should anything go wrong and don't cut corners. Fit new engine and gearbox mountings.

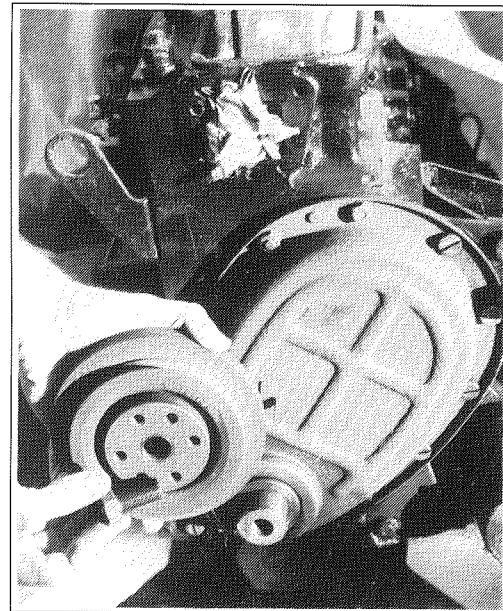
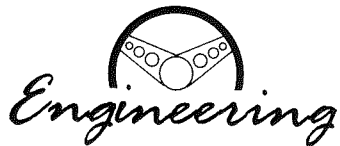


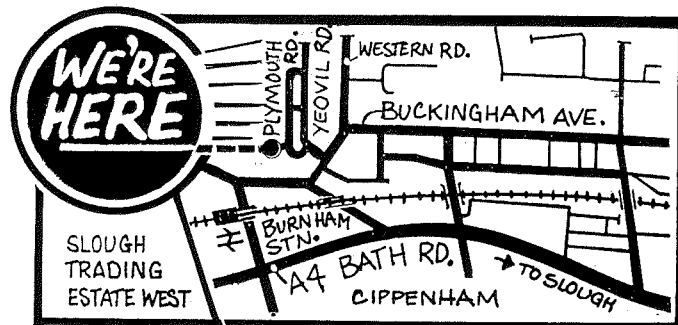
Figure 407. On now to the timing chain. If you try to undo the pulley bolt with a normal spanner action you'll probably turn the crankshaft round without loosening the bolt. The best way to do it is to fit a spanner and then wack it sharply with a soft headed hammer (or with a piece of wood in between) It never fails. Once loose unscrew the bolt and pull off the pulley.

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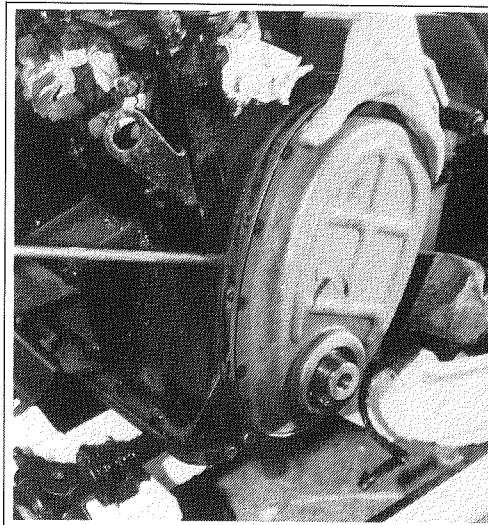


Figure 408. Undo the various nuts, bolts and set screws - note where they go - and then gently lever off the timing cover. Gentle persuasion is the order of the day as any distortion caused may lead to oil leaks later on.

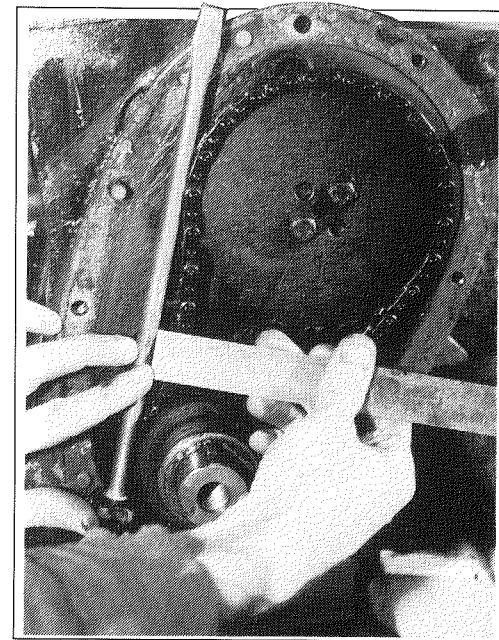


Figure 410. As an example of a typically stretched chain this section ought to be straight but it bows in by about 10mm.

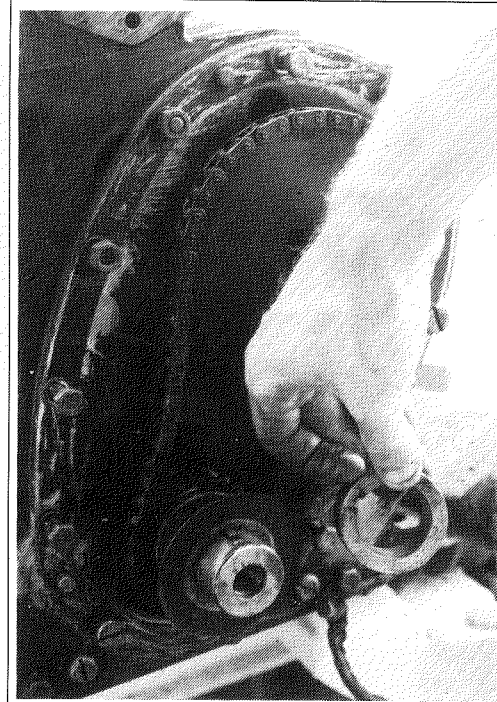


Figure 409. Next, slide off the oil seal sleeve followed by the oil thrower plate. Note which way around the dish shaped oil thrower goes.

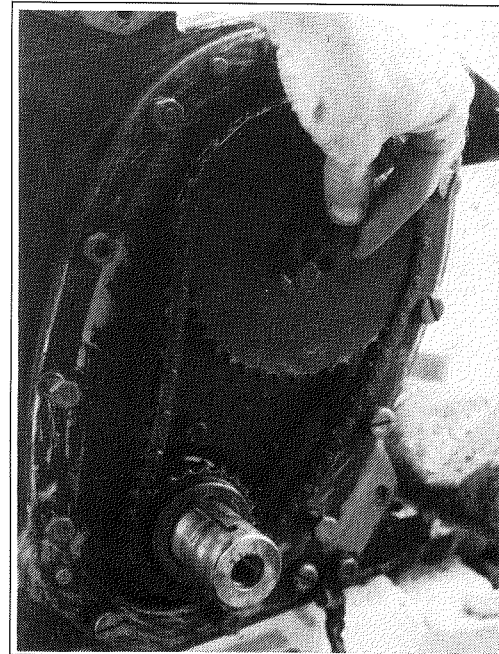


Figure 411. Make clear scribe marks on the top timing wheel and engine front plate to ensure its later replacement in exactly the same

position and orientation as it was taken off. Tap back the locking tabs and remove the top two bolts. Whatever you do, from now on **do not** turn the crank or camshaft.

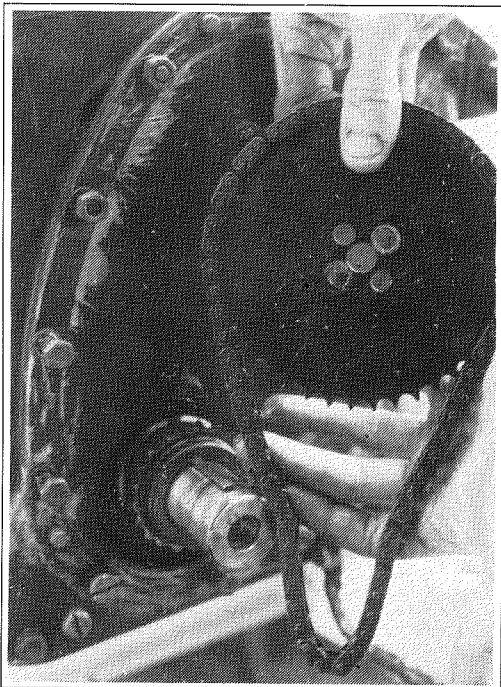


Fig 412. Lift off the top wheel comp. with chain.

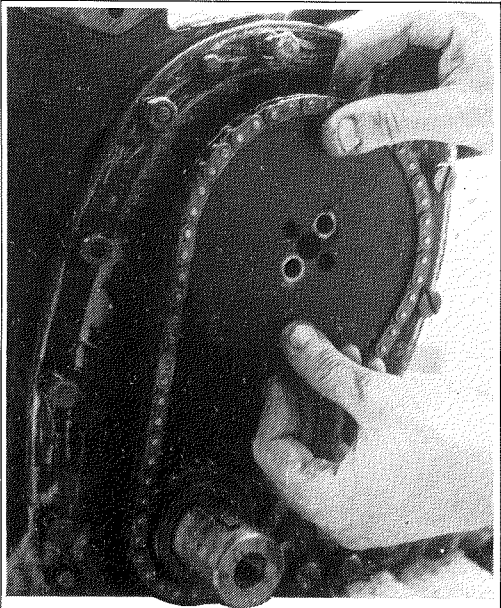


Figure 413. Discard the old chain and wrap the

new around the top wheel - still off the car. Offer the chain onto the crankshaft cog from below and check that the bolt holes in the top wheel align with the holes in the end of the camshaft. If they don't, lower the top wheel and chain combination off the lower cog and then offer back with the chain one link further around until successful. Assuming you haven't moved the crank or camshaft, the timing will be spot on back to where it was. If you've moved either of the shafts then you may have to revert back to the workshop manual to check out the retiming procedure.

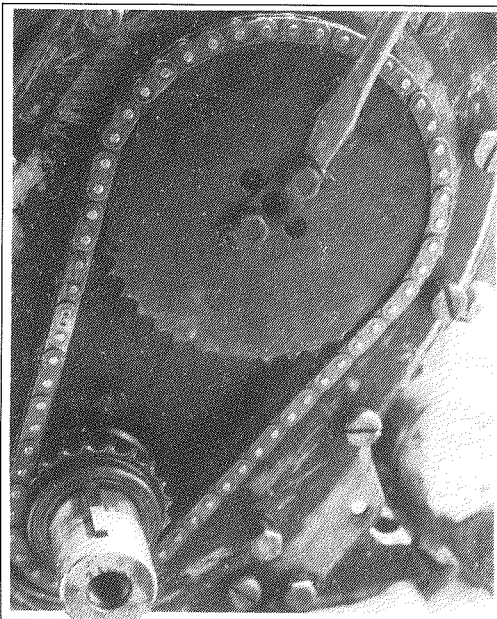


Figure 414. Screw in the bolts, tighten up and tap the locking tabs home.

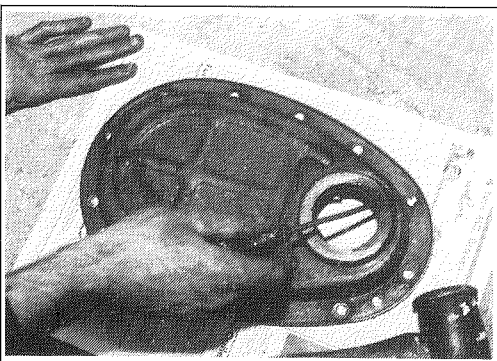


Figure 415. Moving back to the cover, carefully prise out the old oil seal.

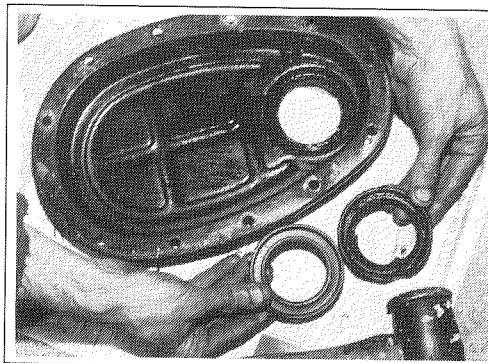


Figure 416. Old and new.

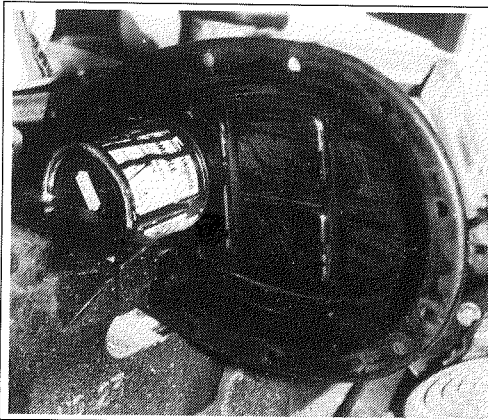


Figure 417. With a suitable drift - I used an old paint pot - press in the new seal.

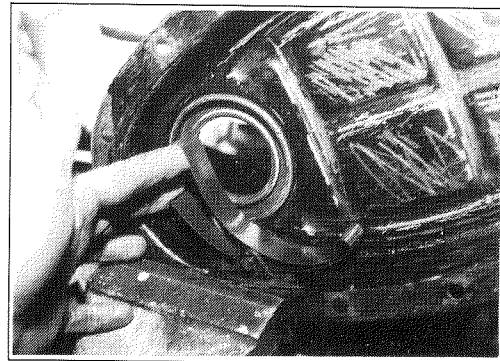


Figure 418. Having previously noted how the old timing chain tensioner fitted, clip in a new one.

Next Month: Body On.

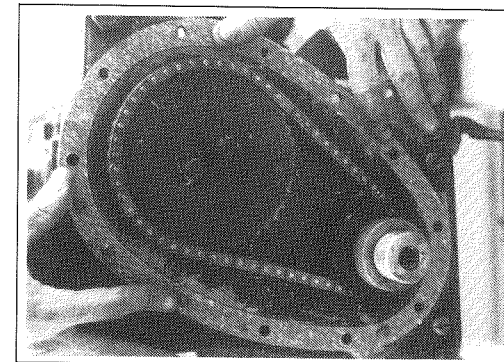


Figure 419. Ensure that all traces of the old gasket are removed then fit a new one. Refit the oil thrower and oil seal sleeve.

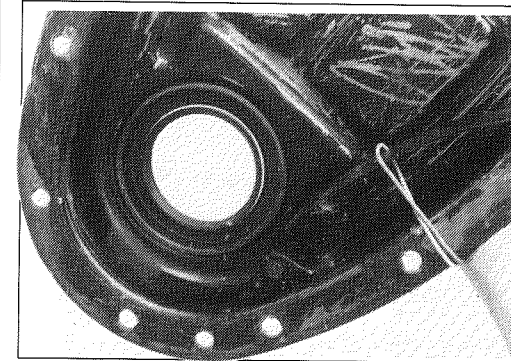


Figure 420. Thread a piece of string or flexible wire around the tensioner and pull into its operating position against the side of the cover.

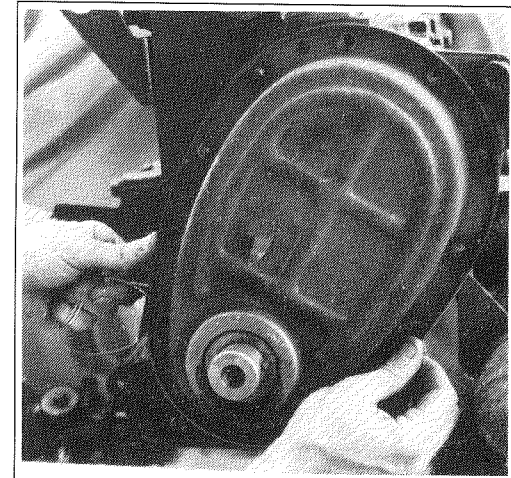
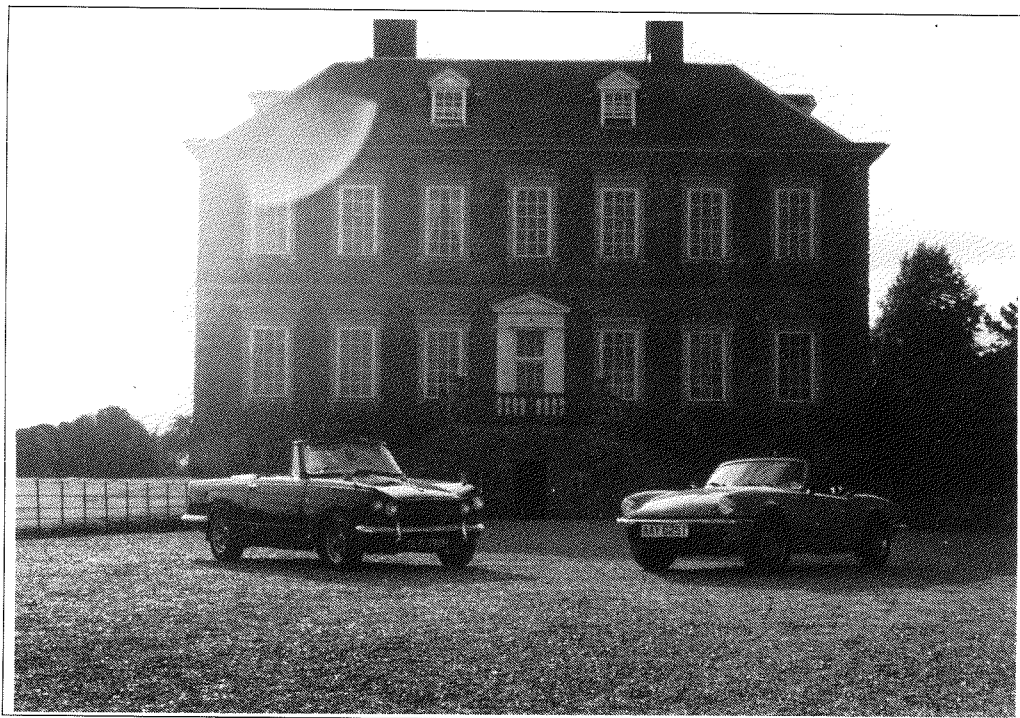


Figure 421. Keep firm hold of the wire, slip on the cover and when happy pull out the wire. Button up.



10th LEICESTER NATIONAL EVENT

AT 10am on Saturday August 1st, all was peaceful and still in a small field in Shearsby, Leics, with a few sheep quietly grazing and one tent in the corner. By 10pm over 90 members of the TSSC had converged on the field with tents, BBQs, music, food and alcohol. Oh yes, most of them had Triumphs too.

We arrived at 10.30am and had a busy day putting up tents, stapling programmes at the last minute due to a printing problem, and helping stranded Vauxhalls (perhaps you will buy the Herald Estate now Charles!).

As it got colder, the pub began to fill up and Elwin as usual carried on serving the drinks.

In the evening this year, we had a record number of raffle prizes for which we would like

to thank those who donated prizes, including Pro-Align for their amazing 1st prize of a voucher for a free four-wheel alignment. Yet again, everyone seemed to get up bright and breezy to start the convoy on Sunday morning. A total of 52 cars made their way headed by Chris Gunby again to Stanford Hall on a new route, which everyone seemed to enjoy.

The sun began to shine and while the field filled up with cars, the Lazy Alligator jazz band

played in the background. All seemed to run just like clockwork. The smoke and smell rising over the grass indicated that the barbeque was commencing. We're told that this was a complete success, and that Pauline and daughters, Andy and Tracy Newman and Chris deserve our thanks and a big 'well done'. As usual, there was plenty to do, as well as looking at the cars, there were trade stands and the annual Tug O'War, which Nottingham area did not enter this year. This gave everyone else a chance and after a thrilling competition, South Yorkshire took the title away from Notts. Well done to John Eade for running this on our behalf again. The Autosnooker included 2 extra skill tests which certainly made the 'old hands' and experienced players use their brains. Di was banned from entering this year after winning for the past 2 years and running it with Steve this year. Annis Green drove very well to take the lady's trophy and husband Peter took the men's title.

10TH LEICESTER NATIONAL CONCOURS, STANFORD HALL 1992 RESULTS

MASTER CLASS

1st	GT6 MkIII, Carmine, RAC 558M Andrew and Angela McGowan	95.2%
2nd	Burlington Barretta, Burgundy NCW 515H, Nick Burleigh	88.8%
3rd	Bond Equipe 2Lt Convertible, Ivory, NJA 791G, Keith Dungworth	87.8%
4th	Herald Pick-up, Wedgewood Blue, RNV 49G, Mick Maidment	87.0%
5th	Burlington SS MkII, Old English White LYH 518D, Tim Marris	84.8%
6th	Vitesse MkII Convertible, Signal Red, VHV 814G, Sid Jensen	79.7%

GT6

1st	MkII, Wedgewood Blue, TVN 599J, Steve Stonell	91.4%
2nd	MkII White, GKK 703L, Darren Pearson	89%

SPIRITFIRE

1st	MkIII, Triumph White, WKX 166E, Diana & Ken Mulhall	91.9%
2nd	MkIII, Conifer Green, OML 778E, Isabel & Geoff Timms	90.6%
2nd	1500, British Racing Green, PGW 555R, Malcolm Warner	90.6%

VITESSE

1st	2 Lt, Red, UVO 486G, Howard Jones	94.2%
2nd	MkII 2L, Laurel Green, VBC 936H, Peter Platzer	77.8%

HERALD

1st	MkI 1200, Lichfield Green/Stirling White, YVJ 116, Diana & K. Mulhall	84.7%
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BOND

1st	GT4S, Oporto Red, 127 EEW, Dennis & Diana Watson	76.8%
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ALL COMERS

1st	Triumph TR3A, Ice Blue, XOP 7, Martyn King	90.4%
2nd	Triumph 2.5PI Saloon, Green, CRW 798K, Peter Green	89.6%
3rd	Mercedes Benz Convertible 190SL, Ivory, MEE 303, Dennis Smith	84.6%

FINLUX CUP, LEICESTER PREMIER AWARD

Presented to Howard Jones for gaining the highest marks in the concours D'etat, with his Vitesse UVO 486G.

BEST INTERIOR - AUTOTRIM AWARD

Spitfire MkIII, Triumph White, WKX 166E, Diana & Ken Mulhall.

VITESSE & SPIRITFIRE PEARL ANNIVERSARY AWARDS

Judged by area member, Chris Gunby.

Vitesse convertible, White, CHJ 322B, well kept, travels all over the country, seems to put in an appearance everywhere Chris goes.

Vitesse 1600 convertible, Red, DUE 961C, very unusual, converted from 1200 Herald saloon.

Would the owner or anyone who knows the owner, please contact Diana (Leics. AO) with their address so that we may send on the award.

Spitfire MkI, Red, AKK 372B. The excellent result of a 5 year restoration project.

Spitfire III, Primrose, JJJ 808F. There were no other MkI Spitfires to receive the award, but this car is in immaculate condition and worthy of the prize.

DENNIS BENSON PERSONAL AWARD

(for the car he would like to steal).

Vitesse MkII 2L convertible, Valencia Blue, YRL 22J, John Cudmore.

DRIVING TEST GYMKHANA - AUTOSNOOKER

Best Male Driver	Peter Green
Navigator	Annis Green
Best Female Driver	Annis Green
Navigator	Gill Rattican

TUG 'O WAR

Won by South Yorkshire Area.

Before the prize presentation, Di took the microphone and thanked John and Mary Thorpe and some other long-serving members for their hard work in organising the Leicester National over the past ten years, as this was their last year of being involved in organising the event. Now they can 'retire' and enjoy the next ten years' events.

The Leicester National couldn't be held without the help of many Leicester members and over the past 2 years, a lot of help has been given by very enthusiastic members. We would like to thank everyone for their hard work and dedication which we just couldn't do without. Thank you.

Di Haines & Hazel Spouge

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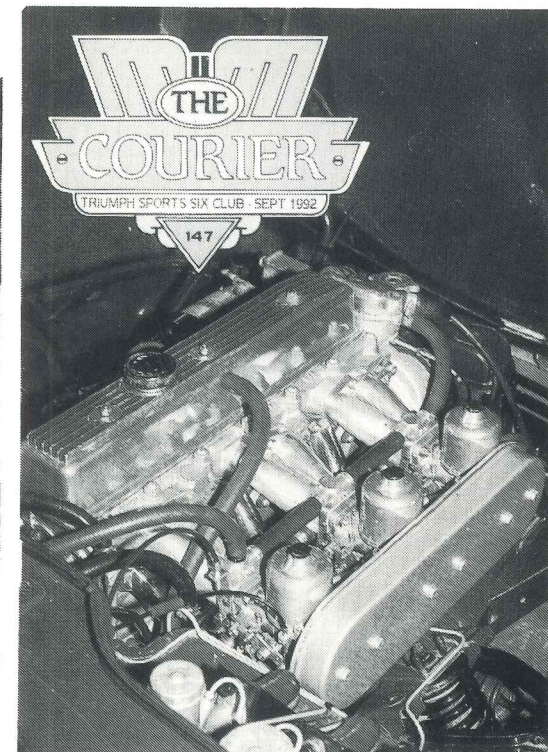
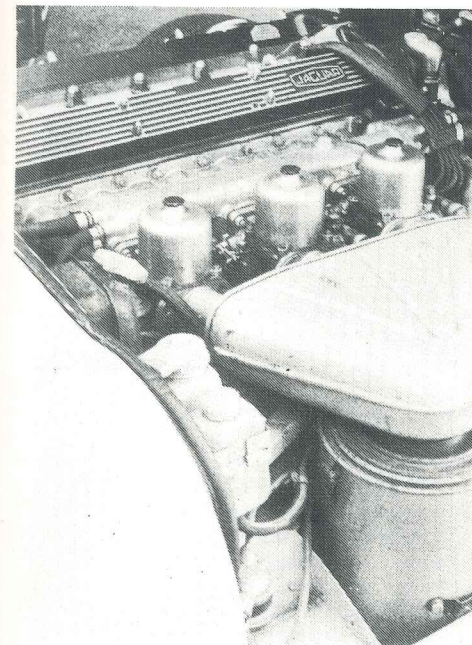
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E-Type



John Thomason

Look Alike!

THE Triumph GT6 has often been compared to the Jaguar E-type, sometimes unfairly, being referred to as the 'poor man's E-Type' (fig. 1). Both have exhilarating performance and gorgeous classic styling with long beautiful shaped bonnets. Under that forward hinging bonnet there is a lovely smooth and torquey straight 6 engine with that unmistakable exhaust note. However here the analogy disappears. Where are those magnificent triple SU carbs of the E type on the GT6?

In the 40s, 50s, and early 60s, triple carbs were common on performance cars, giving increases in top end power through improved volumetric efficiency when compared to twin carburetted models. On the other hand, twin carb 6 cylinder engines gave better mixture distribution, because of pressure pulsing within the manifold, leading to better low speed torque and fuel economy, making them better suited to saloon cars.

One of the complaints against triple carbs was their poor fuel economy and continual need for adjustment to maintain an even mixture distribution. Indeed the triple carb set up requires the centre carb to run at a slightly richer mixture than the outer carbs as a result of pressure pulsing in the manifold. This combined with the extra cost and complexity of providing 3 carbs instead of 2 and the emergence of fuel injection, led to the demise of the triple carburetted engine.

For a number of years now, I have been trying to create that superb appearance of triple SUs on a Triumph GT6 engine.

In the mid 60s a tuning company V.W. Derrington manufactured a set of 3 manifolds which enabled triple carbs to be fitted to the Triumph Vitesse 1600 and 2 Litre Mk1. These are the same manifolds that John Wolley has had made and used with some success on his rally cars. Unfortunately the manifolds were only designed for the Mk1 cylinder head which because of the different port spacing means that they can't be fitted to 2 Litre MkII engines.

cars, ie GT6 MkII/III. In addition because of the lower bonnet of the GT6 compared to the Vitesse, neither can they be fitted to the 2 Litre MkI engine of the GT6 MkI.

Various other Triumph manifolds were looked at to see if they could be cut and chopped about and made to fit the MkII head. Unfortunately, none had the same port spacing. No alternative was therefore left but to design, cast and machine my own inlet manifolds.

DESIGN CONSIDERATIONS

1. One of the main considerations when designing the manifold was that it had to look good to achieve the desired under-bonnet appearance!

Smooth, flowing surfaces with large radii were therefore required, which also meant that the manifold could be easily cleaned. Such requirements were also demanded by the fact that the manifold would be cast and therefore had to be easily removable from a mould. Vertical surfaces, sharp corners and creases etc, therefore had to be avoided wherever possible.

2. To avoid the cost and complexity of making one large 6 branch manifold, 3 individual manifolds each mounting one carb would be used. The 3 manifolds would be identical and so one simple mould/casting could be used for all 3 manifolds.

3. The type of carburettor to be used had to be decided upon since this would dictate the critical clearance under the bonnet. I wanted to use SU rather than Stromberg carbs, although designing for the taller SU carbs meant that Stromberg carbs could also be used. In particular I wanted to use 1 3/4" HS6 carbs and by using the shorter dash pots from Dolomite Sprint SU carbs, I could reduce the overall height of the carbs.

The front carb was obviously going to be the closest to the bonnet underside and so by allowing for a nominal clearance of 6-8mm, this dictated by how much the manifold needed to sweep down from the head. The manifold could not be significantly swept down anymore to give greater under-bonnet clearance because:-

a) For good volumetric efficiency, only a gentle sweep down to the carbs was required rather than a 'swan neck' with sharp corners. b) The manifold had to clear the exhaust manifold behind, particularly if it was going to be tubular. In addition, access to the manifold lower fixing bolts/clamps had to be obtained. 4. Ideally the length of the manifold should be as long as possible to a) increase low speed torque and b) minimise the curves as the manifold sweeps down. Unfortunately manifold

length is dictated by the distance between the cylinder head and the front inner wheel arch. Carb length, an allowance for an air filter and a nominal clearance of 15mm with the inner wheel arch therefore dictated the length of the manifold.

5. With the manifold length and downwards sweep fixed, the port shape could be determined. Fig 1. To make the manifold more

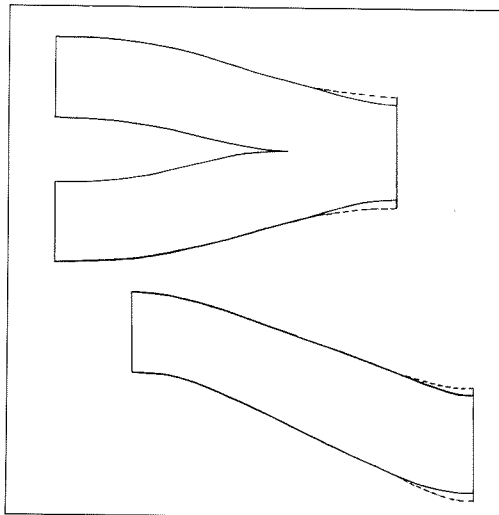


Fig 1. The duct profiles which dictated the final shape of the manifold.

universal, the inlet to the manifold was set at 1 1/2", being easily ground out to 1 3/4".

6. To enable 1 3/4" carbs to be fitted, a square mounting flange was incorporated. This also enabled other carb types to be fitted.

7. Two bosses were added to enable balance pipes between the 3 manifolds to be incorporated. A third boss was added that could be used as a vacuum pipe tapping, eg brake servo.

8. Provision was made for an inlet manifold heater by adding a large boss at the base of the manifold through which a hot water pipe could be passed. By locating the boss at the base of the manifold it creates a hot spot to evaporate any fuel that may run down the manifold and collect at the base of the manifold. In addition, the heater pipes run under the manifolds leading to a less cluttered engine bay appearance.

MAKING THE 'PATTERN'.

With the size and shape of the manifold defined, the long job of making 'the pattern' could begin. This basically involved carving the manifold 'pattern'. Fig 2 out of a block of wood. This pattern would then be used to make sand

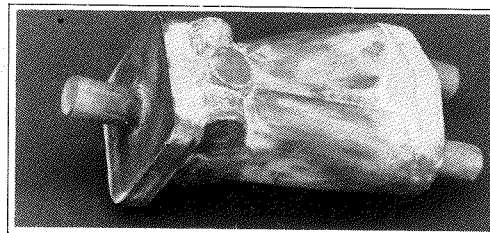


Fig 2. The wooden 'pattern' of the manifold. moulds into which molten metal would be poured to cast the manifolds. To allow for contraction of the molten metal whilst cooling and to prevent the final manifold casting therefore being undersize, the wooden pattern had to be made slightly oversize. In addition, the end flanges were made oversize to allow for final machining.

With the pattern shaped, smoothed and checked for size, numerous times, it was lacquered and polished. This ensured easy extraction from the sand moulds and ultimately a good surface finish on the casting. Next to be made was the 'core pattern' for the bores of the manifold. Again this involved carving the shape of the bores from a block of wood resulting in a 'pair of legs'! Fig. 3.

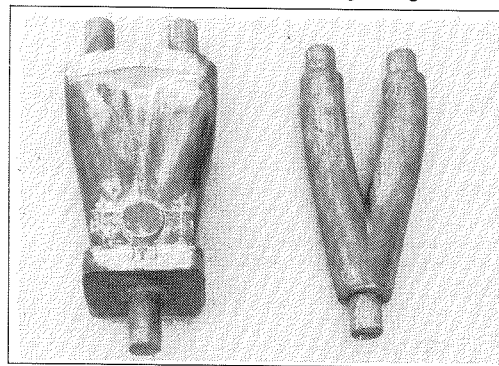


Fig 3. The manifold pattern and 'core pattern' or 'pair of legs' representing the manifold ports. With the core pattern made this was then used to make a 'core mould' in GRP, which could be split in half, figs. 4 & 5. The GRP mould could

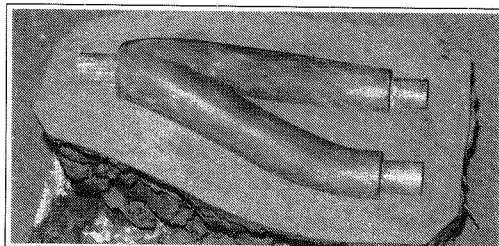


Fig 4. Preparing the core pattern to make a

GRP. The modellers clay is used to form the split line.

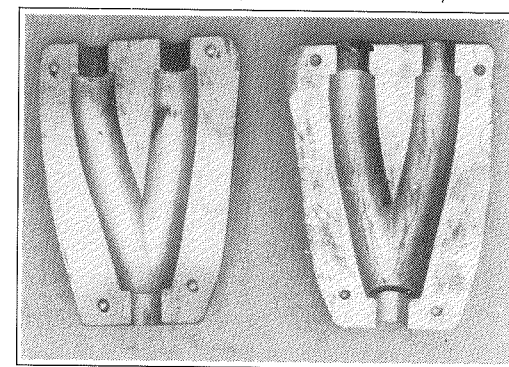


Fig 5. The GRP core mould split in half. then be used to make sand cores. With the wooden manifold pattern and GRP core pattern, sand moulds could be made and I was able to finally get the manifolds cast. Fig. 6.

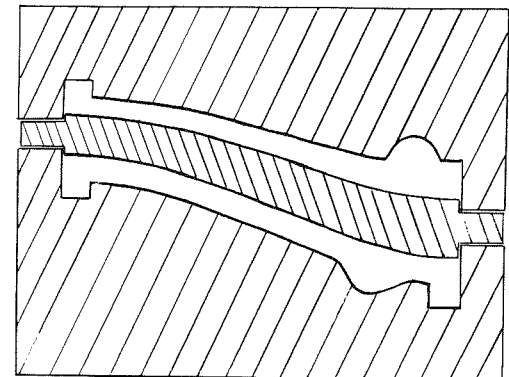


Fig 6. The sand mould and core assembled for casting.

MACHINING.

1. The first job was to get the cylinder head and carb mounting flanges machines square, parallel and to size. Fig 7, 8, 9.

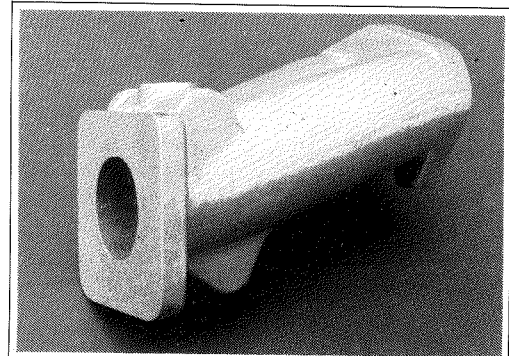


Fig 7. The manifold as cast showing square

mounting flange and boss at the base for manifold heating.

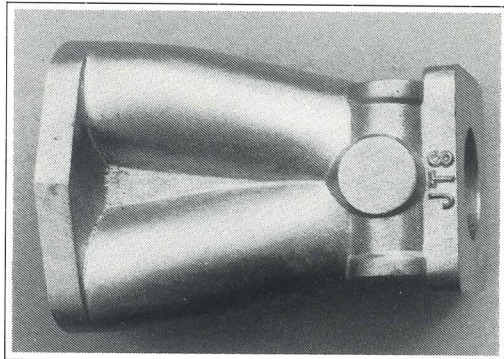


Fig 8. The manifold as cast showing the boss (top) for a vacuum tapping and the 2 bosses on the sides for balance pipes.

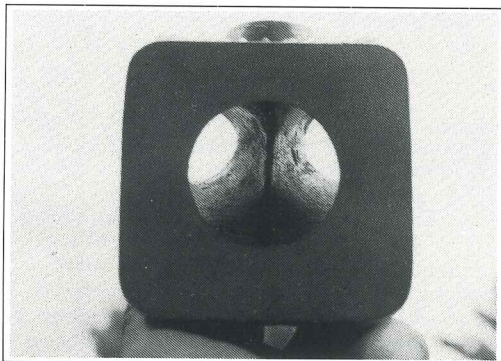


Fig 9. The view the carb sees of the 2 inlet ports (prior to removing casting marks).

2. Each manifold is fitted to the cylinder head using the existing fixings, ie one 5/16" UNF bolt, one roll pin (one must be added for the centre manifold since it is not provided as standard on the head), and the 2 exhaust/inlet manifold clamps at the bottom. Care must be taken in drilling the 5/16" UNF bolt and roll pin holes as these dictate how square the manifold sits on the head. If the holes are made oversize then this will allow movement of the manifold and a mismatch between head and manifold ports.

3. With the 2 holes drilled, a manifold gasket can be used to determine the exact position of the bores which can then be cleaned out with a rotary rasp to match the the cylinder head ports. 4. With all 3 manifolds drilled, they can

be trial fitted to a cylinder head (I used a spare on the bench). N.B. It is well worth checking the fit with the exhaust manifold as well at this stage, in particular the access to the double manifold clamps at the bottom. Access to the clamp nuts is tight and I had to resort to a ground down spanner. Alternatively the underside of the inlet manifold can be filed away to gain extra clearance.

5. With the 3 manifolds bolted up to the head the 3 carbs were positioned on the manifolds such that they were all the same height (I used a spare head on its side on a bench). The positions of the carb mounting holes can now be marked through onto the manifold flange which can then be drilled and tapped 5/16" UNF. N.B. it is better to use studs to fit the carbs to the manifolds since the use of bolts may eventually strip the aluminium thread in the manifold. At this stage it is best to discreetly mark each of the manifolds 1, 2, and 3.

6. With the carbs fitted to the manifolds, the diameter of the carb duct (1 3/4") can be scribed through onto the manifold flange which can then be cleaned out to the correct size using a rotary burr. Any internal casting flashing is also cleaned out and the ducts generally smoothed out. Fig. 10.

7. Now that we have 3 carbs and manifolds bolted to the engine it is wise to gently lower the bonnet and check the clearance with the front carbs. I used increasingly large blobs of grease on top of the front carbs to determine what thickness (and hence the clearance), left a grease mark on the bonnet underside. I had a clearance of 6-7mm with 1 3/4" SUs fitted. NB. Check that new engine mounts are fitted. Old ones will allow the engine to rock by this amount and touch the bonnet.

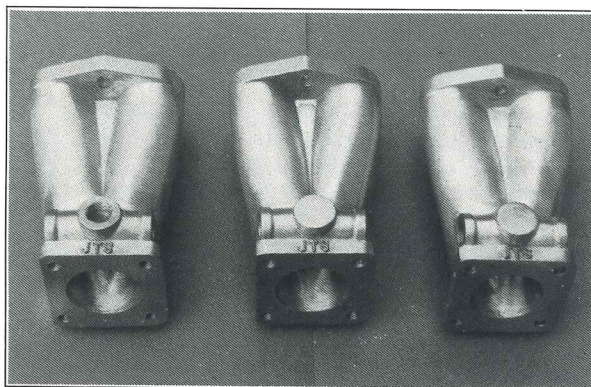


Fig 10. The 3 manifolds machined and ready for fitting to the head.

Next month we'll look at the linkages and the finished result.



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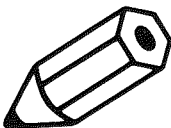
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Pen to Paper



.... and a yokel voice told me ...

A member of the Club, I am the owner of a 1963 Herald 13/60 in white with a black stripe along the side. It runs well, is looked after and looks very nice when polished up, still in its original coachwork.

Getting it ready for its DoT this year, I found some rust spots and stone chips in the paintwork and slapped on a rust remover around the offending places, expecting the clean the excess off when I washed and polished the car. I bought Loctite Rust Remover. This is a thin white milky liquid when painted on. Unfortunately it sets an unpleasant brown, and, this is the rub, no solvent that I can find (I have tried a few) will get it off now that it has set! As a result I have a car covered in, frankly, thick s**t brown stains, which are as strong as the paint itself.

I rang Loctite Customer Services and a yokel voice told me I shouldn't have painted it on should I, ha ha! And no, they didn't know a way of getting it off, it wasn't their problem. I have tried several local repair shops and they just suggested sanding down and re-spraying, which was no help. This would mean a complete respray and I really don't want to do that. So, HELP! Does anyone know a solvent that will loosen this stuff and let me get back to my white paintwork underneath? Please!

Stuart Freareson

081 759 0782 or 0323 35817.

... HELP for 'LADYBIRD' ...

I have revued the data? and not being in the fast lane! i.e. 60 and a lady on my own 'widow', could you help one find a *good, reliable* garage who really DOES GET Triumph Herald 13/60 convertibles, up to scratch.

My car, 'Ladybird' has been to a few awful garages?! I have owned her for 20 years and love her. She passed her MoT June but needs a lot done to bring her up to TIP TOP condition which she deserves, eg she has been stolen twice, 'JOY' riders, once and smashed, hood slashed, cover stolen, battery stolen, tyres stolen twice in fact a bit like myself. A SURVIVOR? I was a District Nurse for seven years and SHE never let me down once:-

One so-called Classic Car Garage took bits from her for another car! Hard to believe but I can assure you true. I hope you can help me find a trustworthy Classic Garage who could do her up — parts etc is the problem in this area — if possible - HELP!!

Heather Jones

OK, can anyone local to Bexhill-on-Sea help here! If you can, please contact the office.

.... caused me to gasp!

I feel I must take Dave Beardsley to task over one point of his otherwise excellent article on what to look for when thinking of buying a 13/60. He states that when checking the side light glasses they should be 'pointed' in the middle and that the rounded ones are from the MGs.

That last bit caused me to gasp when I thought I had been driving my estate around since 1974 with MG parts attached.

Anyway Dave, I dug out my trusty 13/60 parts list catalogue and turned to the appropriate page and (sighed with relief), it clearly showed both types of glass as being acceptable.

That's the end of my little dig and more power to your pen in future articles Dave.

Jimmy Carter.

Testers not allowed to make any repairs

I have been a member of the T.S.S.C. for two years and each month look forward to receiving my copy of the Courier which I read with great interest.

It therefore concerned me when reading the article in the August edition by Mike Crewes on the MoT Test that certain items were not correct. I am a current MoT tester and would point out the following discrepancies in the article:-

1. Pre August 1975 vehicles require a visible smoke check, not 1973 as it states in the article.
2. Vehicles first used on or after 1st August 1975 require up to 6% CO reading, not 1973 vehicles requiring 6.5% CO readings.
3. Vehicles first used on or after 1st August 1983 require 4.5% readings not 1985 vehicles.
4. The height limit of the dipped headlight aim has not changed, only the difference in the test is that the beam pattern must not be too low, nor just is be more than a certain distance from the centre line to the left. The measurement is now in percentages, not degrees.
5. MoT testers are not permitted to make any repairs or adjustments or anything else during the test.

6. The general condition of a vehicle does not come into the MoT test, we have heard unofficially that it may be introduced in January

1993, but have not received any documentation as yet.

From an MoT Testers point of view, every car which comes in for an MoT, whether it is three years old or thirty years old gets a fair test, the only difference depending on a vehicles age is the braking percentages, or when there are 'as manufacturers design' requirements.

It is not my intention to condemn Mike's article but I do feel that what is published in the Courier should be correct, after all, no one wants to drive around in an unsafe vehicle, and readers want to know where they stand regarding the MoT of their vehicle.

A J Hone

Occasionally the amount of work and the proximity of deadlines means that articles have to be rushed. The article which Mr Hone refers to is a case in point. I apologise for the inaccuracies and as ever I will endeavour to keep these to zero and I thank Mr Hone for his letter.

Mike Crewes

NEVER a 'shrinking violet like myself'

MY Spitfire 1500 had just rejoined the Sports Six Club after an absence of some years, eager to stand out from the crowd with a car that shouts individuality, unlike the clone types made today, that are barely distinguishable (another of my gripes which I may well voice in another letter).

I am now faced with the August edition of the Courier and the Area News, all very professional indeed. I would love to go to one of the meetings, but know no one. Before you all shout 'for Christ's sake woman, we are all enthusiasts and surely after some * * * years you can't be shy' Well! No I suppose I am not, but the thought came to me, most of the Area News items seem to herald (notice the pun) the same thing, lack of support. From my point of view though, the meetings seem all so 'chummy' that I would possibly be embarrassed to force my company onto others uninvited.

You have officers for almost everything else, why not 'Area Recruitment Officers' that could welcome newcomers and even check on ones that have lapsed or not been heard of for some time. It needn't be an invasion of ones

privacy, as on the application form there could be the question 'would you like to, attend our meetings — Yes/No. The Club member could then phone and arrange to go with the new member for the customary noggins.

Shrinking Violets like myself would not feel self conscious, sauntering to the meeting pub only to find that the old guy she/he has been chatting to all evening is the local drunk and that the Club has changed its venue last month. My last comment is a question, which Club area do I come into? Having a husband that is not interested in my car, I will endeavour to join in, though my knowledge of overhead, rear gas outer drive flergal valves is somewhat lacking.

Mrs Glenda Seal

Death of a Cavalier cam belt ... THANK YOU

Just a note to say a massive 'THANK YOU' to the Leicester Area, especially Diane, Mick and Toby the Estate following the death of my Cavaliers cam belt at the Leicester National. Also thanks to the bloke with the Rover V8 from Camberley who towed me back from the Bath Hotel from Lutter-

worth. If this little episode doesn't persuade my wife that a reliable 13/60 estate isn't an absolute must then nothing will. Once again, many thanks and see you there next year.

Charles Henderson

Ali and Derek (or is it Tilly and Gremlin's?) bundles of trouble ...

My wife Ali and myself appear here with our respective bundles of trouble.

The 1500 is called Tilly by Ali who is Australian (Matilda - self explanatory). My MKI is referred to as Gremlin, this due to the fact that fifteen minutes after picking him up in Kent, the indicators failed, the lights packed up, the wipers went on the blink and I ran out of go-go juice on the motorway (faulty gauge). I must admit that the drop in power from a 2.8i Capri to 1147cc has had a very interesting effect on the way in which I drive.



One has to re-learn the rules of the road for one thing. The vast majority of other road users have absolutely no idea what is under Gremlins bonnet and the number of XR3i's and GTi's leaving great streaks of rubber at traffic lights whilst expecting me to do the same thing never fails to amuse me.

One of these encounters left me in stitches when the owner of a brand new GTi rear ended a Jaguar on the other side of some lights

Header rails re-chromed ...



AMERICAN IN SEARCH OF BADGES ... ETC ...

I am an American Triumph owner who has recently returned from a four month stay in the UK.

I began, during this period, a collection of club badges. I joined your club and purchased one of your badges. I am now, however, seeking information on the addresses of any or all your chapters that might have locally produced

while concentrating on his rear view mirror wondering when I was going to try and prove a non-existent point.

I would be interested to learn if any of our fellow members knows of any of the history of DNJ 347C. Also, is there any way of 'beefing up' the wiper system on Gremlin as I think I am in for trouble in the winter.

D Clark

In reply to Martin Lawsons letter about Spitfire header rails.

When restoring our MKIV, we had the problem of a very tatty header rail, and after much searching we found a firm able to chrome it. It arrived back looking like new. Everyone keeps telling us that aluminium can't be chromed, but apparently with a coating of special copper, it can. When at Stafford, our header rail drew much interest and many comments. The firm that did the chroming was J. F. Wyatt Polishing of Barnham, nr. Thetford. The cost at the time was £20 + VAT. We consider this money well spent as it finished the car off beautifully.

Yvonne Bloom

badges so I might inquire the availability, cost, design and style (grill vs badge bar, enamel vs plastic, etc).

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I recently converted my (broken) pump action screen washers to an electric pump. Now, I know I'm not the first person to do this, but I am the only person I know who has 'electrified' the pump action switch rather than fitting a separate switch to the dashboard.

Thus I didn't have to spoil the appearance of the dashboard, and I retain the original control for the screen washers.

As this gives a very pleasing result, I thought I would share it with you.

How to fit an electric screen wash pump to a Triumph Spitfire

Before 1977 (approx) Triumph Spitfires were fitted with mechanical screen-wash pumps, operated by pushing the rotary dash-mounted wiper switch. Later Spitfires had electric screen wash pumps, operated by the wiper-control column stalk. This article describes how to fit an electric screen wash pump to a pre-77 Spitfire and also how to convert the pump action switch to electric operation. This has the double advantage of maintaining the original washer control, and making it unnecessary to spoil the dashboard by fitting an extra switch.

1. Dismantling the mechanical pump system.

First, remove the wiper switch from the dashboard. To do this, insert a narrow screwdriver in the hole on the underside of the knob, and while pushing up on this, wiggle the knob until it comes off. Unscrew the switch bezel, then remove the switch from behind the dashboard. Note their positions, then disconnect the wires from the switch. Remove the plastic tubing from the nozzles on the back of the switch, and put the switch to one side.

Working under the bonnet, find where the tubing from the washer bottle passes through the bulkhead. Remove the grommet and pull the tubing through the hole into the engine bay. Put this tubing, still connected to the washer bottle, to one side, then feed the other piece of tubing (connected to the washer jets) from inside the car, through the hole into the engine bay. Push the grommet onto this tubing, but do not refit it to the hole yet.

'electrified' pump-action switch

Scott Marshall

2. Obtaining and fitting the electric pump.

Two types of electric pump were fitted to later Spitfires; one was separate to the washer fluid bottle, and was mounted on the bulkhead, while the other was integral with the washer bottle. Both types are still available from Lucas, although the latter is rather expensive (approx. £30 for the pump and bottle). Many Triumph specialists, and other third parties, can also supply suitable electric pumps. This article describes fitting a pump separate to the bottle, although the procedure is virtually identical for the combined pump and bottle.

The best place for the pump is on the bulkhead adjacent to the washer bottle. Hold it up to the bulkhead to find a suitable position, then mark mounting holes.

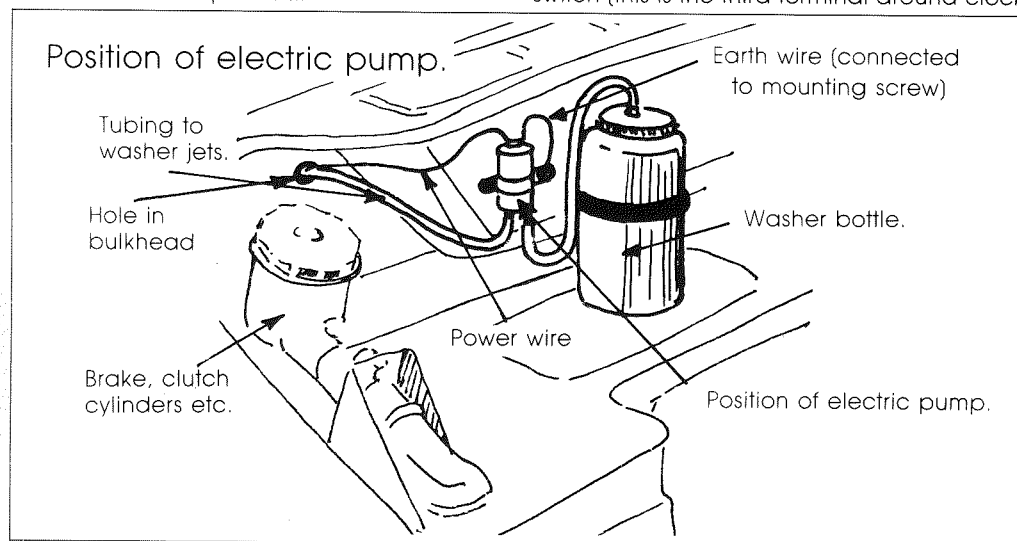
Check that the tubing from the washer jets can reach the pump, it should be long enough. Before fitting the pump in position, connect a short length of wire to its negative (positive terminal for positive earth cars!) terminal, terminated in an eyelet. Most pumps have 'Lucar' blade connectors, for which solder and crimp connectors are readily available.

Make the mounting holes using a hammer and thin nail, then fix the pump using self tapping screws. Secure the eyelet under one of the screws, ensuring a good earth connection. (The reason for making the holes using a hammer and nail rather than a drill, is that it leaves a larger surface area of metal for the screws to tap into).

Now cut the tubing from the washer bottle to a suitable length, and fit it to the 'IN' nozzle of the pump. If necessary, cut the tubing from the jets, then fit it to the 'OUT' nozzle.

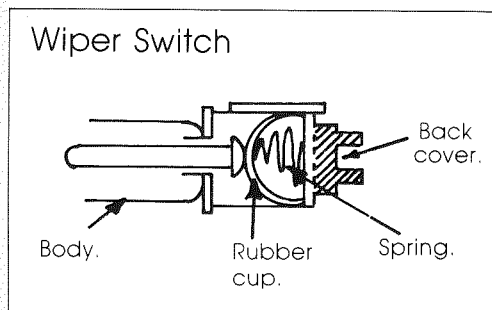
At this point, it may be prudent to fix a test wire from the battery positive terminal (negative for positive earth cars) to the non-earthed terminal of the pump to ensure the pump works and the tubing is all connected properly. Finally, fit a length of wire to the non-earthed pump terminal, pass it through the grommet and the hole in the bulkhead, then refit the grommet to the hole, making sure the tubing is not kinked or squashed.

Fit the switch to the back cover, then re-assemble the switch as shown. Using an ohmmeter, or a test circuit with a couple of lengths of wire, a battery and a bulb, check that pressing the wiper switch plunger activates the push switch. If it doesn't, fit a screw to the end of the plunger as shown, to increase its travel. Connect a short wire from one terminal of the push switch to the 'power' terminal of the wiper switch (this is the third terminal around clock-

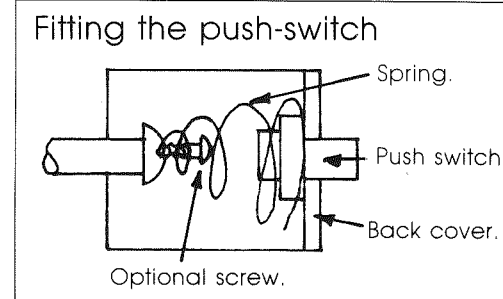


3. MODIFYING AND CONNECTING THE SWITCH.

Drain any fluid from the nozzle holes on the wiper switch, then, referring to the diagram below, prise off the back cover. Keep the spring, but discard the rubber cup.



wise, looking at the switch from the front, for two-speed wiper switches). Either use a piggy-back Lucar connector, or solder the wire in



position. Next connect the wire from the washer pump to the other push-switch terminal.

Cut off the nozzles (the shaded part) so that the back cover is flat, then make a hole in the centre of the cover to take a push-button switch. Any non-locking, push-to-make switch that sits at least 1cm from its mounting face will do, as an example, Maplin pt. no. FF96E is suitable.

Reconnect all the wiper switch wires, turn on the ignition and check that the wipers work correctly. Now press the wiper switch and check that the washer pump works. Finally, refit the switch to the dashboard, screw on the bezel and push the knob on until it 'clicks' home.

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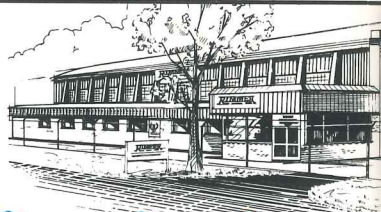
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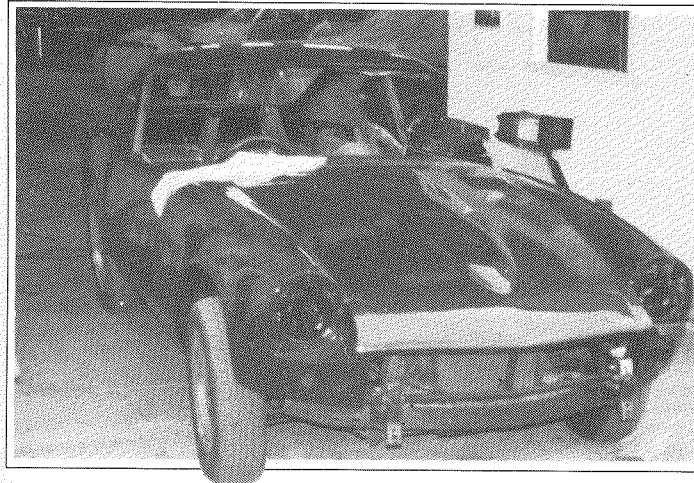
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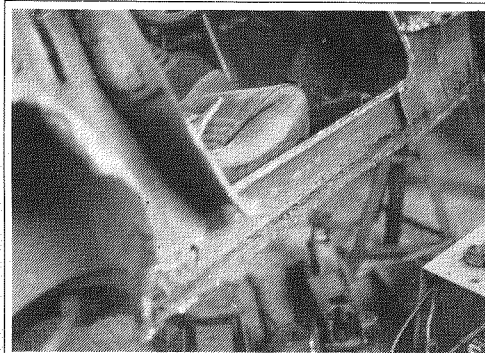
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THE story to date is that the car was in pieces, but not removed from the chassis and had gone to Aylsham Accident Repair Centre to be resprayed, I had not had an accident but, although these were not the cheapest quote, they had been recommended and after seeing some of their other work, I was very impressed.

Once the car was delivered, the bonnet was shotblasted gently and two new hinges put on, this was then delivered for respray.



During this time a new dash was made as the old one had rotted at the corners and the centre piece was missing. This was then French polished and put away. The seats were recovered and all new trim and carpets ordered. Various other bits were cleaned and painted or polished. Six weeks later the car was painted, waxoiled and undersealed. I had also been up to Aylsham to paint all the floors and load area with chassis paint.



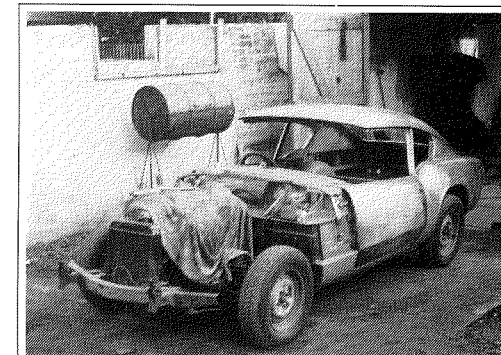
On collection the car looked superb and the respray was of a very high standard, I would

**Goes
like the
Wind,
the
final
chapters**

P R Daplyn

like to point out here that Leon Guyot, the International Secretary, stated in a recent article that British workmanship was of a low standard so he took his car to Holland to be resprayed, *well he obviously didn't look very hard.*

The car was taken home and slowly put back together, with the biggest problem being the doors.



The deadline was the run to EuroDisney which seemed to get closer and closer. The car was on the road for one week prior to the run and it ran very well for two days, then the problems started. It wouldn't start and when it did it would die after a short run.

Initially I thought it was an electrical fault, but after checking the distributor I could find nothing wrong, and to cut a long story short,

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I was baffled. I decided to take the car to David Aspinall, where the distributor was changed, this was badly worn, and the fuel pump was changed, this also was badly worn, but still nothing.



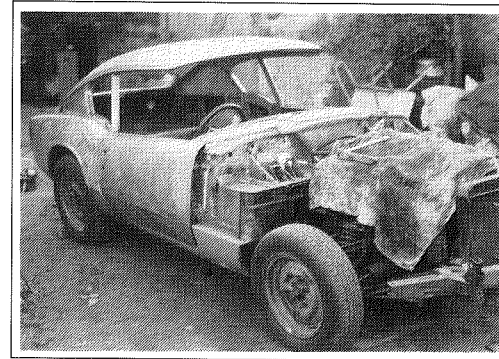
Eventually the fuel line was checked and found to be blocked, this was cleared and the car ran well. One final check was made and on opening the bonnet, a leak was found which turned out to be a blown gasket.

I left the car with David and picked it up on the Thursday evening as we were due to leave early Saturday.

The car was checked over Friday night when I discovered that the exhaust was loose. A mad panic followed and Steve Ward managed to get a make-shift bracket from his garage. We finished loading the car at about 11.30 Friday night.

Over the next few days we did over 1,000 miles without any problems including travelling

through Belgium in torrential rain where a lot of cars suffered electrical faults (other than the exhaust rattling every time we went over a bump, EuroDisney was great and it was lovely to see so many classic cars in one place.



Since May there have been a few minor problems with loose wires and interior trims, but nothing to drastic.

The car is used at least two or three times a week and has done 3,000 miles since being rebuilt. Whilst driving through the country lanes of France and going out in the summer sun (what little we've had) all the cold days spent in the garage were forgotten and it all seems worthwhile.

I would like to thank David and Aylsham Accident Repair Centre and anyone else who has been involved for all their help, especially for

Elain who found the price of seat recovering funny. Anyone sitting on them must wear velvet or similar material or take out a separate insurance policy!



The finished job.



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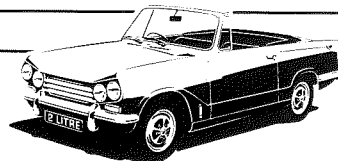
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ZEN, AT 13:27
HRS YE VILL
BEGIN ZE 'A 64' RUN



MANCHESTER + CHESH
... BEFORE INVADING
ZE YORKSHIRE LOT'S
PICNIC HERE AT
15:00 HRS PRECISELY



ZE VELSH LOT VILL
BE JOINING US AS
VELL AS ZE
SCOUSERS



AND ZEY VILL STORM
ZE MOULDSWORTH
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FOR A WISIT.



ZO!
ANY QUESTIONS?



IMBECILE !!



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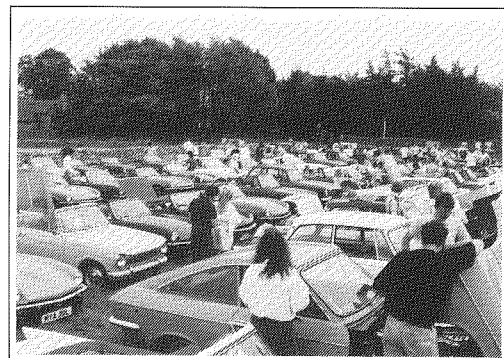
JUST JOKING, LINDA

So here we were for the second year running, looking for the pub on the Saturday night. 'The Yettie' (YYT 727T, a 1500 Spitfire) had persuaded my wife Lesley and me to return for another look at the wonders of Derbyshire. A different starting point in a big pub car park, perhaps we won't get mixed up with a car boot sale this time!

DERWENT VALLEY PEAK RUN - 1992

Ian Ralston

Lots of cars here already and a field next door for those camping. Some faces from last year and new ones like Sandra and Roger, who had managed to take the tub



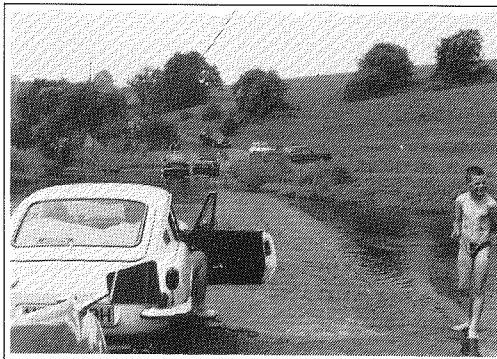
off his yellow 1500 single handed during restoration. Angelique (Orange Spitfire) was allowing Arnie to escape for a pint or two and Carol and Andrews Mk III was sporting new wing mirrors for the occasion. Roger almost forgot his Chilli — too many questions whilst looking under the bonnet of our car in the car park.

Next morning, the gods had been kind to the committee, and it was all set for a sunny day.

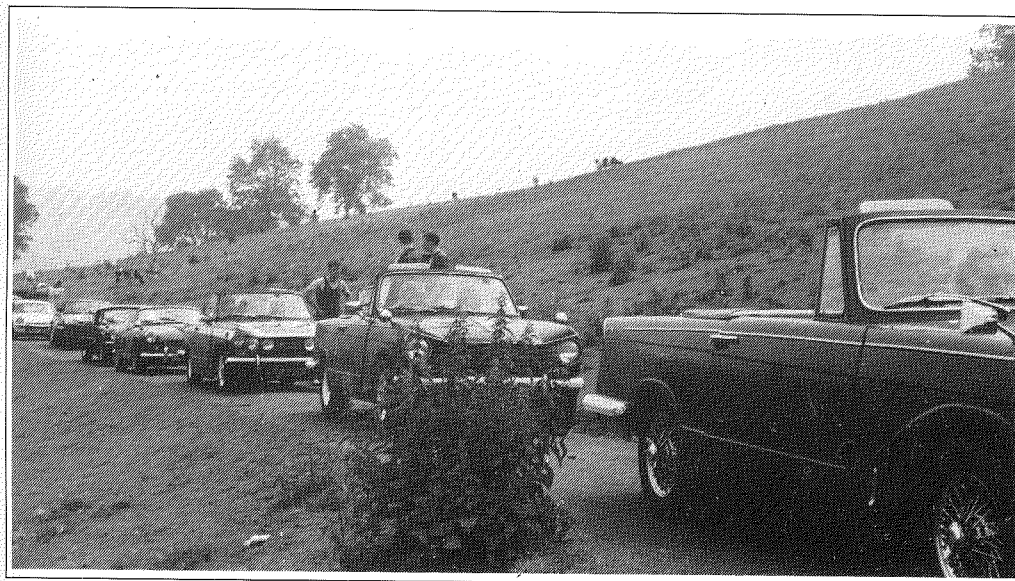
Lesley sprayed chipping all over the place as she drove into the car park on full lock (what a poser!) she's the one who appears waving in everybody's video (Sorry Anthony). Many more club cars than last year plus a 3 Litre Rover and a TVR Tasman.

A very orderly start with the lead cars setting a reasonable pace. The Yettie got her feet wet in the ford near Tissington then through Dove-dale and the Manifold Valley arriving at the lunchtime car park in Alstonfield. Half of the field were late due to an angry farmer taking offence at our passing and parking his tractor in the middle of the road so stopping the convoy and causing a car or two to overheat. Lots more nattering and a look at a newly restored light green 1500, then out into the countryside again heading towards **THE TUNNEL**. Now we are aware of the ways of the bearded warrior in the white GT6 from last year, so when he stopped to get some space in front of him we knew what was coming

. he roared off into the tunnel, twin exhausts blaring, then stopped and shouted 'DID YOU LIKE THAT THEN?' to which the convoy replied with suitable melodious sounds from their twin windtones!



Arrived at Haddon Hall for the concours. The Yettie has this disgusting habit of leaving her footprints in every available cow pat and I was



not going to clear it off especially since the field was full of 3 foot high nettles, so she only got a polish and the flies removed from her number plate, no wonder she scored low on her wheels and tyres!

Lots to see and talk about. Dean's blue Spitfire was sporting two new twin choke Webbers and his charming girl friend. Father and son from Huntingdon had a rolling restoration of a dark

green Spitfire. The light green 1500 was a full restoration job and very well done too. Stags and TRs turned up to wave the Triumph flag. Another glorious day!

Many thanks to all at Derwent Valley for a well organised meeting. A round trip of just over 200 miles for us.

The Yettie behaved perfectly and recorded 42 mpg.



Collecting the cheque on behalf of the RNLI is the Mistress Cutler of Sheffield and husband. The person with the stupid grin is me (Anthony Richardson!)

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