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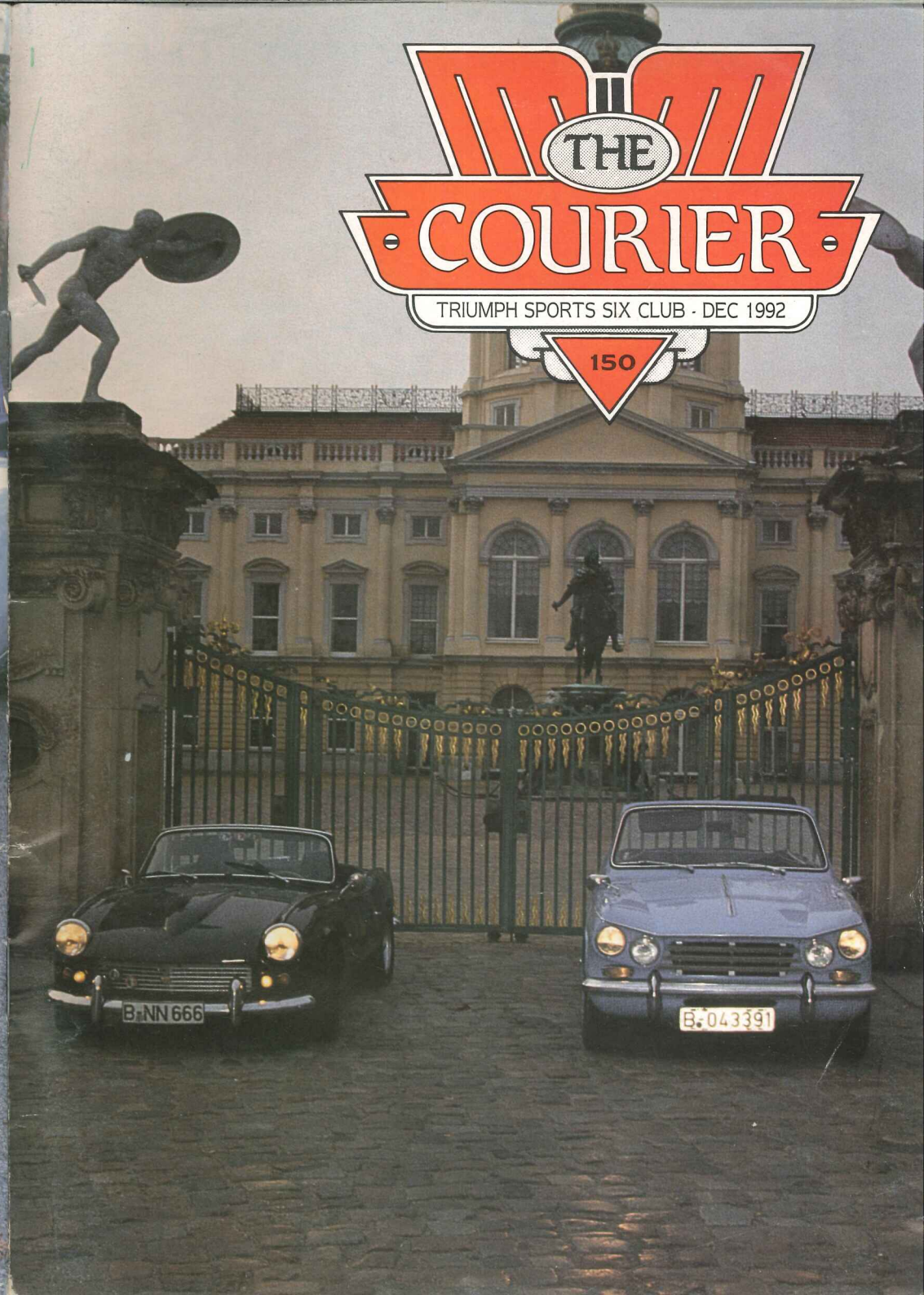
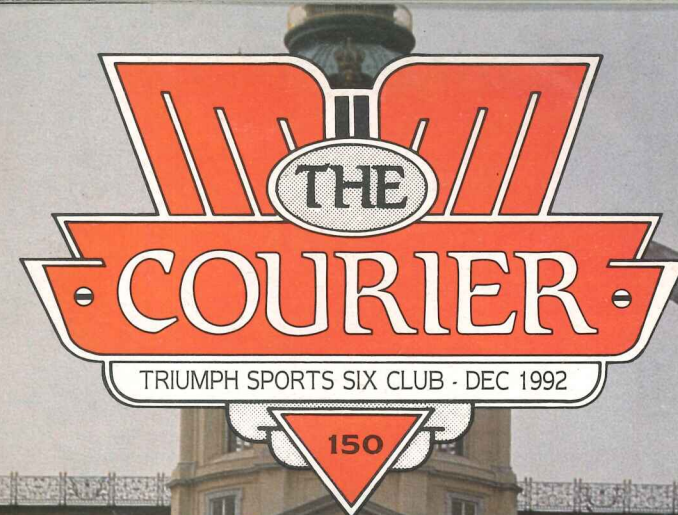
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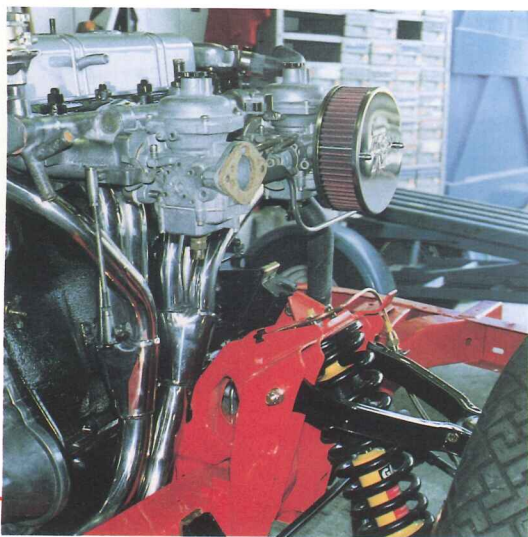
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HOW TO FIND US

Leave M1 at Junction 20, take
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We are situated on right side
of road just before leaving the
village of Lubenham.

Telephone
(0858) 434424

THE COURIER

The Official Monthly Magazine of
The Triumph Sports Six Club
VOL.13 No. 150 DECEMBER 1992
Price £1.50 Free to Club Members

CLUB HEADQUARTERS

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

Office open between
9am - 5pm Monday to Friday
9.30am - 12.30pm Saturday

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COURIER MAGAZINE

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

For a full list of TSSC Officials see page 82

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Cover
Christmas
in Berlin

George Stumpf.

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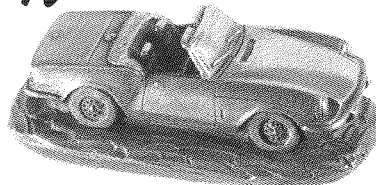
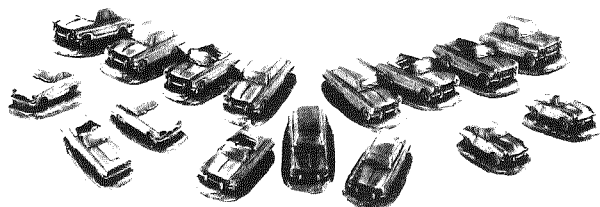
Plus Area News Review/Classified Newspaper

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

The T.S.S.C. Heritage Collection

SUPERB PEWTER
EFFECT
MODELS BY
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HCO56

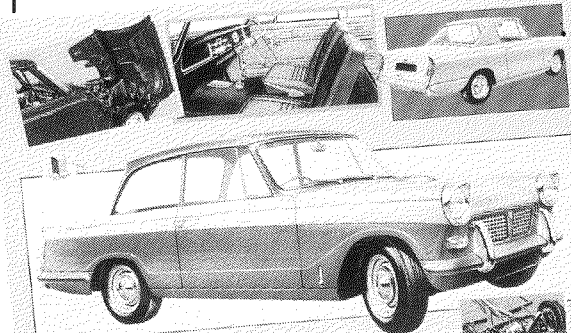
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THE TRIUMPH *herald*

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Comment

BILL SUNDERLAND



For the past two years our pioneering Overseas Liaison Officer, Leon Guyot, has built up important liaisons with members throughout the world.

Triumphs were a great export for the UK in the fifties, sixties and seventies and Leon is exploring every cranny of the globe to further our friendship with the current owners of 'our cars'. Here's wishing Leon a successful and enjoyable trip.



Round the World in 40 days

A Year Gone By

Just 12 months ago the Club won two most prestigious awards, as nominated by 'Classic Cars' magazine - namely 'Most Improved Car Club' and 'Best Club Magazine'. This year again we have made great strides: we now have a much improved Members' Handbook; we have added a new conservatory to our buildings at HQ, in which we are displaying a selection of club cars and memorabilia; we can now offer remanufactured tools for Club cars via our HQ and there is continued advancement with the Trade for remanufacture of parts for 'our cars'. As you will appreciate from this, winning awards does not mean we have been willing to sit idly back and preen ourselves no, it has served as a springboard onto even better things!

We are proud to say that the TSSC has some of the best Officers and active Areas in the Classic Car Movement. Many thanks to all our TSSC Officers and Area Organisers for all your hard work during 1992.

Many Areas may get new Area Organisers for 1993 as this is the time of year Areas generally re-

organised on their behalf next year. Whilst on the subject of A.O.s, I am sure you will all join with me in wishing John Cudmore, Oxford Area A.O., a speedy recovery from his illness.

Christmas/New Year

It is one of our busiest times here at H.Q. Please, if ordering Offers/Regalia etc. for Christmas, get your order in NOW. We will also have an earlier deadline for the January 1993 Courier - the 10th December, so get your copy in pronto! - if possible way before!!!

It just leaves me to say, have a Happy and Safe Christmas from all at H.Q.

Happy Christmas

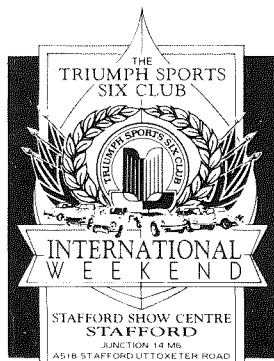


Triumphs were a great
export for the UK in the
fifties sixties and seventies

register. Don't forget to let Mike Crewes know of any changes as soon as possible, so that the Area Directory can be kept well up-to-date. I would urge members to support their hard-working A.O.s at the many, many events which will be



**INTERNATIONAL
WEEKEND
17th/18th JULY 93**



Sponsored by Footrun-James Specialists in Classic Car Insurance

VENUE — Stafford County Showground, Stafford.

After another very successful year in 1992, we will again be holding our International Weekend at Stafford in July 1993.

All Triumph Clubs and interested parties are cordially invited to attend. Enquiries to TSSC HQ: Tel: 0858 434424, FAX 0858 431936.

APOLOGY

L EON GUYOT was obviously upset by a comment in last month's Courier about him not looking hard enough for good workmanship.

Upon reflection, Leon's reasons were personal and I agree that maybe I should have edited these out. Bernard. Ed. ○

THE LAST GREAT ADVENTURE

FOLLOWING the enormous success of the Run to Euro Disney and knowing of the total enthusiasm of classic car owners for their vehicles, Plus Shows are launching the ultimate 'Fun Run' for classic cars.

On September 26th, 1993, up to 150 cars will leave the UK to journey on the RUN TO RED SQUARE. The programme and cost will include a sight-seeing tour in both Moscow and St. Petersburg (Leningrad) to the Kremlin and the Hermitage respectively. The RUN TO RED SQUARE will last sixteen days, travel via Berlin, Warsaw, Minsk, Smolensk, Moscow, St Petersburg, Tallinn (Estonia), Stockholm and Gothenburg and take in three ferry journeys, two of which are overnight, the first from Harwich to Hamburg on September 26th, the second on October 9th from Estonia to Sweden and two days later the last one from Gothenburg back to Harwich. All hotel bookings are being dealt with by Instone Travel, an ABTA agency specialising in Russian tours.

The cost will be £995 per head and will include the normal tulip-style route book from start to finish. Anyone who is interested should contact John Cole, Run To Red Square Office, Plus Shows Ltd, 23 Farnham Close, Bracknell, Berks. RG12 3AX, or telephone 0344 486385 for further details. This is an additional event to the Run to Euro Disney which is due to take place on April 17/18, 1993.

It is emphasised that the RUN TO RED SQUARE, like the Run to Euro Disney, is a fun run and NOT a rally. All competitors will be asked to raise money from friends, relatives and colleagues for the Children of Chernobyl charity. ○

TRIUMPHANT WEDDING AND NEW HORIZONS

TRIUMPH RESTORATIONS of South Wales wish to welcome another addition to the team. Tina Watts, who recently married the proprietor Julian.

Local members attended the ceremony and the four wedding cars were all Triumphs. The new 'partnership' is busy planning for the future, the first step being a move to 'new' premises, around Christmas time. Bargain spares are on offer in the run up to the big move. Watch this space for their new address. They can be contacted on:-

(0792) 580564

IMPORTANT NOTICE CONTINUOUS CREDIT CARD RENEWALS

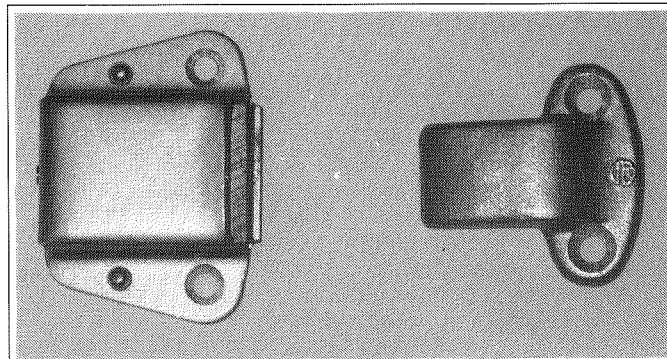
WE have become aware that some credit card numbers are being changed by Visa/Access when credit cards expire and new numbers are issued to the holders.

Please check that if you have a Cardcharge renewal, your new credit card number matches that of your old one. This seems to apply currently to Access/Mastercard holders. If the credit card number differs, please inform the Membership Department at the Club HQ so that we can amend your continuous renewal authorisation in preparation for your next renewal debit. ○

DOOR ANTI BURST CATCH & HOOK

Remanufactured by Triumph scene to an exacting standard for inclusion in their Tristan Convertible kit.

Now available to original Herald and Vitesse convertible owners.



Anti burst catch (fits to 'B' post) retails at £23.49 inc. VAT.

Hook restraint (fits to door) retails at £11.74 inc. VAT.

For further details on these parts or any of our services, call Triumphscene now on:- **0325 486542**

D & S BODYWORK

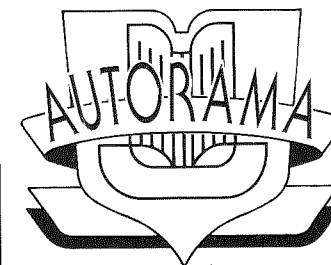
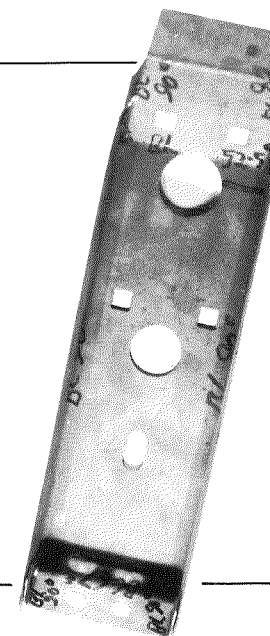
Another piece of the Herald Vitesse jig saw or repair panels falls into place from D & S Bodyworks of Market Harborough.

Manufactured to match original spec, complete with pre cut holes are these rear light and overrider support panels which will save hours of fiddly repair plate patching this awkward area.

**Cost is
£25.00
inc. VAT.**

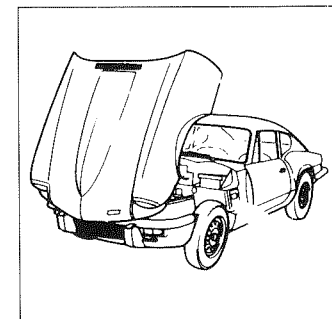
As D & S are in the main quality restoration specialists they would welcome trade enquiries.

Telephone Simon or Dean on:
(0858) 463791



*In and Around
the Trade Scene*

Tony Bates from Cambridge Triumph writes to tell us that he has just received another shipment of rust free Californian bonnets for Spitfire and GT6s.



A Christmas gift at only £345 inclusive of VAT. For full details, ring Tony on 0354 694140. ○

HEDINGHAM MODELS

We are a new model shop specialising in obtaining models of classic cars in your own colour and number plate.

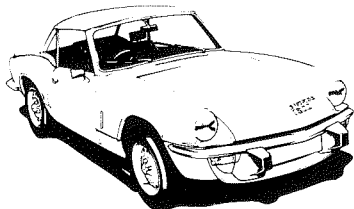
These are hand made and very special and a wide range are available or in the pipeline for 1993. Should any of your members be interested, please do not hesitate to contact us. ○

0376 320522

A MAJOR NEW SOURCE FOR TRIUMPH SPITFIRE PARTS AND SPARES Absolutely FREE



**Triumph Spitfire MkIV
and Spitfire 1500
Parts List**



MGL 6401

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and Spitfire / GT6

Tel: 081-948-6666

MOSS

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93 Newfoundland Road, Bristol,
Avon BS2 9LU. Fax: 0272-428236

SPRITE & MIDGET B, C, V8 CENTRE

For MGB, C, V8, Sprite and Midget, TR2-6,
Spitfire MK IV / 1500

Tel: 0272-232523

MOSS

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991 Wolverhampton Road, Oldbury,
W. Midlands B69 4RT. Fax: 021-544-4340

COX & BUCKLES SPARES MIDLANDS

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Co. Durham DL1 4QB. Fax: 0325-485563

MOSS DARLINGTON

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Spitfire MK IV / 1500

Tel: 0325-281343

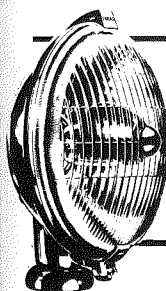
Please send my **FREE** copy of -
Triumph Spitfire MkIV and Spitfire
1500 Parts List. **COU/6/91**

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Address _____

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SPOTLIGHT SPORTS CAR SUPPLIES



ON 9th NOVEMBER, 1992, Sports Car
Supplies moved to it's new premises, from
which their parts and restoration business
for Triumphs and M.G.'s will operate.



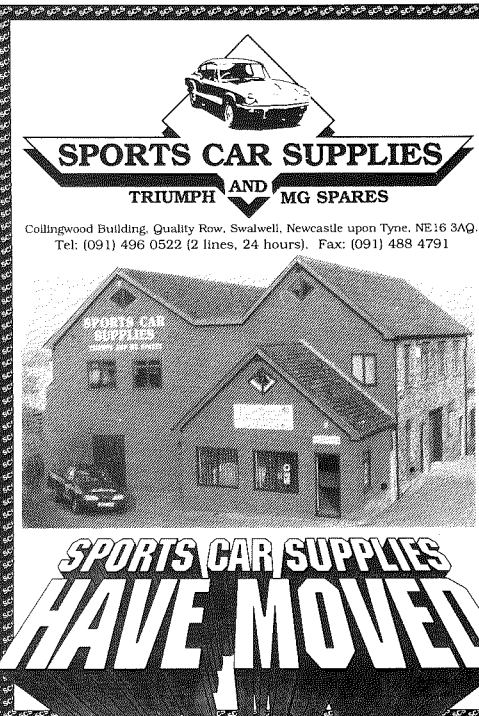
The new building is situated a few hundred metres
from their somewhat outdated old premises.
Collingwood Building is easy to find, occupying a
prominent position on Whickham Bank in Swallow.
Swallow is just 2 minutes from the 'Metrocentre'
(Europe's biggest shopping complex), just off the
main A1 Newcastle bypass in the north east of
England. All customers visiting the area or passing by
on the A1 are assured a very warm welcome in the
new shop.

This move to substantially bigger premises
represents months of hard work and investment by
Andy's family and friends. I am sure that all mail order
customers and those of you who visit will be
impressed by their commitment to fast and friendly
service which compliments the vast stock of Triumph
and MG parts. Competitive prices have ensured that
they have been consistently voted T.S.S.C. No. 1 'Top
Trader'. They are also M.G.O.C. recommended
suppliers. Despite the headwind of recession Andy
is sure that SCS can utilize the increased warehouse
capacity to expand further into the classic car spares
market. He hopes to have new and better illustrated
price lists printed in the near future. To obtain copies,
please telephone him. All prices in his latest Triumph
list will be held current until 1993!

Having personally run the business for 10 years,
Andy would like to thank all his regular customers,
local, national and international, for their support.

Through this move Sportscar Supplies hope to
provide an even better service.

Bernard

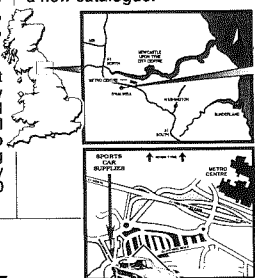


**As of Monday the 9th of November,
SPORTS CAR SUPPLIES will operate
from it's NEW premises.**

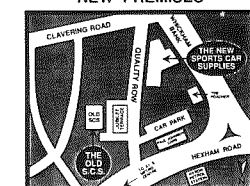
Still in Swallow, just two or
three hundred yards from the
old building, at the bottom of
Whickham Bank, we will be
operating our PARTS, SALES
and SERVICE business from
The Collingwood Building,
Quality Row, Swallow,
Newcastle, NE16 3AQ.

Our telephone and fax
numbers remain the same, so
please don't hesitate to call if
you need any prices, advice
or information, or if you need
a new catalogue.

Our new 5000 square foot
parts warehouse has a new
and improved shop and
display area which all
customers are welcome to
visit any time during opening
hours, (8.30 to 5.30 Monday
to Friday, 8.30 to 4.00
Saturday).



**HOW TO FIND THE
NEW PREMISES**



SPORTS CAR SUPPLIES

**SPITFIRE . HERALD
GT6 . VITESSE . MGB
GT . V8 . MIDGET**

WE LOOK FORWARD TO SEEING YOU SOON

THE CLASSIC SPORTSCAR WORKSHOP

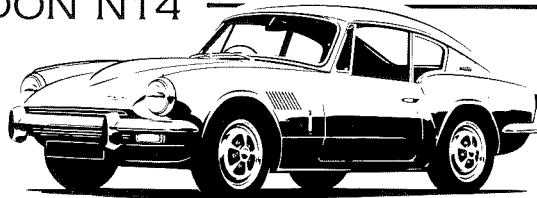
081-886-0323

UNITS 3, 4 & 5, 37 HIGH ST. SOUTHGATE

LONDON N14

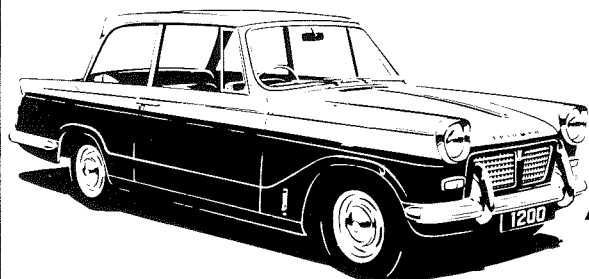
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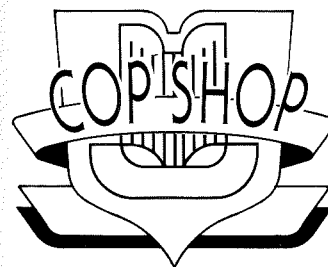
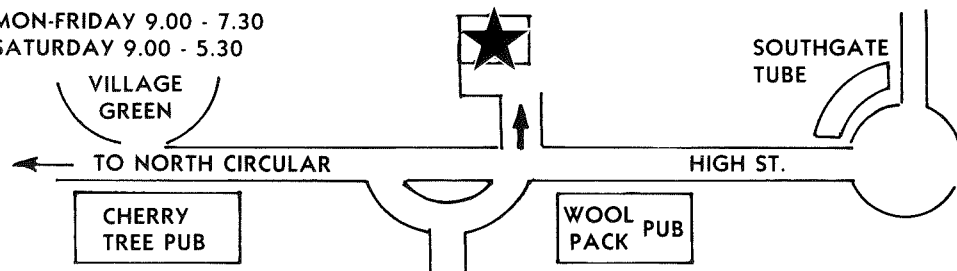
AND EITHER FREE RECOVERY

up to 25 miles if your vehicle is unable to make the journey

OR FREE MoT TESTS

we pay for the MoT test

MON-FRIDAY 9.00 - 7.30
SATURDAY 9.00 - 5.30



Mike Crewes

THIS month I have delved into the Road Vehicles (Construction and Use) Regulations 1986 and I have come across some interesting bits. It goes without saying that compliance with these sections is no problem if your car is properly maintained, but I'd be out of a job if all cars were maintained as they should be.

REGULATION 34

(1) Every vehicle fitted with a windscreen shall, unless the driver can obtain an adequate view to the front of the vehicle without looking through the windscreen, be fitted with one or more efficient automatic windscreen wipers capable of clearing the windscreen so that the driver has an adequate view of the road in front of both sides of the vehicle and to the front of the vehicle.

(2) Every wheeled vehicle required in paragraph (1) to be fitted with a wiper or wipers shall also be fitted with a windscreen washer capable of clearing, in conjunction with the windscreen wiper, the area of the windscreen swept by the wiper of mud or similar deposits.

(3) to (5) you guessed it, all the exemptions.

(6) Every wiper and washer fitted in accordance with this regulation

shall at all times while a vehicle is being used on a road be maintained in efficient working order and be properly maintained — does this make it clear!

REGULATION 36

(1) Every instrument for indicating speed fitted to a motor vehicle shall be kept free from any obstruction which might prevent its being easily read and shall at all material times be maintained in good working order — there are of course a few exemptions.

(2) In this Regulation 'all material times' means all times when the motor vehicle is used on a road except when:

a) the vehicle is being used on a journey during which, as a result of a defect, the instrument ceased to be in good working order, or

b) as a result of a defect the instrument has ceased to be in good working order and steps

... basically, your alarm should cut out or reset itself automatically after five minutes ...

have been taken to have the vehicle equipped with all reasonable expedition, by means of repair or replacement with an instrument which is in good working order.

Under Regulation 35 the speedometer fitted to vehicles first used on or after 1st April 1984 must be capable of indicating speed in both miles per hour and kilometers per hour, can you see that!

REGULATION 37

(1) Every motor vehicle which has a maximum speed of more than 20 miles per hour shall be fitted

with a horn, not being a reversing alarm or a two tone horn.

(2) to (7) deals with, exemptions, reversing alarms, two tone horns, etc.

(8) Every bell, gong or siren fitted to a vehicle by virtue of paragraph 7 (a) (theft alarms), and every device fitted to a

... is prevented from revolving by the setting of the brakes or the use of a chain, chock or other efficient device . .

motor vehicle first used on or after 1st October, 1982, so as to cause a horn to sound for the purpose mentioned in paragraph 7 (6a), shall be fitted with a device designed to stop the bell, gong, siren or horn emitting noise for a continuous period of more than five minutes, and every such device shall at all times be maintained in good working order. Basically, your alarm could cut out or reset itself automatically after five minutes — does that sound right!

(9) and (10) deal with EEC directives and definitions.

REGULATION 89

No person in charge of a motor vehicle, or trailer drawn thereby, shall cause or permit such trailer to stand on a road when detached from the drawing vehicle unless at least one of the wheels of the trailer is prevented from revolving by the setting of the brakes or the use of a chain, chock or other efficient device.

TO BE CONTINUED NEXT MONTH.

If you have a query or topic, why not write to Mike Crewes, 112 Blackmoor Wood, North Ascot, Berks. SL5 8EN.

CAMBRIDGE TRIUMPH SPARES

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

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YOU MUST MENTION 'THE COURIER' TO OBTAIN THESE PRICES

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Engine, full reconditioned, 4 cylinder	n/a	429.00	Rubber bumper mounting strip (corner)	5.00	4.50
Gearbox, fully reconditioned	n/a	175.00	Front floor footwell (ribbed)	29.00	26.10
Differential, fully reconditioned	n/a	175.00	Rear floor footwell	15.50	13.95
			Body mounting bracket under floor	9.00	8.10
			Body mounting bracket under 'B' post	9.00	8.10
			Body joint strip (floor join front/rear)	9.00	8.10
			Doorskin (original press)	42.00	37.80
			Door treadplate (as original)	9.00	8.10
			Outer sill (ORIGINAL PRESSING)	43.80	38.36
			Rear lower wing	65.00	58.50
			Rear quarter valance, Herald (inc. bumper mount)	22.50	20.25
			Rear quarter valance, Vitesse	22.50	20.25
			Rear centre valance, Herald (inc. bumper mount)	49.50	44.55
			Rear centre valance, Vitesse	46.00	41.40
			Boot floor/side enclosure	16.00	14.40
			Bootside rain channel	16.55	14.90
PLEASE STATE MODEL & YEAR WHEN ORDERING			TRIM & RUBBER SEALS		
STEEL PANELS, SPITFIRE/GT6			Door draught excluder (Furflex) Spitfire	13.00	11.70
Bonnet, Spitfire MkIV/1500, New, BL	n/a	465.00	Door draught excluder (Furflex), GT6	19.00	17.10
Front lower wing, Spitfire MkIV/1500, GT6 Mk III	POA		Draught excluder (Furflex) Her/Vit saloon	19.00	17.10
Rear wing, Spitfire IV/1500, GT6 MkIII BL	141.00	110.00	Draught excluder, Her/Vit conver.	19.00	17.10
Front wing, Spitfire MkII/III & GT6 MkI	57.50	51.75	Outer door to glass weatherstrip	9.00	8.10
Front wing, GT6 MkII (louvre)	88.00	79.20	Inner weatherstrip	4.50	4.05
Rear wing, Spitfire MkII/III & GT6 MkI/II	73.00	65.70	Weatherstrip clips	0.12	0.11
Front wheel arch repair MkIV/1500 & GT6 MkIII	23.00	20.70	Window channel, front, Her/Vit	9.00	8.10
Wheel Inner/outer section	34.00	30.60	Window channel, rear, Her/Vit	4.50	4.05
Headlamp support panel, Spitfire IV/1500 & GT6 MkIII	23.00	20.70	Door checkstraps	9.50	8.55
Bonnet support tubes, Spitfire IV/1500 & GT6 MkIII	23.50	21.15	Checkstrap gaskets	3.00	2.70
Steel front quarter valance, MkIV	52.00	46.80	Windscreens seals	19.00	17.10
Doorskins MkIII/GT6 MkI/II	20.50	18.45	GT6 tailgate seals	22.00	19.80
Doorskins MkIV	20.50	18.45	Herald/Vitesse rear screen seal	21.00	18.90
Rear inner wing repair (joins outer)	34.00	30.60	Bright trim insert (narrow) with clip	8.50	8.01
Rear inner wing repair rear half (in boot)	23.50	21.15	Bright trim, Spit IV/1500, GT6 III (pair)	34.00	30.60
Rear lower valance	34.00	30.60	Pedal rubbers	2.35	2.12
Rear valance to wing finishing strip	5.75	5.17	Bonnet stop cones	2.93	2.64
Bootlid, MkIV	POA		Brake/Clutch master rubber gaiter	5.00	4.50
Outer sill, genuine BL	32.00	28.80	Handbrake gaiter	11.20	10.08
Outer sill, heavy duty pattern	16.45	14.81	Gearstick gaiter, Herald/Vitesse	T.B.A.	
Inner sill	8.90	8.01	Gearstick gaiter, Spitfire/GT6	8.50	8.01
Diaphragm sill	6.00	5.40			
Full floor (front to back) left hand	42.00	37.80			
Full floor (front to back) right hand	42.00	37.80			
Front footwell (state left/right)	16.95	15.26			
Boot floor	49.00	44.10			
STEEL PANELS, HERALD/VITESSE					
Front lower wing, Herald 13/60	58.00	52.50			
Front inner wheelarch outer section	34.00	30.60			
Front lower valance (FIBREGLASS ONLY)	28.50	25.65			
Rubber bumper mounting strip (centre)	6.00	5.40			

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

ALL SUSPENSION PARTS AVAILABLE —
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REAR SUSPENSION, NON-ROTOFLEX	LIST PRICE	TSSC PRICE
K0200 rear driveshaft NEW (short)	65.00	58.50
K0220 Rear driveshaft NEW (long)	65.00	58.50
Rear driveshaft USED (checked)	29.50	26.55
Rear transverse leaf spring	59.00	53.10
K1050 Driveshaft flange 3/8" hole	18.00	16.20
K0240 Driveshaft flange (5/16" hole)	18.00	16.20
Driveshaft flange, USED	10.00	9.00
K1100 Rear wheel bearing kit, genuine BL	13.95	12.56
K0140 Rear vertical link, right hand NEW	45.00	40.00
Rear vertical link, USED	29.50	26.55
K0180 Hub and stud assembly	75.00	67.50
K0181 Hub and Stud assembly, reconditioned	35.00	31.50
K0142 Rear trunnion block, reconditioned	35.00	31.50
K0145 Rear trunnion bush kit	4.00	3.60
K0150 Rear trunnion bolt and nyloc nut	1.12	1.00
K1210 Standard shock absorbers (OIL)	18.00	16.20
Spax adjustable shock absorbers	42.00	37.80
Radius arm bushes	1.12	1.00
REAR SUSPENSION, ROTOFLEX	PRICE	PRICE
Rear driveshaft, inner	110.00	99.00
Rear driveshaft, outer	105.00	94.50

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 ★

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

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TRIUMPH TRIUMPH

Herald REGISTER

Chris Longhurst

THE TSSC Register of Courier vans has been compiled over the past several years from both the TSSC Herald Register with additional inputs from Leon Guyot who has been collecting details from both members and non-members.

The Register contains 25 MkI vans and 28 MkII vans. It is known that some of the vans have been scrapped and some are not roadworthy. I would like to try and find out how many are either roadworthy and/or in day to day use. Please let me know (30 Shannon Close, Grove, Wantage, Oxon. OX12 7PT).

If your car is not included on the list or if the details are incorrect, please let me know.

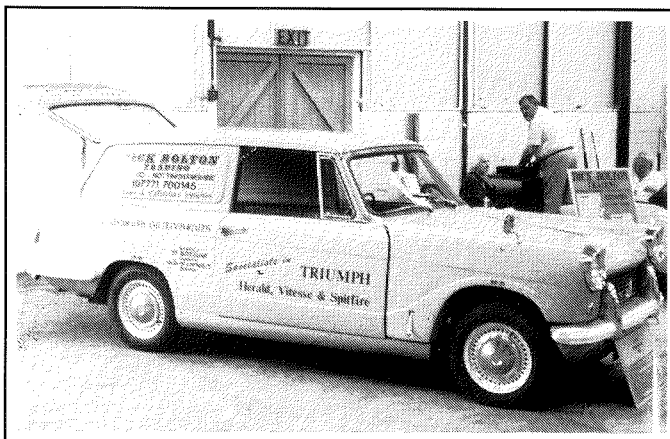
It is worth noting the large numbers of Finnish vans with side windows, it would appear that for 'tax reasons' vans were exported to Finland and then turned into estates.

A large number of UK vans are

also retro-fitted with windows. Many owners are looking for side panels — if anyone out there has

any side panels stored away, let me know and I will put you in touch with Courier van enthusiasts who will put them to good use!

Courier Van 30th Anniversary Register of Vans



TRIUMPH SPORTS SIX CLUB REGISTER OF COURIER VANS

Commis. No.	Body no.	Regn. Date	Owner	Notes
MkI COURIER VAN (GA 45826V - GA 80000V)				
GA46994V	GVA31	12.07.62	Mr. Day	SP
GA47920V	GVA138	01.04.62	K. Fannon	SP
GA48276V	GVA310		J. Wild	V/Tesse
GA48363V	GVA349	22.02.62	R. Rowland	SP
GA48738V	GVA382	02.11.62	J. Kipping	Scrapped?
GA49065V	GVA440	26.10.62	V. Hallam	
GA49357V	GVA335	11.04.62	J. Reece	
GA49602V	GVA502	**.*.62	A. Thorn	
GA56075V	GVA903		D. Williams	SP
GA57471V	GVA1200		? (Tampere)	Fin, SW
GA61049LV	GVA1433	02.06.62	T. Paananen	Fin, SW
GA61549V	GVA1532	11.05.62	W. Davies	SW
GA63130V	GVA1693	06.06.62	J. Kipping	
GA63???V	GVA1703	09.05.62	A. Cresswell	SW
GA63269V	GVA1714		? (Coventry)	
GA63590LV			R. Tanhuanntaa	Fin, SW
GA65049LV			A. Laitinen	Fin, SW
GA66179LV				Fin, SW
GA67630V	GVA382		J. Kipping	
GA68898V	GVA2211	18.06.62	C. Allen	
GA70402V	GVA2347	**.*.62	B. Johnson	SP
GA71459LV				Fin, SW
GA71883V	GVA2544	18.10.62	C. Rix	
GA71923V	2548GVA	16.10.62	S. Ogbourne	SW
GA73358V		13.08.62	J. Wray ?	SW

MkII COURIER VAN (GA 80001 +)

GA81460V	GVA80053	07.09.62	I. Freeman	SW
GA81993V		22.10.62	R. Drew	
GA84975V	GVA80480	01.12.62	W. Sunderland	
GA25584V	GVA80505		(Scrapped)	
GA86307V	GVA80617	04.10.62	D. Bolton	
GA86470V	GVA80624	02.08.63	R. Stretch	SW
GA88209V	GVA80780	22.10.62	?	
GA90793V	GVA81008	08.11.62	S. Ogbourne	
GA108883LV			E. Ylitalo	Fin, SW
GA109600LV	81317GVA		(Scrapped)	Fin, SW
GA114107LV	81335GVA			Fin, SW
GA125992V	81391GVA	04.09.63	S. Little	
GA128037V	81367GVA		D. Hellyer	SW Aust
GA135901V	81526GVA		(Scrapped)	
GA144481V	81681GVA		(Scrapped)	SW
GA145266V	81697GVA	05.06.64	K. Seymour	
GA146614LV				Fin, SW
GA147656V	81766GVA	**.*.64	S. Hopwood	
GA148086LV	81744GVA			Fin, SW
GA148589V	GVA81785	18.05.64	P. Trow	SP
?	81788GVA		A. Johnson	SP
GA149207V	81809GVA	08.09.64	J. Harju	Fin, SW
GA150597LV	81870GVA	17.09.64	R. Lehtonen	Fin, SW
GA154173V		14.08.64	D. Overton	
GA154981V	82012GVA	24.08.64	R. A. Rose	SP
GA155696LV	82029GVA	**.*.64	E. Harjula	Fin, SP
GA156456V	2059GVA	**.*.64	M. Bullen	
GA158157V	82133GVA	**.*.64	B. Paddock	

(SP = side panels, SW = side windows, Fin = Finland, L = left hand drive).

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by rear lights in black or chrome
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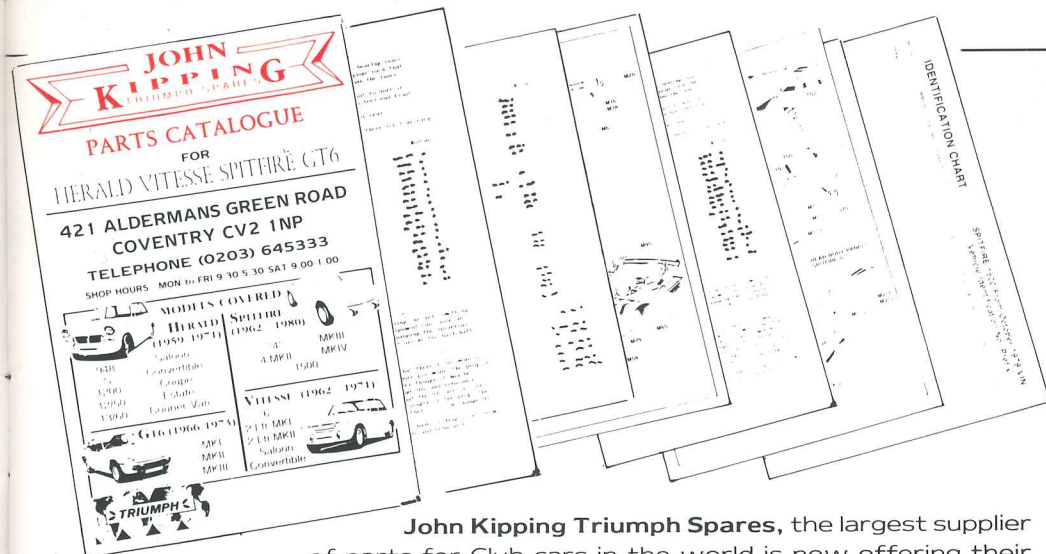


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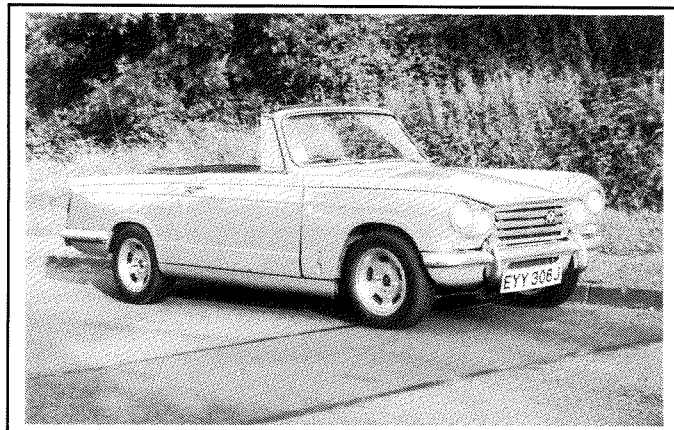


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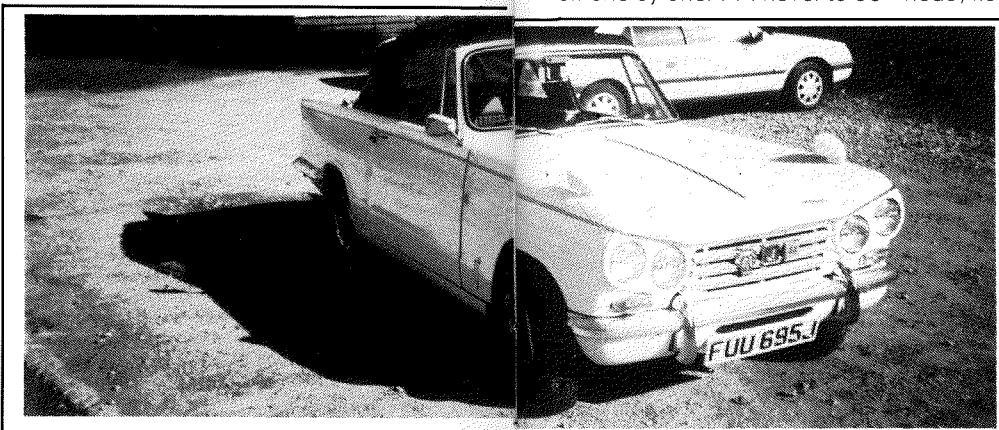
I, another register... another month passed... and almost another year passed as we approach Christmas and the New Year...

The first feature serves to remind me of warmer weather and of the International at Stafford earlier in the year... as this MkII convertible belongs to Peter Goodman (St Albans) fellow (stressed?) Vitesse judge, thanks again Peter for your much valued time... and very precise judging... Peter has owned EYY 306J since May of this year, chassis number HC57447CV, first registered 1/02/71... it's currently 'off the road' undergoing a full body off restoration, where some of the departures from standard spec can be rectified... to go... are the 175 HS6 SU carbs, and the old stereo mounted 'in the dash'... (UGH!! says Peter... yes I know what you mean, sacrilege). Little history is known of the car which is finished in Saffron... Peter intends to change the colour from 'you've been tango-ed' to a shade of red... retaining the black interior... also adding an alternator, Kenlowe fan, and an original working Girling Power-stop servo? (acquired at SEM this year for £5...), best of luck Peter with the restoration...

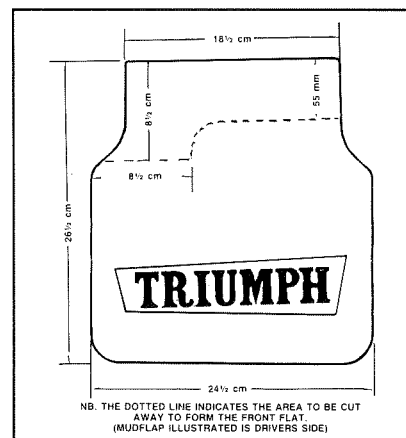


keep me informed. The second feature is one of the group of 'steering lock' Vitesse's... and at the moment of writing is the earliest known... (unless you know different!)... chassis number HC57644CVO, engine number HC5763HE, first registered on the 11th March 1971, it belongs to John Longshaw (East Grinstead), who is the second owner purchasing her on the 10th November 1973... FUU 695J is all original, hood, carpets, boot mat, tool kit (in it's wallet) and handbook... it has only covered 65,000 miles... complete with full service history... and has never been resprayed or required any major attention... it is used only from April-September as a second car... I feel John is an example to us all... to use and preserve a Vitesse in such condition... research continues into the steering lock mystery, I believe I am close to tracing the number where the change took place (or as near as possible), an

update/report in the January Courier. If those of you who own (and love) 1600 Vitesse's are beginning to wonder why they have been a bit scarce on the ground feature wise in the Register pages... it's an easy explanation... I have run out of your photos... hint here for you 1600 owners!!... photos to me please!!... Thanks...



As we are in the depths of winter... a good fitment to all our Vitesse's... to prevent stone chips... and reduce mud/dirt on sills, chassis and under rear valances... and also help prevent spray on following motorists... are mud flaps... many different types may be



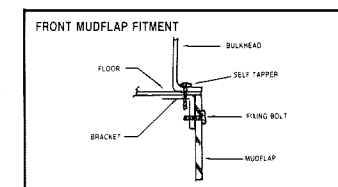
available some cheap, some expensive, made of plastic or rubber, and many claiming to be 'Universal fitting' I personally have my doubts about the effectiveness of this 'UNIVERSAL' type... they normally seem to clamp onto the outer wheelarch flange... hang precariously at strange angles... only to drop off one by one!... never to be

a pair of tin snips...

Front mudflaps were never available... but rear ones can be easily shaped to fit neatly under the front bulkhead... and fixed using two brackets each side... on the front I used self tappers to fix the brackets to the bulkhead... through two holes drilled in the bulkhead/floor lip... through a drilled hole in the bracket with a spire nut/clip attached... the mudflaps attached to the brackets by means of bolts into tapped/threaded holes... this enabled quick easy removal of the mudflaps for cleaning behind them... the rear mudflaps are fixed by means of small nuts/bolts (I

still looking for a pair... anyone help?), these are obviously not available anymore... but were designed to fit easily and were most effective... so what I am suggesting is... is that you make your own mudflaps to the original dimensions... you can purchase larger size mudflaps (van/truck/lorry) and cut them down to size... using either a Stanley knife or what I found easier,

used stainless here), you can of course use self tappers... but you may find over a period of time the threads will rust causing a problem if you need to remove the mudflaps... the choice is yours... see below for diagrams... and all dimensions... if you require I will send full size templates (photostats), please enclose SAE... if you are going to the lengths of reproducing the 'TRIUMPH' flash on the mudflaps... remember that the thick side is on the outside (each side... handed)... for interest... the front brackets I



used where the galvanised ones supplied with the 'UNIVERSAL KIT' that a friend had surplus to requirements... some slight adjustment in the shape of the front flaps may be required to fit the exact contours of your individual bulkheads... this can be done easily by pressing a piece of cardboard against the bulkhead and obtaining an outline... finally finishing by painting all nuts... or a spray with waxoyl.

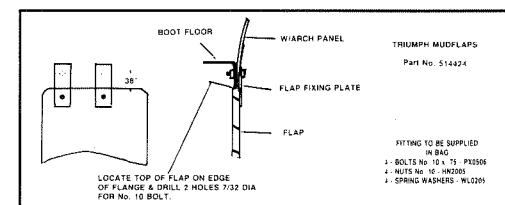
That just about wraps it up for this month (and year), all that remains is to wish you all a very Merry Christmas (is it me or does Christmas get earlier every year?

P.S. Have you heard the one about the dyslexic devil worshipper?...

... He sold his soul to Santa...

Look after those Vitesse's, keep driving them. Thanks, take care, cheers.

seen again!... (bit of a confession here... I find it impossible to pass a mud flap lying in the road... my collection grows weekly... not to mention wheel trims!!)... What I'm trying to say is... you can't beat the original fitment Triumph mudflaps, part no. 514424 (I'm





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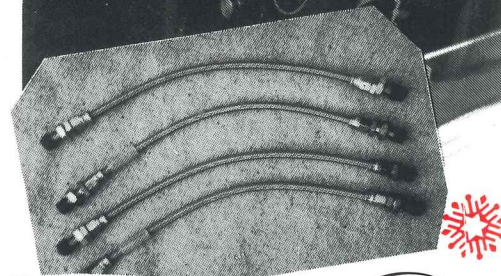
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Leon F Guyot

INTERNATIONAL LIAISON SECRETARY

THIS month we hear from Christine and Keith in Leicester, who've been on holiday on Begerac Island (Jersey). They tell me that the island has a good selection of Triumphs, eg Herolds, Vitesse, 13/60's, Spitfires, Stags and TR7's, although apparently there is no actual Triumph club there (except us!).

They visited one of our club members on Jersey, John Le Galle, who has previously contributed to this column, an active club member, he has tried to start-up club meetings on the island, but without much success to date? Whilst exploring the island by bike, our intrepid heroes discovered a 1964 Vitesse 6 Coupé with just 56,000 miles, thereon, this being the original demonstration model on Jersey with documents to prove it.

The owner, a non member, is now willing to part with this piece of automotive history, serious enquiries only please to:- Mr Robin Phillips on tel. 0534 (Jersey) 481378. You'll have to move fast though, because before 1993, Mr and Mrs Phillips are selling up to move to France, due to the high cost of living on Jersey.

For anyone thinking of driving on Jersey, remember that petrol is just £1.34 a gallon! due to the

low tax. Think how it would help British industry if our Government did the same here for even a few months. Our thanks to Christine and Keith for that insight into Channel Islands Triumphanting.



Now a photo of a rather sad Herald discovered resting on another island, this time Kos (the Greek island near Turkey), this picture dates from 7th June 1989, and the 'kool' guy in the shades being Peter Barr, who is the brother-in-law of our own Graham J Holt, TSSC AO, 83/6611. Apparently, this car had gone by summer of 1992, thanks to you both for your input.

Staying in warmer climes, a shot of the excellent Spitfire 1500 belonging to Marcos Hurtado Pvlido (89/25703) from Malaga, Spain. I believe that he is second from the left and his lady wife is on the right, lending support to some rather tired man!

A beautiful car being enjoyed in real 'hood down' country, I think you'll all agree.

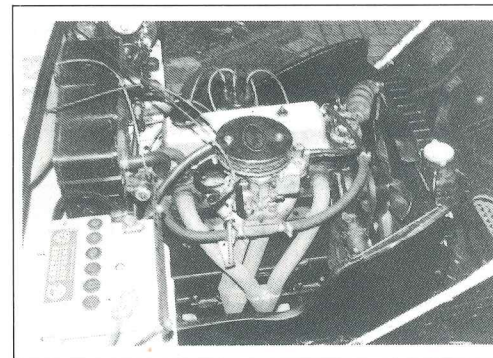


Now on up to Friesland in the Northern Netherlands, a country lucky enough to be blessed with a climate not entirely unlike our own!

He believes that the first owner bought a tuning kit, the engine is a 1146cc, exhaust manifold is Spitfire MkII, the carb is a downdraught Weber

.. all very 'American' .. is this a U.S. Spitfire tuning kit? ..

My Friend Arthur Denzler has sent a couple of photos over of his friends Bond Equipe GT45 engine, it is, I am told, one of the three Bonds originally sold in Holland, this car being used for photos and promotion purposes by the importer during 1966, this makes it rather a special car.



36 DCD 7 and the inlet manifold appears very original, possibly Stanpart.

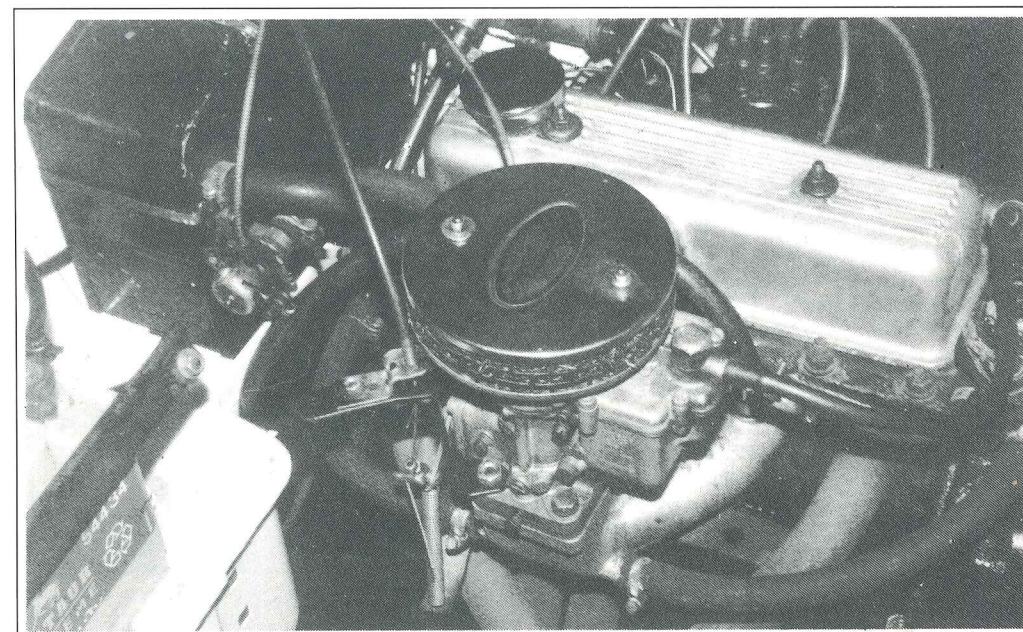
All that I can say is that the Weber type 28/36 DCD was most often used on mid '60s Fords, ie Anglia's, Cortina's, Corsair's and 1600 Capris, all very 'American', is this a U.S. Spitfire tuning kit?

Arthur would be very grateful for any info which may be passed to him via me, Leon, regarding the engine/name of this rather mysterious kit.

Last, but not least, a letter and photo (overpage) from Stefan Heringer in Wuppertal, near Dusseldorf, Germany.

Stefan explains the photo:

'In the middle you see Mrs Zours, the original owner of her Vitesse MkI with over 120,000 miles on the clock, engine untouched, at the right is Mr. Lundius with his six cylinder Herald, engine is Vitesse MkII, Vitesse brakes and Vitesse interior, the previous owner carried out these conversions, he even converted the former LHD Herald 13/60





to RHD in order to use the Vitesse dashboard. To the left, that's me, with my Vitesse MkII, bought in England from the original owner, converted to LHD by Heritage Motors near Manchester'. Stefan goes on to tell me that 'the most interesting car is that of Mrs Zours, it was an officially imported car by the BMC? importer Bruggemann in Krefeld, it is 'originally LHD, has a different fuse panel with more fuses and a steering column lock and also a hard top.

All these cars are driven frequently during the summer and a lot of interest is shown in these rarities in Germany'.

Thanks very much Stefan, this is exactly the type of letter and photos that we all enjoy so much while the winter weather prevents us from going outside! (send me more please, everyone), and how good it would be to see such fine cars at Stafford next year, remember, you don't have to camp, there are plenty of fine, cheap bed and breakfast establishments nearby.

Finally, I feel that I must react to P R Daplyn's rather ill considered comment (pg 75, Courier 149) re. my taking my Herald to Holland. I stand by my statement that I personally have lost faith in British workmanship and anyone who knows me, or bothers to ask me, will know just how hard I have looked, how far I have driven and how much money I have spent on my Triumphs. I am 100% satisfied with the truly expert work carried out in Holland and believe I made the right decision in driving the relatively short distance (200 miles) to Holland.

It was nice to have the opportunity last Saturday (7th November) to meet Portuguese Spitfire owner Diamantino Turbulento over here for the first time on a TSSC-Portugal parts buying expedition from Lisboa. I do hope you got back through our Customs OK, and next time bring a car to carry back all those heavy parts!

All the best and a very Happy Christmas to all our friends and their families around the Globe. O

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WELL! Not such a good response so far to my idea of a corrosion and GRP crazing survey, but I live in hope.

I now have full information about one of the books I mentioned last month: Title: Lawrie Bond, the Man and the Marque: The Illustrated history of Bond Cars 1948-1974. Author: N Wotherspoon. Publisher: Bookmarque. Price £18.75. ISBN 1870519167. The book should be available by the time you read this, and with the above information you should be able to order it if your local book shop does not have it in stock.

1993 is looming ever closer, and since it will be the 30th Anniversary year of the launch of the Bond Equipe, it is appropriate that this should be celebrated in some way. I have a couple of things in mind, but I don't want to make these public yet as details are being thrashed out. . . . When I bought my 2+2, the paintwork was in pretty poor condition over most of the roof and bonnet as a result of being stored under a tarpaulin for about 10 years. At an early stage I decided that all the paint would have to come off. This turned out to be a good decision as this uncovered several problem areas which could only be corrected properly after the removal of all surrounding paintwork. . . but how did I get all the paint off!

Methods of removing paint from GRP.

1) Abrasive paper: I tried wet and dry and didn't think much of it, you end up wet through (sweat) with a dry throat. It's hard work, especially when the car has 1/2" of paint and filler in places and it's easy to be too enthusiastic and end up through the gel coat!

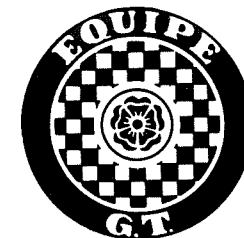
2) Stripper: I thought about this, but don't be tempted to use ordinary strippers, they can be a bit too rough! Use one of the special types intended for use on GRP if you have to use it — but even these sophisticated ones are messy and can be expensive. In addition you should not strip in a public place — **YOU MIGHT BE ARRESTED FOR IT!** (Joke).

3) Hot air gun: I read a short article in a national classic car magazine about the restoration of a Reliant Scimitar GTE (yes, I promise to wash my mouth out with soap). The owners of this particular car said they had used a hot air gun. I was very sceptical about the potential of this method, so I tried this on a damaged 4S bonnet that I just happened to have lying around (doesn't everyone have one of these?). I can report that this method can only be recommended if you wish to make the acquaintance of your local Fire Brigade and/or Ambulance Service. It will also damage your GRP very easily. In summary, a **VERY** dodgy practice indeed.

. . . if you have, share the information . . .

4) Blast stripping: There are a couple of companies which specialise in a type of blast stripping using plastic particles. Very quick, reputed not to damage gel coats, although it will burst any air bubbles which are just under the surface (not a bad thing, they can then be repaired) and someone else does all the work. At around £250 for stripping a complete BOND sized car, however, you have to make your own mind up regarding value. I am tempted to have my bonnet stripped using this method. I will comment later.

5) Scraping: I prefer this method (especially if there are many layers of paint). True it might cause soem damage to the gel coat if you are over enthusiastic. Use a pair of strong cotton gloves and



EQUIPE

Register

Bruce Pilbrough

a narrow paint scraper and you push against the edge of the paint (you will usually have a damaged area to start from), the paint just leaves the surface in flakes. The surface finish might be a little rough as the edges of the flake seem to leave more of the original primer behind than the centre part. A bit more (lighter) work with the scraper will leave a smooth finish ready for repair of paint preparation. It is far easier than using abrasive paper and much less dusty. It's cheap, it doesn't dissolve bits of my clothes (or anything else) so the wife can't complain and it doesn't need strategic positioning of a fire extinguisher. *Have you used any other method to remove paint either successfully or with disastrous results? If you have, share the information. . . .* As I write this article, I am just putting the finishing touches to the first of my posters, this one shows line drawings of all four Equipes (2+2, 4S, 2L and Convertible). By the time you read this it should be complete. Contact me for further details. . . . Finally, since this is the December issue, I wish you all a Merry Christmas and a Happy and Prosperous New Year. If you should eat too much Christmas pud and you want to work it off, I've a few spare scrapers and a car with half a coat of paint! ☺

I thought a picture of a snow bound GT6 sent in by Ian Rawlings of Worcester would feature well for the December Courier Seasons Greetings!

Ian's car is a MkI in original Jasmine, having undergone several colour changes during her life time. She was registered in 1968, chassis no KC8755, everything is original barring alloy wheels, brake servo and spin-on oil filter kit.



Some months ago I made a plea for tyre/suspension set-ups people have used on their GT6's. I got a reply.

This is it from Ian Horsfall of Shrivenham, who's convertible, WWK 792J, is pictured overpage. The car is made from an early MkIII with rotoreflex and a 1500 Spitfire body tub. The engine is standard except for K&N filters, the gearbox is a John Kippings heavy duty with J-type overdrive and a 4:11.1 differential is fitted

Ian's story is as follows:-

TRIUMPH TRIUMPH TRIUMPH

GT6

REGISTER Jasper Bacon

'I was told by the previous owner that the car was originally a company car for a Jaguar employee. I bought the car in April 1989 after it had been standing in a field for several years and was extremely rusty.

I use the car as my main runabout for getting to work and the shops, and for some competition work. I have used the car in the Circuit of Ireland Retrospective Rally for the last two years and the Dorset Echo historic rally last year.

It has also done a number of autotests although this has not been very successful as the reverse gears do not stand up to much of this sort of abuse (I have used 4 idlers and two laygears so far).

I have been through three suspension/tyre combinations since I put the car on the road. I originally assembled the suspension using standard springs, Spax adjustable shocks on the rear and competition Spax adjustable on the front, the front shocks have adjustable ride height. Originally I used 185/70 tyres on 4½J steel wheels with the front suspension set to the lowest height. This set-up worked fine except for problems with the rear shock absorber mounting brackets. I used a set bought from the TSSC which I welded to the chassis when the body was off. I later found that the hole for the bolt at the top of the shock absorber was too close to the top of the bracket so that the top of the shock absorber touched the underside of the bracket. When the car goes over a bump the shock absorber bangs into the bracket as soon as there is any give in the top bush, making a very loud and disturbing

banging. I also found that under extreme conditions (in a rally) the shock absorber fouled the Rotoflexes sufficient to put some very large dents in the side of the nice shiny Spax's (I should say SPAXI or SPI perhaps).

Suffice to say that I was not pleased with the brackets and I would have removed them if they had not been welded on, instead I have just had to put up with them. I believe that the TSSC brackets were modelled on the Triumphtune design and I notice that Triumphtune have changed their design recently to a longer and kinked shape, possibly because of these sorts of problems (So have the TSSC).



The first mod to this setup was to use 165/65 tyres on 5½J steel wheels with everything else remaining the same (I obtained both of these cheap and the 185s were bald by this time).

The set-up worked well and the low profile tyres looked very sexy although they did at first look small after the larger diameter 185s. The ground clearance in this set-up was limited although I did not have any major problems.

... interested in a swop, I can't buy one because I'm broke ...

The next step was a change to 175/70 tyres on the same 5½J steel wheels, this was brought on by the need to meet RAC Competition Regulations which forbid tyres of less than 70 section. I also swapped the front springs to Triumphtunes road lowered variety which are about an inch shorter and 50% stiffer. I had problems with the front tyres fouling the outer edge of the wheelarch under bump conditions and the inboard inner arch and footwells at full lock. I initially cured this by swapping back to the 4½J wheels on the front and later solved all the problems by minor metalwork and raising the springs.

The inner edge of the wheelarch was folded up inside the arch, the inboard edge of the inner wheelarch was bent slightly to give clearance and the footwell

... much more skittish on the average country lane.

was carefully adjusted using the largest hammer I could find. In all cases the fouling had been only slight and the footwell clearance has been reduced due to patches over rusted areas. I also raised the suspension about ½" from its lowest setting to increase the clearance with the wheelarch. I have now swapped back to the 5½J wheels all round.

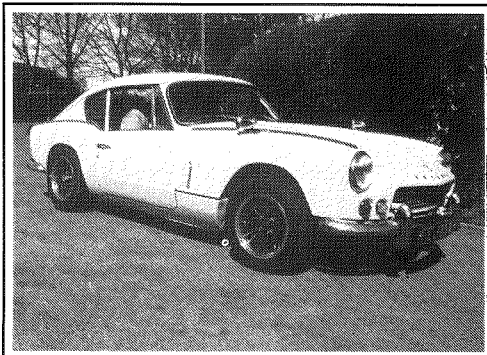
This last set-up works well, I have the front and rear shocks set 2 points off fully soft. The handling and ride are very good, and I have watched the car being driven fast over bumpy roads by someone else which has confirmed that the front and rear suspension response is matched. I used the car in the 1991 Circuit of Ireland retrospective rally and I thought the set-up was just about right. I do not think it is a good idea to have the suspension set any harder unless the car is to be used on only very smooth roads.

Even two notches harder on the shocks makes the car much more skittish on the average country lane.

Good one Ian! Sounds like a GT6 that'll corner as if it were on rails! Thanks to everyone who has sent in photos and information about their GT6's, they WILL be published in future Couriers!

Please keep them coming in!

Ian Rawlings's GT6 in more warmer times!



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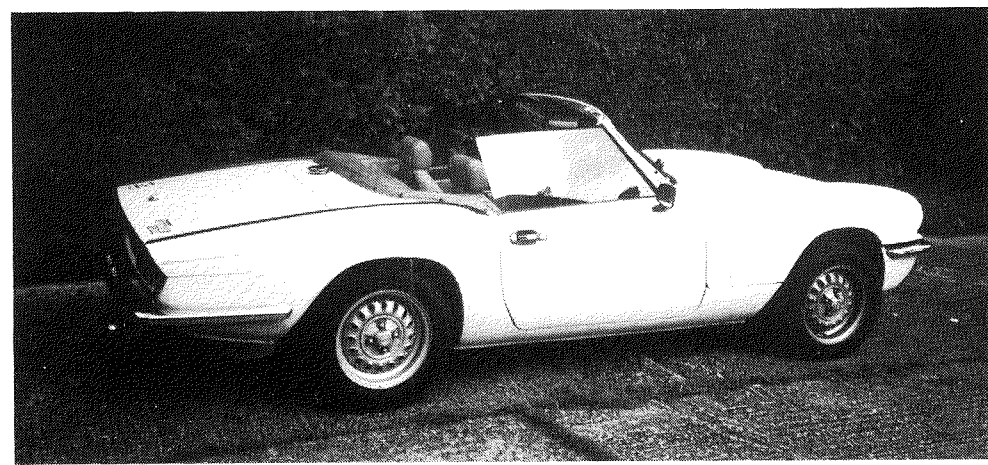
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THIS months photo is sent
in by Maria Clutton of
Wareham, Dorset, and
features her 1980 white Spitfire
1500 which she has owned for 9
years now. The car is totally original
with only the exhaust and universal
joints being changed in a genuine
38,000 miles of untroubled
motoring. Maria regularly drives to
Switzerland, finding the car
excellent around the mountain
passes, enjoying the scenery with
the top down. I hope Maria
doesn't mind when I relate that she
is over 70 and that this is her sixth
Spitfire, her first being a green
Spitfire Mk1, a true enthusiast!

Wire Wheels

As a 'bolt on' and originally
available as an option, there's
no denying that a set of wire
wheels can certainly enhance
the appearance of the Spitfire
(fig. 1). Perhaps Father Christmas
may be especially kind to you
this year!

The Options

Wire wheels were always an
option on the Spitfire, available
as 13 x 4J wheels. On the Spitfire
I, II and early IIIs, the 'knock on'
variety was offered (fig. 2). A
splined adaptor hub was bolted
onto the wheel hubs. The wire

**the Triumph
Mk4 1500
Spitfire
Register
JOHN
THOMASON**

wheel with matching splines was
pushed onto the hub, the hub
taper centralising the wheel
while the splines transmit the
drive torque.

A threaded
'spinner' which
also incorporates
a taper, centra-
lises the wheel
and locks it in
place (fig. 3).
The wheel was
painted silver
while the 'eared'

spinner was chrome plated.

On late Spitfire III's the eared
spinner was replaced by a 'hex
nut' spinner (fig. 4). On the
Spitfire IV a 'bolt on' wire wheel
was introduced (fig. 5), which
bolted directly onto the wheel
hub without the need for a
splined adaptor. Again the
wheel was painted silver, but the
centre was finished with a small
chrome nave plate with the
Spitfire IV logo (fig. 6).

Unfortunately this nave plate is
very rarely seen today, being
easily lost, especially when it has
to be removed every time the
wheel is put on a balancing
machine. If anyone has bolt on
wire wheels with these nave
plates still fitted, I'd be very
grateful if they could send me a

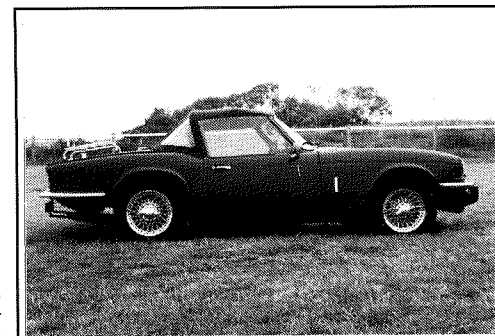


photo. The Spitfire 1500 (and late Spitfire IVs) was the only Spitfire not to have wire wheels available as an option.

you had trouble keeping the chrome rims on your old push bike clean then chrome wire wheels aren't for you. Unless you didn't use your car very often or are very religious with regard to cleaning and polishing the wheels regularly then think twice before buying chrome wires dull and semi pitted chrome wire wheels will if anything detract from the appearance of the car. At least with painted wire wheels they can be repainted once they start to look a bit shabby.

To the best of my knowledge the original bolt on wire wheels aren't available today. This is surprising since despite possibly not being as attractive as eared knock on wheels, they do tend to be more reliable and durable, not having the problems associated with optional wire wheels. As a result original bolt on wire wheels tend to be fairly rare and expensive on the

second hand market. If considering buying second hand wire wheels

BE VERY CAREFUL

Check that large balance weights have not been fitted to the rim showing that the wheel may be considerably out of

Fig 4. Hex spanner wire wheel.

true. Also check that none of the spokes are loose and that the rim hasn't been kerbed. Most importantly check the condition of the splines on the hubs adaptor and wheel. Worn splines will cause a 'clunk' rather like that of transmission backlash each time the car moves off. Unfortunately worn splines can't be satisfactorily reconditioned and so replacement with new is the only solution. Probably the cheapest option available is to fit wire wheel look-a-like wheel trims (fig. 7). Although not for the purist, such wheel trims do have the distinct advantages of being cheap, easy to clean and change with no maintenance problems. Dependent upon the type you may have to fit a set of plain 4½J Spitfire 'Polo' Dunlop wheels.

Fitting

A complete wire wheel kit comprises 4 (or 5 if you want a spare) wire wheels, 4 splined hubs, 4

spinners, 16 wheel nuts and a mallet (or spanner). Fitting is very quick and easy. The only thing that you have remember is that **THE HUBS AND SPINNERS ARE HANDED**, left hand threaded hubs and spinners go on the right of the car and vice-versa, ie the spinner tightens in the opposite direction to the wheel (fig. 8), basically to prevent the rotation of the wheel undoing the spinner.

Start by fitting the splined hubs (to the correct side) using the wheel nuts (fig. 9), which incidentally are the same as those used on early Spitfires, Heralds and Vitesse's, etc. Ensure that the splines are clean and then coat with an anti-seizure grease which won't melt with brake heat. Fit the wheel and with it centralised on the hub taper, screw on the spinner. Check for any 'wheel rock', other than that present due to wheel bearing end float, and then

finally tighten the spinner with a mallet (or spanner). . . . How hard to hit the spinner will depend upon the type of mallet you use, hide, nylon, copper etc. The original STANPART mallets were **ALUMINIUM**. **NEVER** use an ordinary steel hammer. The spinners are usually made of brass and as a result deform and burr easily, not to mention loose their chrome plating if mistreated.

One thing not usually mentioned is that **INNER TUBES** must be fitted

inside the tyres when using wire wheels, since the wheel can't be sealed around all the spokes. Also check that a canvas or tape band has been fitted around the outside circumference of the rim, covering the ends of all the spokes and preventing them from damaging the inner tube.

Maintenance

Regularly go round the wheels and check the tension of each of the spokes. The best way is to **GENTLY** tap each of the spokes and

listen to the 'ping'. Wire wheels should generally stay in tension throughout their life time (?) unless they have been kerbed or mistreated. If you find a loose one tighten it immediately. The recommended tightening torque for the spokes is:-

Outer rim spokes = 60lb/in. Inner rim spokes = 30lb/in.

If a spoke is left loose, then this will impose unequal loading on the other spokes which in turn become loose. If you do have a large number of loose spokes then **BE WARNED!** Unless you're very careful, adjusting the tension of the spokes can effectively alter the position of the hub with respect to the rim causing the wheel to run out of true. Such work should therefore be left to a **TRAINED** professional. In days gone by when all sports cars (and many others) were fitted with wire wheels as standard, adjusting the tension of the spokes was the method of balancing the wheel. Unfortunately this is a skill long gone today.

Making sure that the wheels are on tight is the other regular check that must be undertaken with wire wheels. If the wheel is slightly loose or not seated correctly on the hub taper then undue load is placed on the splines which then wear very quickly. Because the original Spitfire splined wire wheels for the Spitfire weren't designed to transmit a great deal of torque, the length of spline is fairly narrow and hence easily wears.

Finally each time you remove a wheel, regrease the splines before replacing it, otherwise one day

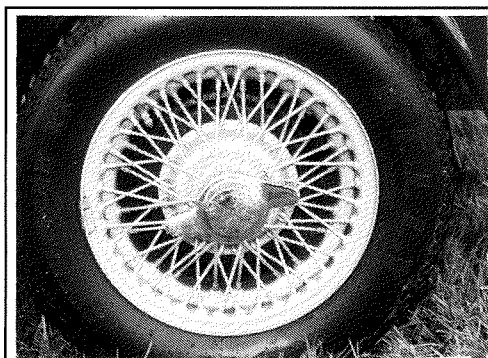


Fig 2. Knock on eared wire wheels

Today the most widely available type of wire wheel is the painted eared knock-on variety. Available from most traders, prices vary between £300 and £450. Another option today is chrome wire wheels. These retail at about £500 - £600. The extra cost is due to the fact that the individual spokes, rim and hub must be separately chrome plated before assembly. If



Fig 4. Hex spanner wire wheel.

true. Also check that none of the spokes are loose and that the rim hasn't been kerbed. Most importantly check the condition of the splines on the hubs adaptor and wheel. Worn splines will cause a 'clunk' rather like that of transmission backlash each time the car moves off. Unfortunately worn splines can't be satisfactorily reconditioned and so replacement with new is the only solution. Probably the cheapest option available is to fit wire wheel look-a-like wheel trims (fig. 7). Although not for the purist, such wheel trims do have the distinct advantages of being cheap, easy to clean and change with no maintenance problems. Dependent upon the type you may have to fit a set of plain 4½J Spitfire 'Polo' Dunlop wheels.

Fitting

A complete wire wheel kit comprises 4 (or 5 if you want a spare) wire wheels, 4 splined hubs, 4

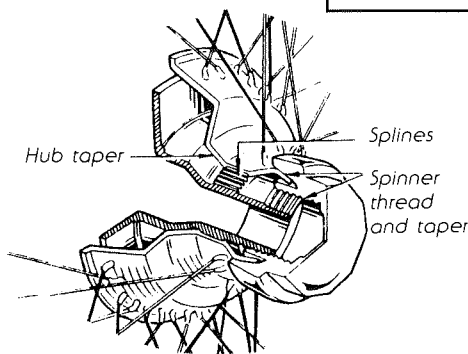


Fig 3. The hub adaptor wire wheel and spinner.

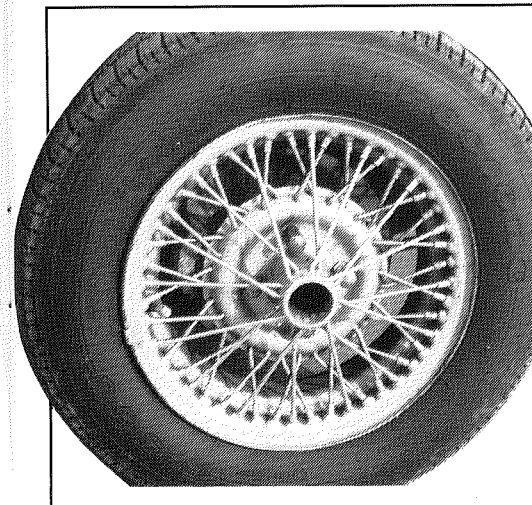
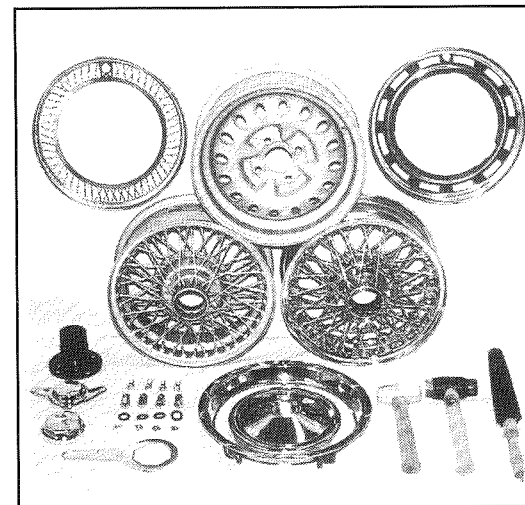


Fig 5. 'Bolt on' wire wheel.

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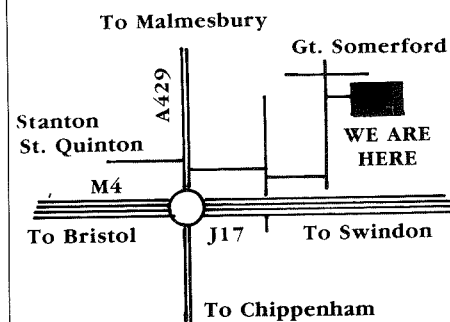


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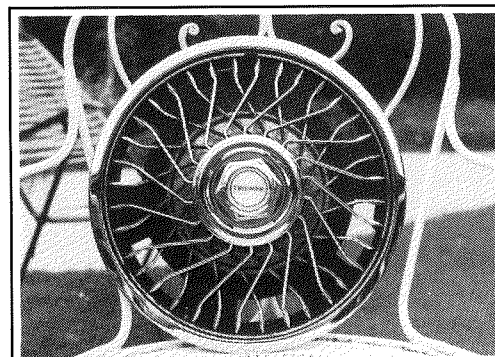


Fig. 7. Wire wheel trim.

be able to get it off!

Cleaning

Next to the initial cost, cleaning wire wheels is probably the one big disadvantage especially the front wheels which get covered in brake dust.

The motto has really got to be **REGULAR CLEANING** not giving the dirt a chance to get a hold or the brake dust eat into the paint. Use a proper wire wheel brush and plenty of soapy water

Finally, who said Triumph's weren't easy to work on.

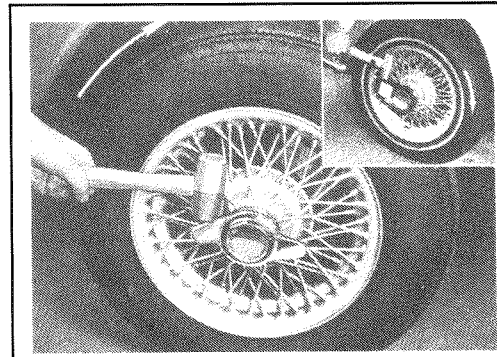


Fig. 8. Tightening hub nuts.

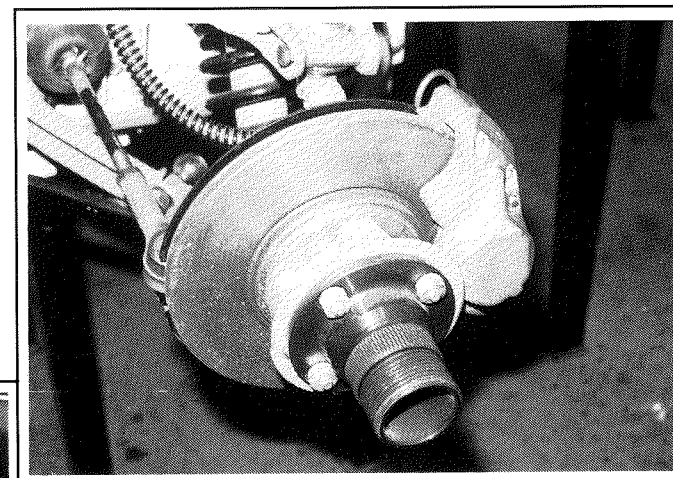
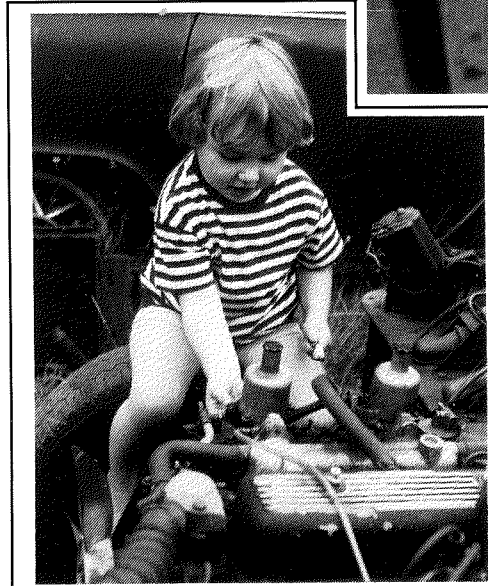


Fig. 9. The splined hub adaptor fitted

to get around all the spokes. In addition chrome wire wheels should really be polished fairly regularly to prevent the chrome dulling and surface rusting. If members have any useful tips on cleaning wire wheels then write in and let us know. ○

ERRATA

The Gremlins crept into last months article, in particular on the first page: 'The **CAMBER ANGLE** is different between early and late Spitfire IVs because the later cars had **LONGER** halfshafts.





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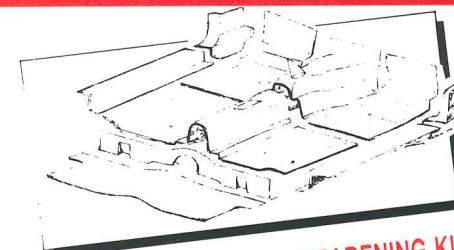
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Herald



13/60

Register

Dave Beardsley

\$ O, here we are, my final register article. Firstly, to finish off the bits I didn't have time to write last month.

STEERING

This is an area that can be checked out almost entirely.

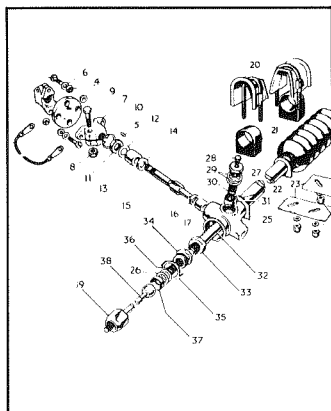
Starting at the steering wheel, hold it at the bottom and try to lift it towards the windscreen. More than slight movement means the top bush has worn, a cheap fix, but a necessary one as

next item is the joint between the column and the pinion. This unit itself rarely gives trouble, but if the pinch bolt, top and bottom are not tight, it will make the steering feel vague. Wear in the rack itself is uncommon, and is hard to detect anyway.

The track rods can become loose as the ball joints between them and the rack wear. With the wheels on the ground, hold the track rod and try to move it up and down, any movement is also an MoT failure. Although these joints can be reshimmied, it is not a DIY job, so cure is by replacement of the whole rack assembly. Whilst in the area, check the condition of the rack gaiters for splits and tears, again and MoT failure if you find any.

The track rod ends should move under firm hand pressure, if not they are probably new and if very loose, they need replacing. The next check is for free play, turn the steering wheel and note how much movement is required before a corresponding movement occurs in the road

an inch at the steering wheel rim, something is loose or worn somewhere. The final check is of the tracking, during your road test, note whether the car seems to wander and the steering feels, well, strange.



Exploded steering unit.

This is normally indicative of poorly aligned front wheels and will be accompanied by strange wear patterns on the tyres.

Brakes

Whilst on your test drive, take the opportunity to test the brakes for pulling. On a piece of level road, ie no camber, apply the brakes firmly whilst loosening your grip on the wheel. The car should pull up in virtually a straight line. If it

Herald 13/60 Steering, Brakes & Prices.

pulls to one side it implies that the brakes on the opposite side are not working properly. If you disappear into the hedge, you loosened your grip too much!

Check the pedal travel, you should not be able to push your foot to the floor. Also check the colour of the fluid, it should be clear enough to see the bottom of the reservoir, if not, the system

we? . . . Let us take a scenario. The owner of a car wishes to sell it. The car is insured through the Club scheme and is valued at £3000. Wise man that he is, he realises he could not ask for this, so advertises it at £1800. After two months, only one person has offered to buy the car, and he offered £500. So, in an open market, how much is the car worth? At the moment,

observations. Saloons and estates command much the same price, whilst convertibles carry a £500 premium. Prices for non runners and bangers are all about the same, as are those of concours examples. For a good solid runner, which is not in need of major attention, expect to pay £800 to £1800 for a saloon or estate and £1300 to £2300 for a



needs draining and the fluid replacing. Examine all the flexible hoses for chafing, perishing or blisters. Look at the discs, new ones are 3/8" thick but as they wear they get thinner. Perhaps the Club has an expert who could say how thin is too thin, but I have seen some roughly 1/4" which is probably dangerous.

Prices

You will see many adverts which quote a car as having a TSSC Valuation of £X,XXX. As the Club does not value cars for this purpose, I can only assume that they are referring to the insurance valuation, which we know is something entirely different, don't

it really is a buyers market with prices for ostensibly the same cars differing wildly. The only factors to bear in mind are that from your perspective, a car is only worth what you are willing to pay for it and from a seller's perspective, it is only worth what he is willing to accept. Now this might sound simple, but it is amazing how many people don't grasp this concept and that a deal can only take place when the two factors reach parity.

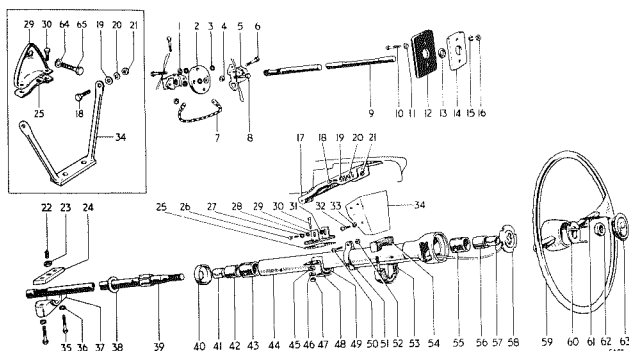
A couple of years ago I did a detailed study and was hoping to repeat the exercise for this article. Unfortunately, with prices as they are, this proved impractical. All I can offer are my opinions and

convertible. Above all else, remember, be as cheeky as you like and don't be afraid to make an offer, nobody seriously expects to get the advertised price at the moment. . . .

Well, that's it, I hope that I have given something back over the last few years, I would like to thank everyone who has offered assistance and advice to me and, I hope to continue to speak to you at shows.

Your new Register Secretary, Phil Wilson, introduces himself to you next month. Give him the same support that you have given to me.

Have a good Christmas and safe driving in 1993. ○



Exploded arrangement of steering column.

this is an MoT failure point. Moving down the column, the wheels. If this movement is greater than approximately half



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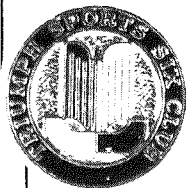
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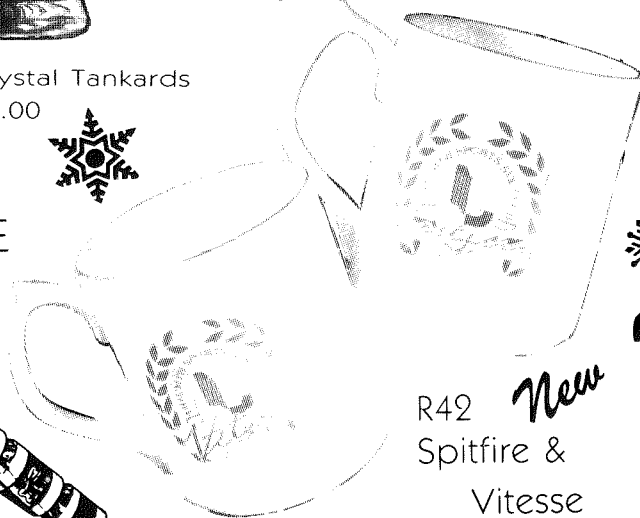
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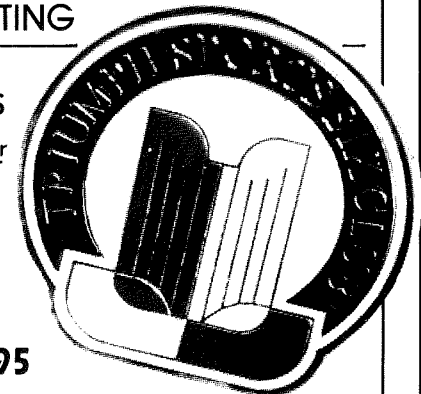
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Dave Barnes

1992 RACING NEWS



will be attending the Motor Racing Show at Earls Court in February, so if you are stuck for ideas for what to get that special person in your life, then maybe we have the answer.

At great expense, we have obtained 20 tickets for the show at the reduced price of £5.00 each. So to get one of these tickets, just send £5.00 to me at the address at the back of The Courier with a stamped addressed envelope. Unfortunately this will have to be on a first come - first served basis.

Because of the good response to Goodwood there are plans to run another possibly around February/March time just in time for the start of the race season which will give us a chance to blow away the cobwebs.

Finally, if there are any Club members who wish to join us in the racing fraternity, then please feel free to write or phone either myself or Kevin Williams.

Barney Rubble

See the showstopper

NIGEL MANSELL, world Formula One champion, and other leading drivers will be star guests at the Daily Express Earls Court Motor Racing Show.

drivers, will give the public the chance to view the very latest machinery on the eve of the new season.

The Daily Express has agreed to back the show which is next February 11-14.

David Ryan of the show's organisers, 3D Events said yesterday: 'We are delighted to be sponsored by the Daily Express. They took such an important role in boosting the old London Racing Car Show to international status when it was at its peak.'

The exhibition, expected to feature all the leading cars and

The Daily Express
Motor Racing Show
11th-14th February 1993
Motoring News MOTORSPORT

... which will give us a chance to blow away the cobwebs ...

Although there will be no racing to report on in the coming months, this is not to say that we will not be busy. Not long after the final remains of the Christmas Turkey have been digested we

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Set of 8 front suspension bushes 119451	£9.00 set
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Aira Force

On the west bank of Ullswater Lake are a series of waterfalls, and unfortunately a might to popular. Nevertheless I decided to revisit them. I've been a few times over the years to this shaded meander, and never tire of walking through the surrounding woods. The riveret is Aira Beck and it plunges seventy feet from beneath a stone bridge.

It rises in a valley of Matterdale Common called Deepdale, passing through the village of Dockray and on to the falls.

It was a hot day, so I removed my cap and as a result of this had a pink head by the end of the day.

Driving along the M6 at my usual 60mph, I watched with never ending joy the hills unfolding about me.

MY TRAVELS IN A SPITFIRE

Bernard Hamilton

I had my usual rendezvous with Alen Dell and Benny Green on Radio Two, the music was pleasant, just like the day, and that delightful scenery about me. I would even have patted a dog on it's head . . . nay, not only that, I would have quietly said 'shoo' to any one of those three overweight Persian cats that insist upon using my garden as a right of way. I always give them hell, usually throwing lumps of coal at them.

They, zig-zagging about the flower beds dodging my projectiles, until the desperate beasties find an exit through the hawthorn hedge. Yes, it was a great day. 'Think of November, December, and January Bernard,' I say to myself, yes I do, I talk to myself, 'make the most of the summer!'

In the distant skyline a motorised hang glider hovered above the fells. It couldn't have been much higher than the tops of the hills. It wasn't hovering of course, just flying very slowly. The sound of its lawn-mower engine lost in that of the Spitfire's. I'd love to have a go in one, but alas, I don't think I would have the nerve if the opportunity presented itself to me.

After junction 38 the traffic

thinned out, the microlite now a distant speck above the hills. What a marvellous view he must have from up there. With a feeling of envy I watched he, or she, disappear, his or her flying machine into that blue summer sky . . . gone, like a ship in the night. . .

. . . the girl's hair still waving in the turbulent air . .

Johnny Ray was singing 'Such a Night' on the radio. Just think, that song was banned by the BBC when it first came out. My mum loved it, and used to laugh her head off at his suggestive oo's and oh's.

I thought I detected misfiring from the Spitfire's engine, ignore it, it might go away.

As I reached the summit of Shap, a Triumph Herald overtook me with it's hood down.

A young chap was driving, his girl passenger a pretty young thing with flaxen hair dancing about her shoulders . . . Hey ho! I remember those days in my 1932 McEvoy Special (the car was older than me of course). Nothing changes, just different cars. Good luck young fella. I used to fall in love with all the girls I met, 'still do to some extent, but mustn't let my wife know that. The Herald slowly disappeared into the distance, the girls hair still waving in the turbulent air.

As I turned off for Penrith, the car started to splutter again. Now what?, I thought. Not a week goes by without something upsetting me. I thought I had cured this fault. I must state quite emphatically that I do not like messing about with car engines, bodywork, or whatever. I'm quite happy to just drive along on days like the one I'm describing. I've done my wack with cars in the past. Enough of this, I'll return to the days events.

Near Pooley Bridge, whatever had been making the engine misfire had stopped, no doubt because of the reduced speed and engine temperature, I was happy again.

The lake came into view, and the road followed the shore. It was along here that Wordsworth's daffodils danced, and still do in the spring. I stopped to allow a build up of traffic to pass me, I can sometimes be as bad as a caravan. The radio was too noisy to listen to so I took a tape cassette from the glove compartment and pressed it into the player. For almost the entire length of the lake there was no one in front or behind me.

I trundled along varying the cars speed with the changing scenes, the hills as ever demanding my attention, the yachts suggesting a more relaxed way of travel.

The trees on the shore gliding past in rhythm with the distant fells. The music from the cassette player begged recognition, as if it was part of my travels. I had selected Boccherini's Quintet in C major.

The piano dominates a string accompaniment in the first movement, and the quintet seemed to leave the car and project itself as an ethereal entity somewhere just ahead of me, I was becoming slightly mesmerized. We, the ensemble and I, entered a wooded area, the shafts of strong sunlight splashing about me. Out of the shade and before me a changed scene, a clear view of the

fells of Martindale. Common joined in concert with my travels as Boccherini's first movement drew to a close.

Soon I would be near my destination, Aira Force. I gave a thought to where I would start my walk, the top of the waterfall, or the bottom.

The second movement was distracting me.

I had never thought of this section of the quintet being sensuous until that moment. Heavens: it was supposed to describe 'The Passing of the Night Watch on the Streets of Madrid,' in the late 18th century, not to me though, I shall associate it with my approach to Aira Force, from now on. In the distance I knew Kirkstone Pass was awaiting me, I knew it well, and could see the high ribbon of road leading over it.

As if jealous of my momentary distraction, the cellos beat out a fast arpeggio, but even this was appropriate to my anticipation of having to take this road.

***I was becoming yet
more excited as the
music reached a
crescendo, so I turned
off the road towards a
car park that I knew of.
Even then the music
altered tempo, as if it
knew it had done its
job. The devilish
scherzo retreating as I
drew into a National
Trust car park.***

I stared at the wooded area just a few yards away unable to leave the car, I didn't want to leave, not just yet. The melody contracted to an infinitesimally small sound, hardly audible, - quiasa nienti-. A gold haired damsel melted into the gently

flickering leaves of the trees, such fantasies that music and wonderful sights produce had brought about Wagnerian dimensions to my otherwise un-operatic interests.

I was in a car park surrounded by trees. We had first stopped here so many years ago in our caravanette little knowing how close we were to the waterfalls. I had walked through woods with our two oldest children tearing off down the steep slope the wood is on, our youngest toddling along with my wife Catherine and myself. After about half a mile we came out of the woods into a meadow a little less steep as the path led through the wood. It was when we had passed across this meadowland and entered the trees that we heard the sound of rushing water.

The path we were following ended at a stone bridge spanning a waterfall, the one mentioned in the first paragraph. . .

***. . . the white watery foam bursting through a gap
in the rocks, and disappearing from sight
somewhere down below.***

From either side of the force many bushes and young trees sprang, stretching out over the chasm, as the water fell deeper the greenery became darker.

We decided to explore the lower depths and crossed the bridge. Elizabeth and Eddie, eleven and ten years old respectively, and of course wee James toddling along clinging to my hand. The childrens antics frightening the life out of me as they ran about the precipitous paths.

At the bottom of the fall was another bridge crossing the now tamed water, here we stopped a while and looked up to where we had been, Eddie more interested in a wobbly hand-rail than the scenery about us, deter-

mined to make it still more wobblier. Elizabeth picked ferns, giving them names and talking to them. My wife wondering whether seeing all this splendour was worth the climb back to the car park. Today I'm standing in the same place, the flow not as forcefull as I'd like it to be, but now and again a splash of spray touching my face makes me wish for just a few minutes back to those times, have again those magic moments that passed by ever so quickly. To be holding Jame's small hand, watching the other two children doing the things they did . . . Well that can't be so, so enough of the day-dreaming. Aira Force has carved its fall through the Borrowdale Volcanic rock for an unimaginable time.

***Did it exist before the last ice age? If it did, and I
think it did, how deep I wonder, was the cutting in
the rocks then.***

Indeed, how many ice ages has the earth passed through since the first drop of water fell over that slab of rock above me. The Lake District was part of the edge of a tectonic plate, now no longer on the move, so I've read.

It stopped moving millions of years ago. So is the topography of the Lake District much the same as it was all those millions of years ago? If it is, Aira Beck is still near enough on the same course it started, to help fill Ullswater. So that must follow for the other rivers and streams in the Lakes, and the lakes themselves. The depths of Wastwater will not have seen the full light of day since that part of the British Isles was attached to the continent of Europe, which would have been

situated somewhere at the equator. Just think of all the coal deposits Britain has, these can only have come from tropical forests. My reverie was disturbed by a group of American tourists

who were arranging how to photograph the waterfall with each of themselves somewhere in the snapshot.

I gave a last look to the stone bridge, a swallow flew through the arch, skimming the downflow of water. It shot passed me like a jet plane. The endless rumble of churning foam, the greenery of lichen covered rocks forever showered in spray. Nature doesn't do anything by half measures. I returned to the Spitfire. I always feel I've missed something at this part of my travels. The quintet, there was still the final movement. I pressed in my tape.

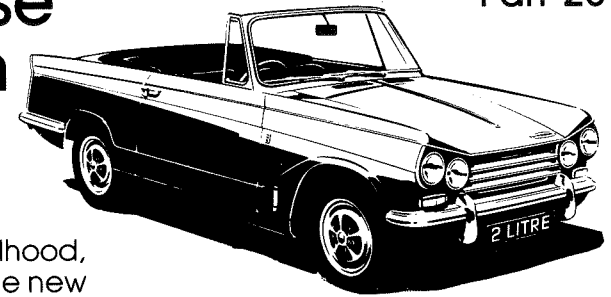
Brotherwater I knew wasn't far away, so I decided to finish my day walking there. Yes Boccherini passed through my mind . . . , through my thoughts, or was it through my heart . . . Just where does music 'strike a chord', metaphorically speaking. Wherever it strikes, the quintet stayed with me throughout my walk along the shores of that small lake. The green fells, behind which Hayeswater Reservoir awaited my return, presented themselves as if in invitation. The placid surface of the lake reflecting the darkened blue sky disturbed by a water fowl splashing her wings on the surface, her brood of chicks in convoy behind her.

Apart from this ripple the hills were reflected as a mirror would. The reeds standing sentinel on the shore. The contrasting shadows of the Kirkstone Pass ever so slowly sweeping across the landscape, and still

Herald/Vitesse Restoration

Peter Williams

Body On



To coin a phrase of my childhood, and recently of many of the new generation's, 'Stand by for action, anything can happen in the next half hour'.

And it actually does as a pile of large lumps of seemingly junk metal turns into a single pile, some may say still looking like junk but as a larger single pile but to the more initiated, representing the emergence of a pride and joy to be.

Refitting the front and rear tubs, and the bonnet certainly takes longer than their removal at the start of a restoration but as with all areas of the car, only a few tools are required and the basic process is straightforward.

Key points are to take your time and get it right, as effort spent now on achieving good door and bonnet gaps will reap dividends.

You don't want to be doing much if any panel adjustment once the shell has been painted. As shown below a number of jobs are well worth doing before finally fitting the body including refitting the propshaft and threading a new handbrake cable into place.

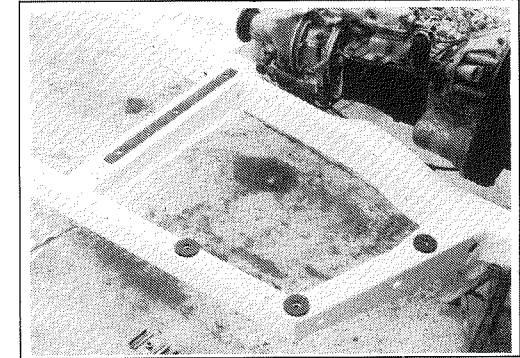


Figure 423. Lay out the front rubber pads plus rubberised material sealing strips, the latter set on top of a little dum dum rubber sealer with another layer of the same on top.

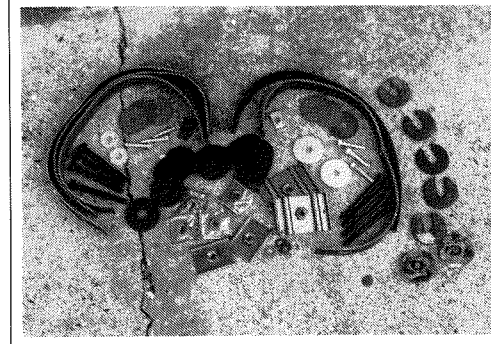


Figure 422. Body mounting kit including the original metal spacers, carefully bagged up after removing the bodywork oh so long ago, plus new bolts, securing plates, rubber mounting pads and sealing strips.

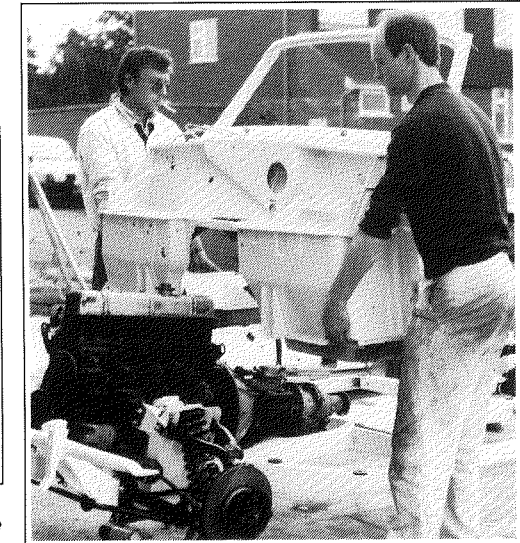
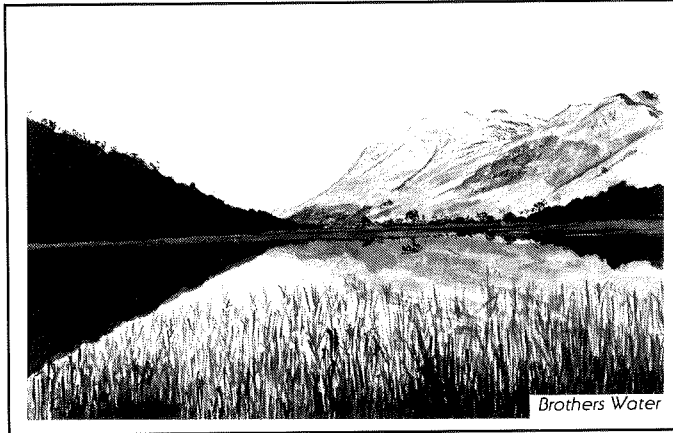


Figure 424. Enlist the help of a friend and lower the front bulkhead into place. As shown the bulkhead was pre-painted, more on that next week.

the music of Bocherini's Quintet in C Major reliving my days travels.

I stood absorbed in the barbaric beauty of the surrounding hills. The browns and the greens as if painted on the fells whose outlines contrasted with the clear blue sky, clear that is except for an aircraft, its fuselage a white speck reflecting the sunlight. Its engines leaving a long feathery trail.

I wandered to the waters edge, reluctant to leave such tranquility. I walked back only increasing my pace at the sight of a young courting couple, shoulders together, his hand in hers, chatting as young lovers do.



then and I, my thoughts returned to the scene about me. Along the shore the trees had difficulty gripping the stony top-soil with their roots. Branches would stretch out to far towards the water altering the centre of gravity and so toppling themselves into the lake. I meandered on. A tiny black and yellow bird flew to a tree branch just a few feet above me. It cocked its eye and examined my hand as I slowly held it out. The bird moved to a different place. How sad it feared me . . . go away little bird, . . . and so will I. ○

After a tactful distance between

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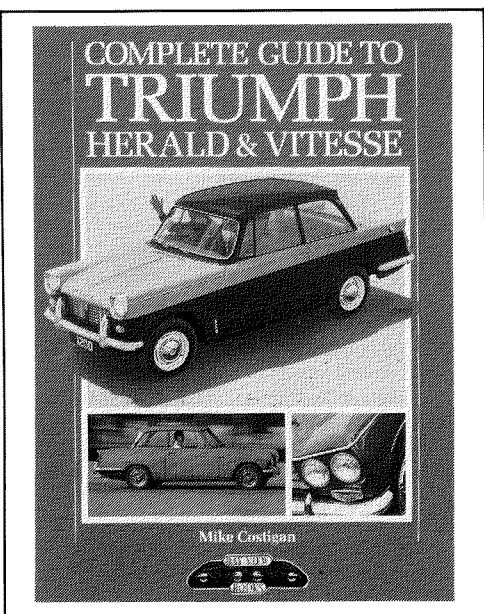
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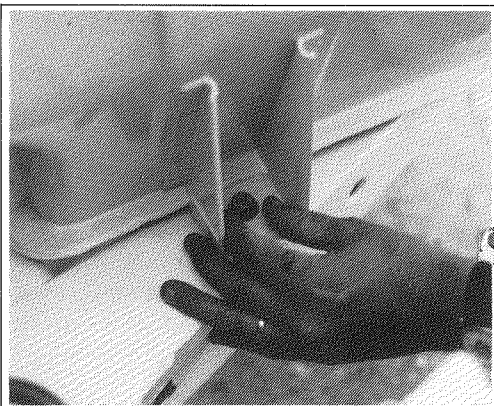


Figure 425. Once in place secure with the only close positional tolerance body bolts - on the left and right hand front brackets, which is why replacing the front outriggers if required must be done very accurately - plus bolts and blind nut plates through the side rail and body brackets.

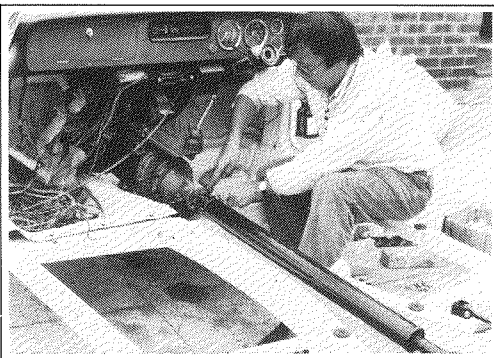


Figure 426. At this stage, if you haven't done it already, it's a good idea to fit the propshaft.

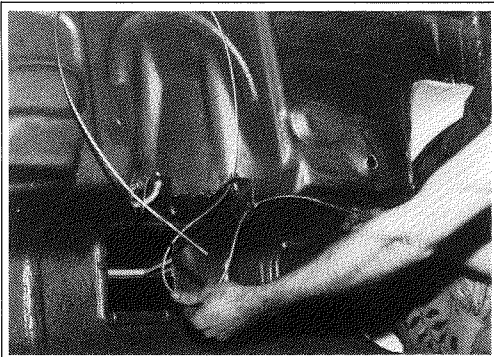


Figure 427. Prior to fitting the rear tub, prop it up and fit the handbrake cable. As per the propshaft, it's much easier to fit the cable now

rather than while crawling under the car later on.

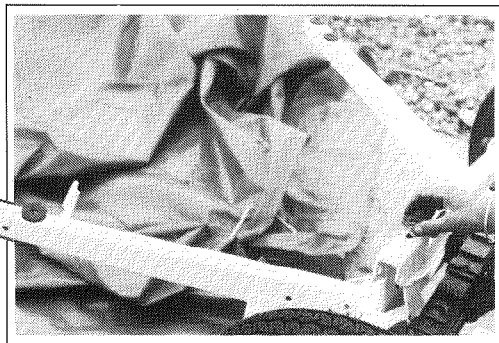


Figure 428. Make sure that the rear tub mounting pads are fitted, not forgetting the thick alloy spacers on top of the chassis crossmember.



Figure 429. Back to the front tub where it mates with the rear, apply more dum dum, sealing strips, this time right to the edge of the main floor, and then a little more goo. Lower the tub onto the chassis. This can then be secured in place not quite tight. Screws along the front, long bolts and blind nut plates along the side, bolts along the top of the spring tunnel and twin bolts at each rear corner.



Figure 430. Offer in the doors and bolt up - to be adjusted later.

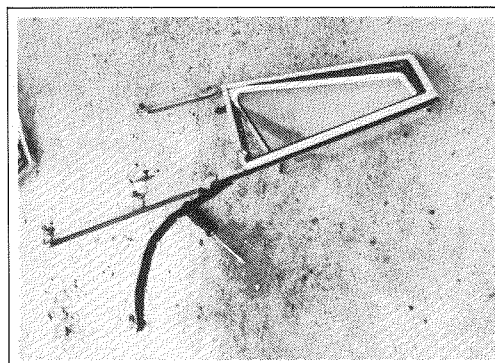


Figure 431. Slightly out of sequence but none the less useful, if your window channel fabric is rotten, replacement is quite simple but for obvious reasons has to be done with the quarterlight assembly off the car. Start by grinding off the heads of the securing pop rivets and prise out the old channel. Push in and resecure a new one.

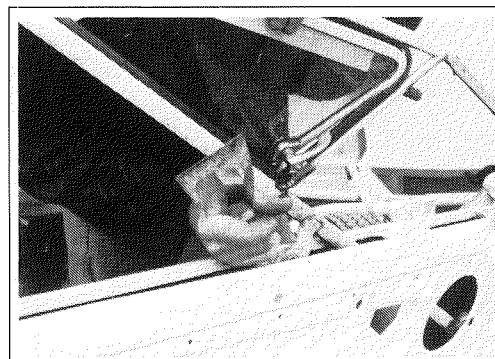


Figure 432. To return the quarterlight frame into the door, stretch the door top gap a little - with the aid of the wooden handle lever of a paint scraper - and then manoeuvre the frame into the door.

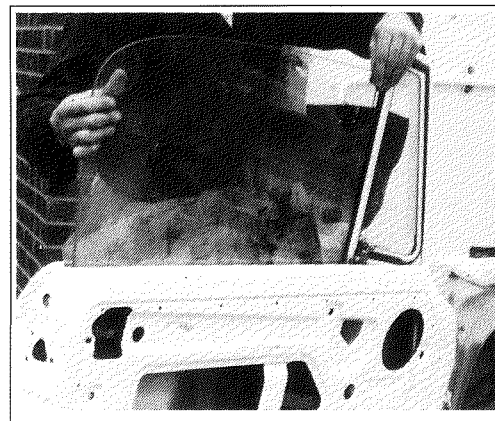


Figure 433. With the frame still loose in the door,

offer in the door glass. Slot into the raise and lower mechanism and fit the associated clips.

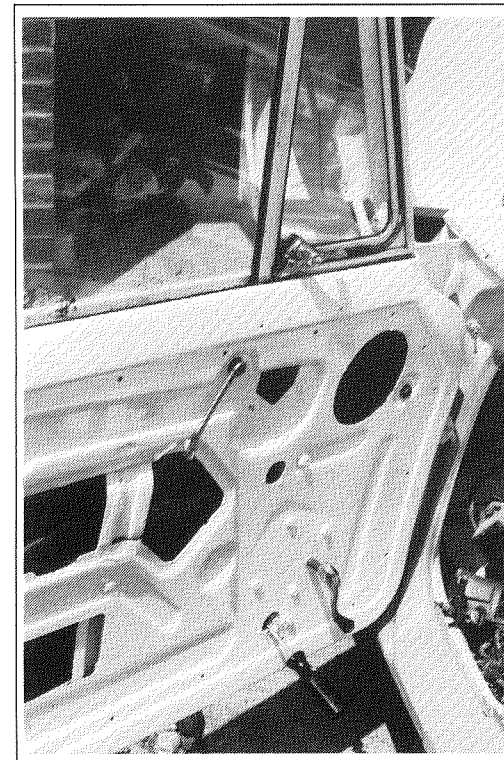


Figure 434. Replace the internal brackets holding the quarterlight frame to the door shell. After final positioning tighten up the securing bolts, not forgetting the one at the front which is then hidden by a rubber plug.

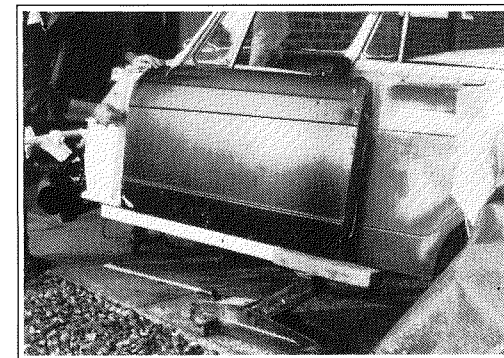


Figure 435. Final positioning of the quarterlight frame can't be done until the door is accurately set in the body which is itself partly dependent on the frame's position. Loosen off the door bolts. The weight of the door can be taken by a jack which can also be used to adjust the height.

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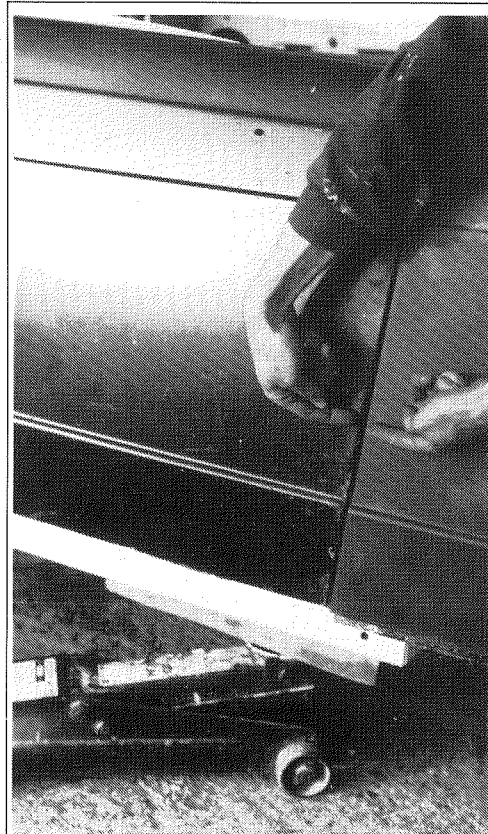


Figure 436. The aim is to achieve a close, parallel door gap which can take some time to achieve.

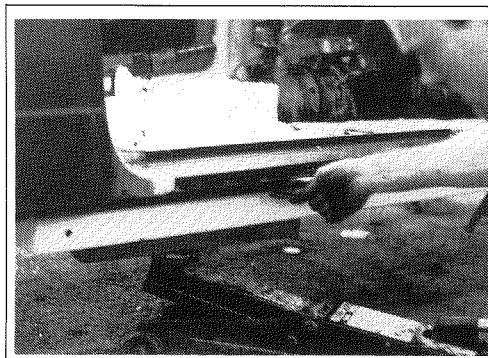


Figure 437. As well as moving the door up and down and front to rear, the gap's parallelism can be tweaked by the addition of slotted spacer washers as shown in figure 422. Trial tweaking for this effect can be achieved by jacking up the relevant chassis corner.

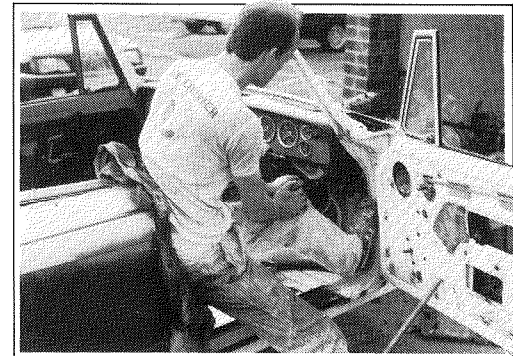


Figure 438. The body itself can be pushed around quite a lot too. If using manpower, make sure that those sharp edges are padded over!

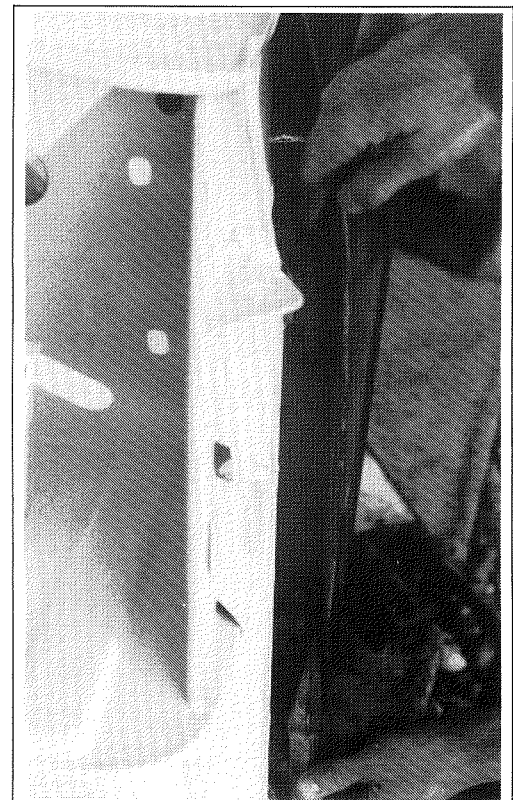


Figure 439. In addition to all the other adjustments mentioned above, the door can also be moved in and out after loosening off the bolts which attach the hinges to the door. All in all the design offers a very large matrix of possible position combinations. For how long would this technique be contemplated as appropriate for a modern production line? Not very!



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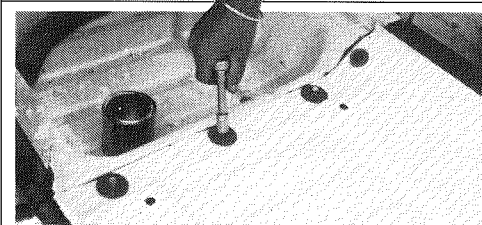


Figure 440. When totally happy, tighten up the
body joining screws and all the other bolts.

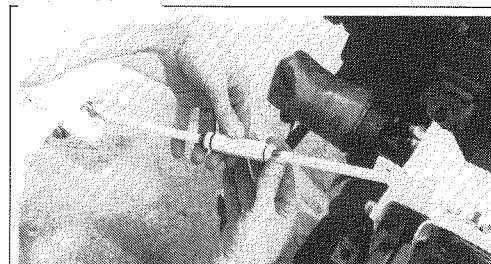


Figure 441. Lay an old blanket over the top of the
engine as padding and lower on the bonnet. Posi-
tioning forwards and backwards and for front
height is available by adjusting the bonnet ad-
justment rods...

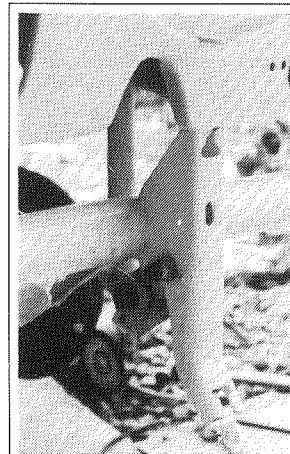


Figure 442.
...which work
against the slot-
ted links bolted
onto the front
bar, bumper
brackets. Height
at the front
bulkhead, as I'm
sure everyone
knows, is achiev-
ed by screwing
the rubber
mounting cones
up or down.
Again patience
is required to
get the best
overall effect.

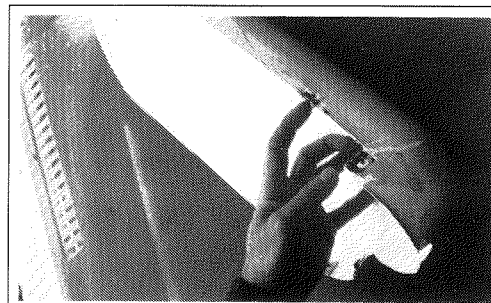


Figure 443 previous column. To finish the job,
push on the side and rear valance mounting
clips...

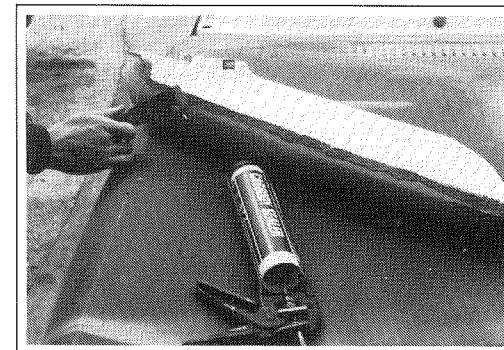


Figure 444. Apply a layer of flexible body sealer.

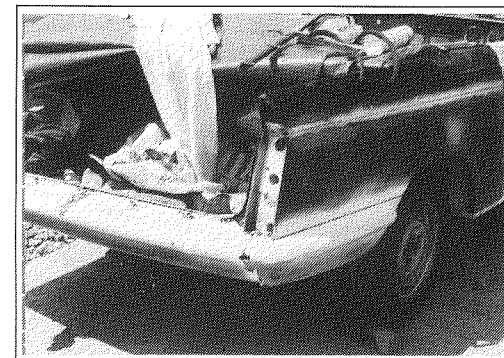


Figure 445. ... and bolt up. After a short settl-
ing time, scrape off the excess sealer.

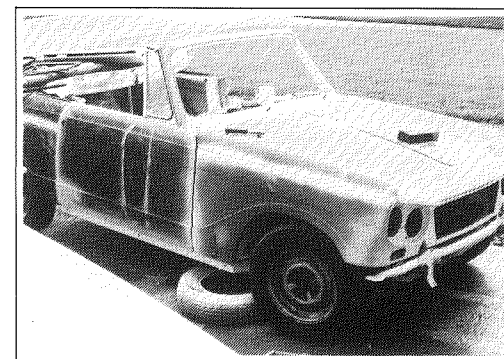
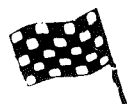


Figure 446. As seen part way through the job
and almost looking whole.

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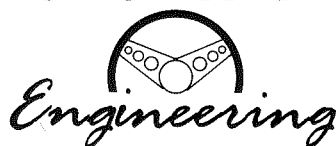
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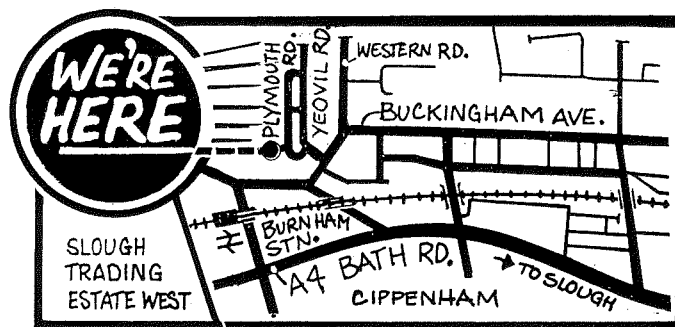
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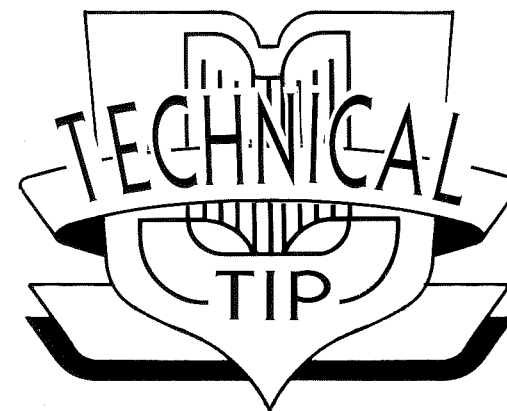


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IN reply to a plea that was printed in the Courier a few months back, concerning bonnet locking devices that are not visible from the outside of the car, I have one possible example of a security mechanism that does not affect the external finish of the car.

This method is not totally access proof but may prevent the casual thief of joyrider from gaining access under the bonnet. The method involves drilling a hole (5.5mm on my car) in the bonnet

locating brackets and inserting a locking pin between the bonnet stop cone mounting and the bonnet locating bracket.

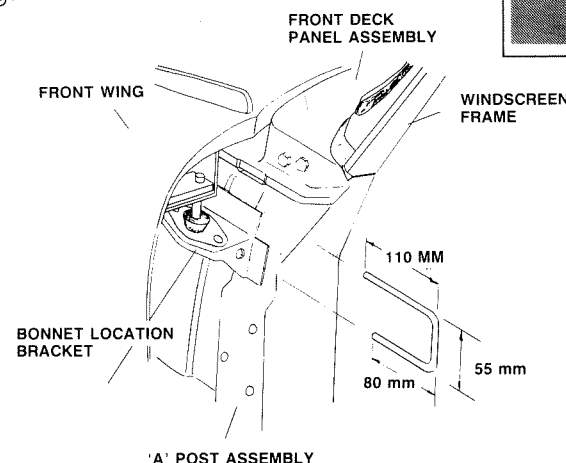
The diagram shown in figure 1 is the installation on my MkIII Spitfire and shows the general Bonnet location principle involved. On my car I have used 5mm round bar formed as shown although wire will

Bonnet Security

Nigel Penistone



Fig. 1



Bonnet Security Installation - Mk3 Spitfire

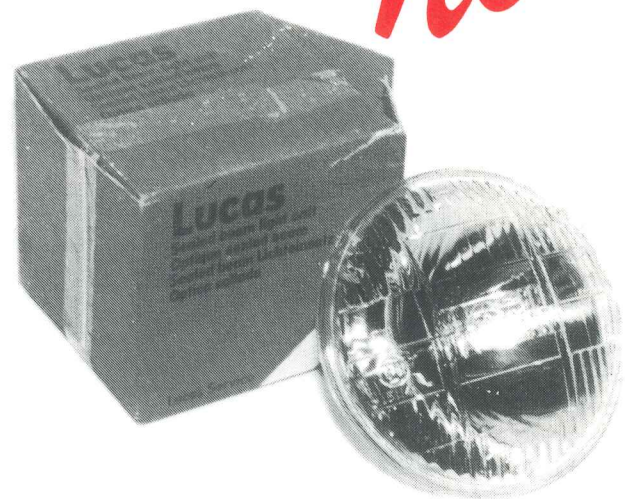
do. The locking wire is inserted with the bonnet closed and the doors open, allowing access to insert the locking wire. Access to the bonnet is achieved by simply removing the brackets when required.

As mentioned the design is not totally burglar proof but the design could be modified and strengthened if required giving a more secure arrangement.

(NOTE, please treat dimensions as approximate as installation details will vary depending on where you drill your holes).

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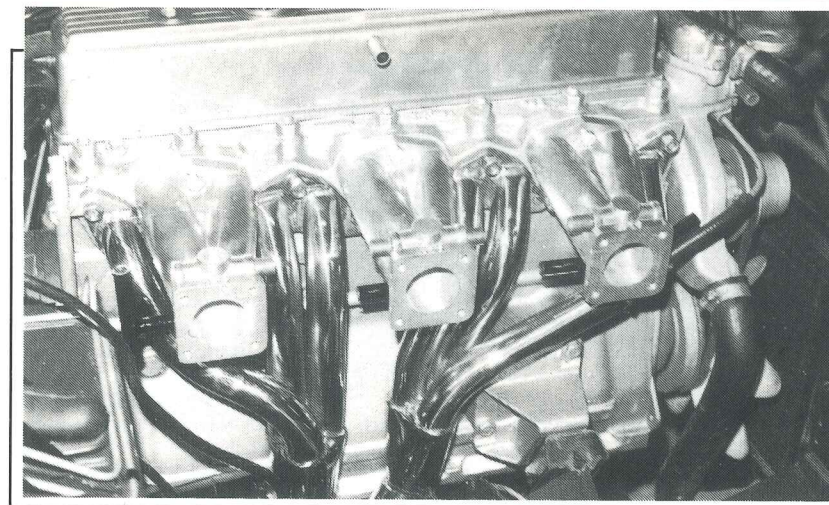


Fig.1. - The 3 manifolds with copper tube for the balance pipes



WITH the major milestone of fitting the 3 carbs and manifolds to the cylinder head completed, work continued by fitting balance pipes. It was decided that these would comprise thick walled vacuum hose, in order to avoid a rigid connection between the 3 manifolds and hence misalignment problems.

The manifold side bosses were drilled and reamed through into the manifold bore to accept 15mm copper pipe over which the vacuum pipe could be pushed (fig. 1). Care was taken to ensure an air tight fit, the copper tube being a push fit (and bonded) into the manifold whilst a vacuum pipe was sized to avoid the need for unsightly hose clips.

A tapping was made in the centre boss of the rear manifold for a brake servo connection. The threaded pipe fitting being taken from a GT6 manifold.

As mentioned last month, the manifold heater piping was located beneath the manifolds for reasons of appearance and efficiency. The bottom manifold bosses were drilled through to

E - Type Look Alike

John Thomason

enable ½" stud pipe to be pushed through. An interference fit was required to achieve good thermal contact between the stud heater pipe and the manifold. On the front manifold the pipe was bent upwards to point at the thermostat housing outlet, whilst at the rear manifold, a T piece was welded on to enable heater valve connections (fig. 2).

The T piece incorporated a restrictor hole to allow limited bypass flow (heating) when the

Part 2

heater valve was closed (as on standard Spitfire and GT6 heater system).

The individual manifolds were connected together with short lengths of ½" heater hose secured with Jubilee clips (fig. 3). Although potentially a source of water leaks, a single sided pipe running through all 3 manifolds would have caused impossible alignment problems. The heater return pipe was from a Triumph 2500S saloon.

With all the drilling and machining of the manifolds now complete, the long and labourious job of polishing the manifolds started. This involved using progressively finer and finer emery paper to remove burrs and casting marks from the manifolds to achieve a smooth scratch free surface that could be polished using Autosol. Each manifold took about 2 evenings work to achieve the finish required.

Probably one of the more difficult, yet most rewarding aspects of the project was the design and building of the carb linkages. The design of the

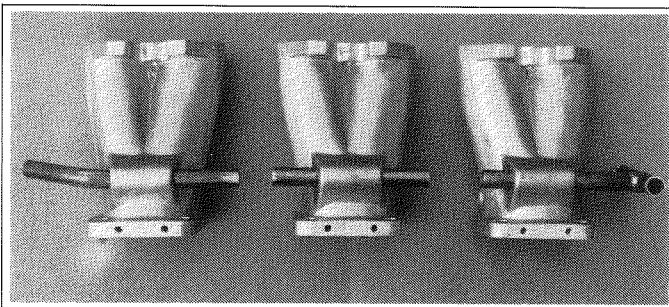


Fig. 2. - Steel heater pipes fitted to the underside of the manifolds

linkage is largely influenced by the choice of carburettor. I probably went the most difficult route by opting for ordinary HS6 SU carbs for reasons of availability and appearance.

This meant that 3 'front' carbs had to be used with a float chamber to the right of each and therefore complicating the design. If I had chosen H1F carbs with the float chamber built in below the carb then the linkages would have been much easier.

throttle spindles of each carburettor. Without going into the reasons, fig 4 shows the solution I adopted.

The control shaft, a length of 5/16" brass rod, ran in with Oilite

I probably went the most difficult route by opting for ordinary HS6 S.U. carbs for the reason of availability and appearance

plain bearings to eliminate wear and play. The bearings were press fitted and Loctited into 3 support brackets to the sides of the inlet manifolds (fig. 5). These support brackets were adjustable on the

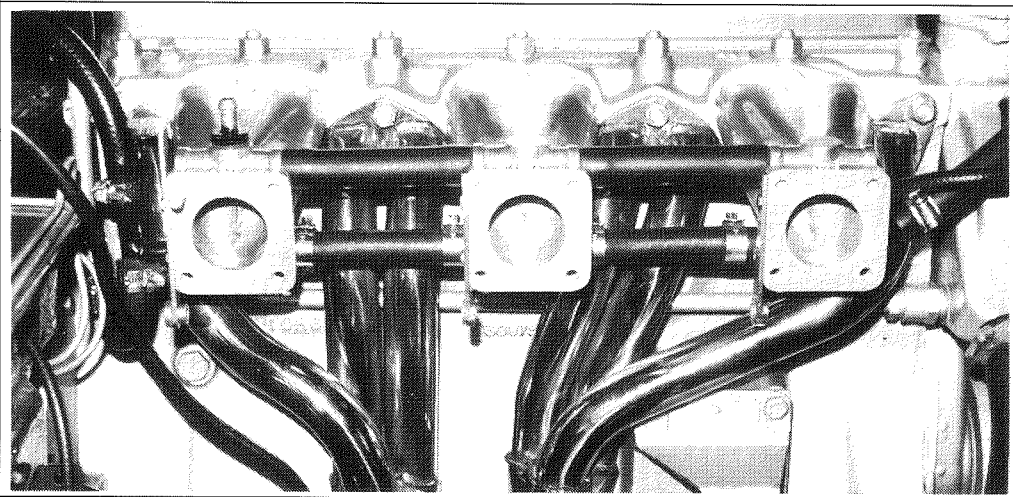


Fig. 3. - The manifolds with balance pipes and heater pipes fitted

I also wanted to incorporate carb heat shields from a Triumph 2000S saloon which further restricted the space available for linkages. Other considerations included:-

a. Easy adjustment, especially

manifolds enabling correct alignment and free rotation of the control shaft to be achieved. Although additional support brackets could have been incorporated, alignment to ensure free rotation of the control shaft would have been significantly more difficult. Longitudinal movement of the control shaft was constrained by a pair of holes drilled in the end of the shaft and fitted with spring clips.

for balancing the carbs.
b. accommodating possible misalignment between the carbs and throttle spindles.

c. Simple operation with minimum backlash.

d. Easy to make but look good.
e. Consideration of all the space constraints.

I came up with 4 or 5 solutions all with various pros and cons, although all worked on the same principle of a remote 'control shaft' which operated simple levers linked to the individual

The linkages connecting the control shaft to the 3 individual carb throttle spindles were designed and made from 2mm sheet steel and then bright zinc plated for appearances sake (fig. 6). Some of the linkages, eg the control shaft levers were made from Spitfire throttle linkages with extended arms welded on.

Using this type of clamp lever on the control shaft meant that their position could be adapted independently of each other, necessary when balancing the carbs (as on existing Spitfire twin carb linkages).

Next the 3 carbs were thoroughly cleaned and polished and then built up using new throttle spindles, butterflies, jets and needles. The new linkages were fitted and checked for clearance and operation. For reasons of

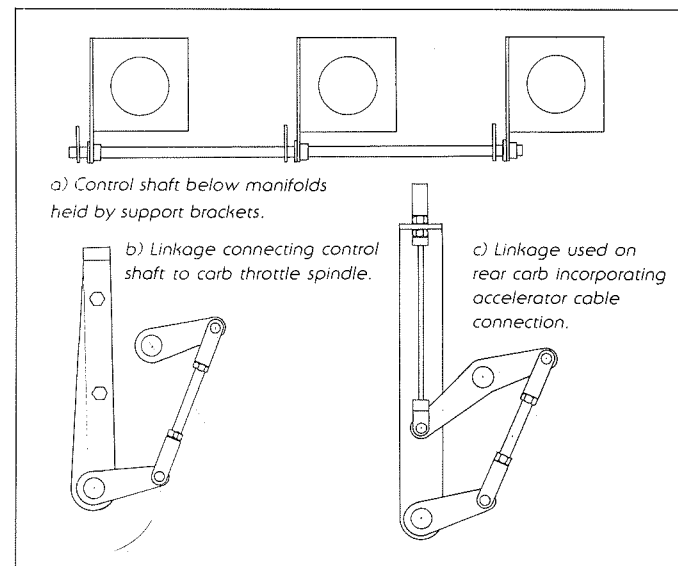


Fig. 4. - Carb Accelerator linkages

The 3 carbs were bolted onto the manifold and the linkages connected up using cotter pins and spring clips. Adjustment of the individual carb linkages was very easy using the 'clamp' levers. Finally rotating the control shaft opened up the throttle butterflies in unison, a most satisfying achievement (fig. 7).

A method of operating all 3 chokes was not incorporated since this would have added considerable complexity. Instead the choke cable acts directly on one choke which has proved sufficient to start the engine. The choke linkages on the other 2 carbs had to be retained since they hold the jets in place.

Again, for reasons of appearance, items such as the brake servi vacuum pipe, choke cable and accelerator cable were all arranged to operate from the rear carb, avoiding 'clutter' around the carbs (fig. 8). I used the shorter American spec Spitfire accelerator cable which was just the right length. The fuel line was routed around the front of the engine, as for GT6, into the front carb float chamber and

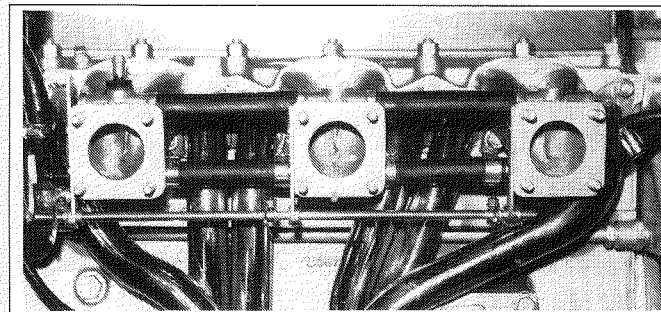


Fig. 5. - The remote control shaft in place beneath the manifolds, supported by 3 support brackets down the sides of the manifolds

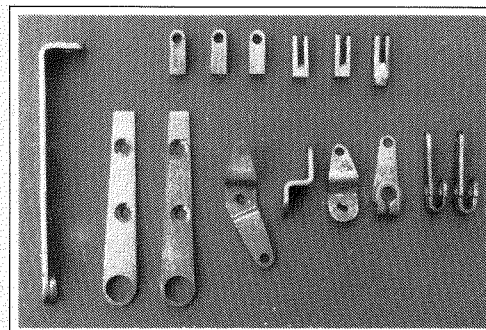


Fig. 6. - The linkages made up. From left to right:- The throttle and control shaft support brackets, the throttle and throttle spindle operating levers, the control shaft clamp levers and (top) the link end fittings

availability and appearance I used the non-emission control type bodies which required separate throttle return springs. The later emission control bodies incorporated integral throttle return springs and would have been an easier route.

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then onto the other 2 carbs with a T piece brazed into the fuel pipe for the centre carb. The distributor vacuum pipe was also routed around the front of the engine and clipped into the fuel line as on Herald and Spitfires, rather than untidily routed over the top of the rocker cover.

The final detail was a suitable air filter. I am a great believer in cold air supplies to carbs and therefore didn't just want to fit K & N filters. Various methods were investigated, finally deciding upon an air box made from 2 Spitfire III air boxes welded together (fig. 9.). This empty air box is then fed by a remote air filter located down by

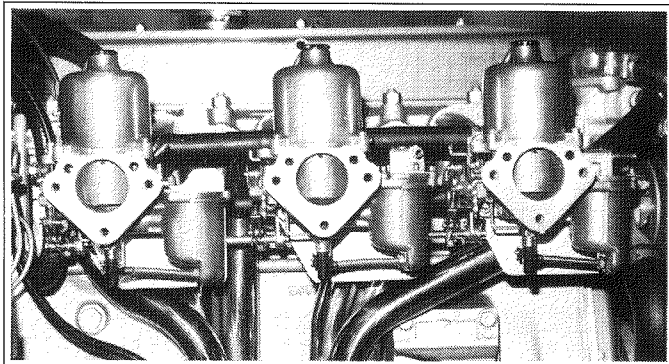
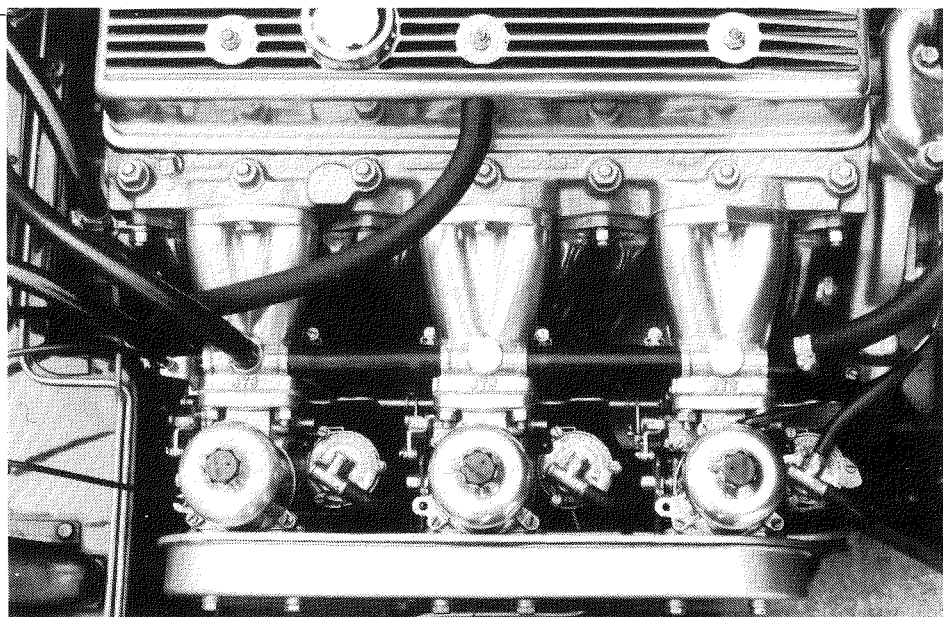


Fig. 7. - The 3 carbs in place and the linkages connected up

incredible. It didn't take long to balance the 3 carbs and adjust the mixture at idle. However proportion of this was due to the stainless steel exhaust manifold fitted at the same time.



the radiator. Unfortunately I was unable to finish the remote air filter in time for the International when I wanted to show the car.

Thus after much time and work, a dream finally came true when the engine finally burst into life. The induction roar without an air filter fitted was quite

there was no saying that the mixture was correct at other engine speeds. However a trip to the rolling road soon sorted out the needles which for my 2.5 engine were BDL. The rolling road also revealed a power increase of 16-18% over the standard twin carburettor set up, although I don't know what

Fig. 8. - All connected up

On the road the extra power was certainly noticeable, but as expected only at higher engine speeds. At around 4,000 rpm, the engine suddenly opens up, revving much more freely with a surge of power usually associated with a cam coming 'on song'!

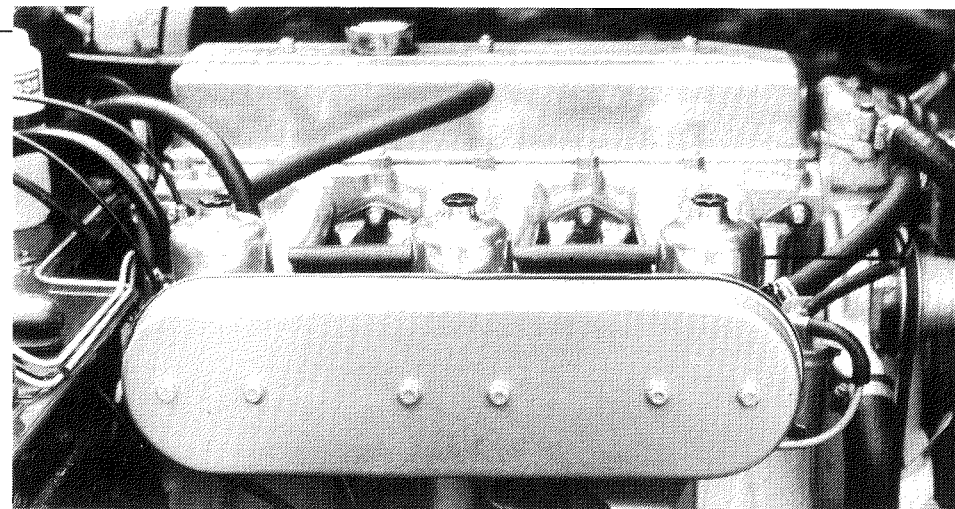


Fig. 9. - The air filter box was made from 2 Spitfire III boxes welded together

very satisfying conclusion to years of planning (fig. 10.).

Favourable comments were received at the International and Leicester shows, with several members expressing an interest in purchasing the manifolds. Since I still have the patterns, I can get some more manifolds

At about 4,000 r.p.m. the engine suddenly opens up, revving much more freely with a surge of power usually associated with a cam coming 'on song'

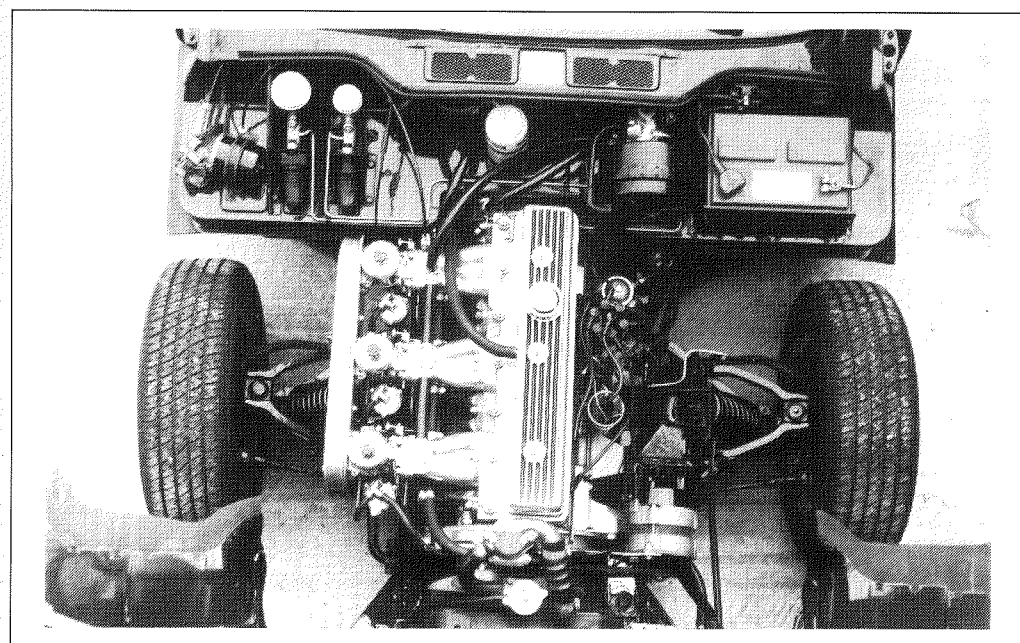


Fig. 10. - On the road

made up. The cost will be £125 inc. P&P for 3 manifolds as cast with the flanges machined flat and parallel. It must be emphasised that the installation is not for the faint hearted, with considerable work involved in

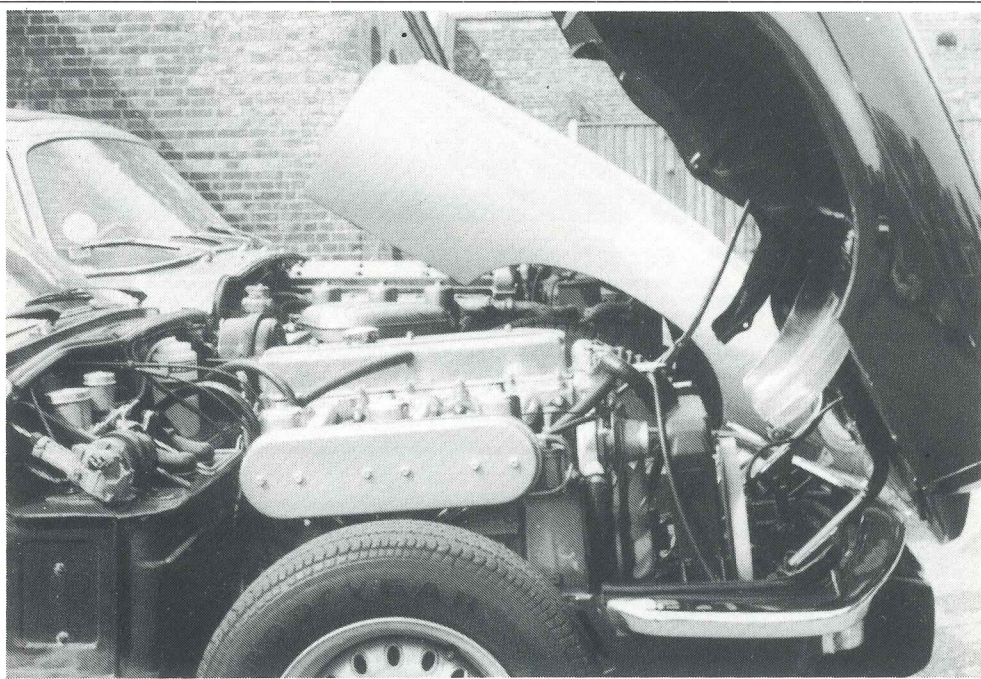
finishing off the manifolds and making up the linkaged etc. It all depends how much you enjoy a D.I.Y challenge and want the appearance of triple SUs on your GT6. ○

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E - type analogy complete ? I'd rather have Triumphs under bonnet access!!

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READING through the October Courier, I feel I have to write in with a couple of points. Firstly, with regard to the 'heat in the wrong place' letter.

Mr Denny does not say which area of the 'motor trade' he is in, but he is not strictly accurate on all points. Certainly fuel would not ideally vaporise before the carburettor (in fact it doesn't technically vaporise there) but if he had ever watched one of the earlier six cylinder engines he would see this is never the case. These early engines (my brother has a Mkl Triumph 2000) have a glass bowl on the fuel pump through which it can clearly be seen that the fuel vaporises in the pump. This is hardly surprising since the fuel pump is bolted directly to the engine block which runs well above the boiling point of petrol.

The pipe across the front of the engine is not the hottest part of the fuel system by a long way, the reason routing it low helps is that it gives the fuel a better chance to re-condense. Incidentally the Dolomite 1500 takes the fuel pipe round the back of the rocker cover, which is even worse, but then there is an asbestos spacer fitted between the pump and the block on them.

Secondly I must object very strongly to the 'Technical Tip' on rear fog lights. Certainly I agree that rear fog lights are a good idea if used properly and certainly I agree that they should not be left on for the next three days. However the relay system suggested has a serious (and in fact illegal) flaw. Rear fog lights should ALWAYS be turned off if there is a car behind, close enough to see your normal rear lights. The circuit given does not allow the fog lights to be turned off without turning off all the other lights. Thus the driver has to choose between glaring the person behind or blacking out. I'm also not too sure about the position of the lights, given the height of the average Spitfire bumper. Perhaps Mike Crewes would comment on this.

One further point on this — what sort of colour code do you call the one given in the wiring diagram? Blue becomes green, blue becomes brown becomes red becomes blue, earth is black or black/grey or brown. If the original vehicle was wired like that it would be better not to mention the wire colours! ○

Robert Pearce

Heated Reply

WITH reference to Mr Robert Pearce's letter, I thank you for giving me the opportunity to comment on this letter.

For Mr Pearce's benefit I will tell you that my experience in the motor trade over the last 30 years is vast. I worked as a mechanic for 20 of those years, working on just about everything that had an engine.

I would imagine that I am one of the very few Club members who actually worked on our cars

Pen To Paper



when they were new. A very pleasant experience it was too.

I now hold a senior management post with Royal Mail Transport (business card enclosed).

I will take the letter in stages as the comments come. What may I ask is the carburettor for if not to vaporise fuel, the actual action taking place in the venturi where the fuel is actually mixed with the air passing through it to the manifold, which as I have already stated is helped by the manifold, and on some occasions the base of the carburettor being heated by the water system (Roberts remark is incorrect).

His remarks about seeing fuel vaporise in the glass bowl on his brothers 2000 is in my opinion, poppycock. I used to own a Ford Anglia Super which used to have a fuel pump with a glass bowl. The pump was also fixed to the engine where it got very hot. I could always see bubbles in the bowl, but it was not down to fuel vaporising. It is a common phenomenon on vehicles fitted with glass bowls to see bubbles in the top of the bowl, there is nothing wrong with this, it is just air bubbles trapped in the bowl.

I suggest that this is what Robert can see. To correct him once again — yes I have seen it on many occasions.

Lastly, where the hottest part of

the fuel system is surely depends on the type and model of a vehicle, one cannot generalise on such a thing. My comments were based on our Club cars — Spitfire, Vitesse, Herald etc. The cars Robert mentions are NOT strictly T.S.S.C. cars are they? As far as I am concerned my facts are accurate based on many years of experiences with all types of vehicles, especially our Club ones. ○

B. A. Denny

Cross Wired

Thank you for the opportunity of commenting on the letter from Mr Pearce. He has two points:-

1. *Turning off rear fog lights.*

The circuit was designed to allow the rear fog lights to be extinguished by simply switching the main lighting switch from dip to sidelights *MOMENTARILY* I've used this and it's so quick as to not be inconvenient. The rear fog lights can then be switched on again if circumstances dictate.

2. *Changing wiring colours.*

The different wiring colours used in the diagram are quite deliberate. The writer finds that when fault finding, having several wires the same colour on a terminal makes identification of each extremely difficult hence the practice of using different colours. Although not as pleasing to the eye I am sure that the more practical owner would prefer the convenience this provides to aid fault rectification.

I am grateful to Mr Pearce for his useful observations and I look forward to reading about his successful installation of rear fog lights. ○

Peter Milner

Thank you Robert for your thoughts, at least the authors now know someone actually reads their epistles. As Editor though; I thought I should give the authors the chance to reply to the queries and comments raised, lively debate normally sheds the light of truth, and to me that's what Pen-to-Paper is all about Bernard, Ed.

Over to you!!

I thought that Peter Milner's article on rear fog lights was brilliant — in more than one sense!

However, if like me you like to 'dip' your main beam fog lights when someone appears out of the fog behind you — you have a problem. You could click to sidelights for a second to release the relay or . . . ? I can't come up with anything simpler than a second switch or more complicated electronics. Anyone else?

Also, anyone like to write an article about rototax suspension along the lines of John Thomason's on rear springs?

Yours glutinous of anything technical. ○

Nigel Mortimer

MoT FREE CHANNEL ISLANDS? . . . NOT QUITE! . . .

TAKING up Mac Reynolds comment (August 92) with regard to 'No MoT on Channel Islands'. Whilst this is correct we do have frequent roadside checks with up to 200 vehicles being stopped and checked at a time.

Any vehicle considered dangerous is taken off the road immediately whilst those with minor faults have to report back within a few days to their local parish hall.

This is in my view better than the once a year MoT. Other differences for motorists are no tax (VAT or Car Tax) on purchase of new vehicles, road tax according to length of vehicle starting with under 13' costing £15 per year to over 15' at £60. We still have registration books for vehicles which does mean you can check previous owners and chassis/engine numbers easily. All vehicles carry number plates starting with a J then usually 4 to 6 numbers, e.g.: J44462 (our Triumph Herald Convertible) and bear no relation to the age of the vehicle.

The only exception to this is the official car for the Lieutenant-Governor and this has no plate at all!

We also have the cheapest petrol in Europe with 4 star leaded currently at £1.39 per gallon and unleaded at £1.24. It all makes a difference to running costs. ○

M Cohen



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WE have just returned from a very enjoyable weekend at the Milton Lodge Hotel, Milton on Stour.

Many thanks to Lawrence Bone for organising the event — it made a change to be in a different part of the country, and while the men indulged in all the local museums, some of the ladies spent the day in Salisbury, enjoying the shops!

We discovered a few things over the weekend:- John Cudmore's Vitesse will go down country lanes.

Lawrence's Herald won't turn into a Ford Edsell if he brings it out in September.

John Thorpe relived his memories of the cinema back row . . . only this time he was asleep with two other men.

Ken Read can still cut a dash in a real sports car.

Gill Aspinall now looks well placed for lead singer role in the newly formed TSSC Out-of-Harmony Choir. (Sorry Gill!).

That Mick 'give me two ladies in a Coupe and I'll delve into their drawers - sorry, doors' Maidment is still plucking up courage to tell Sue he has sold her Vitesse to me!

And ourselves — that John should not replace his banking career with snooker.

Thanks Lawrence for a great weekend! ○

John &
Pam Griffiths

WHAT DIFF FOR A 2 LITRE CLUB CAR? . . .

NEW members with a noisy differential may wonder what ratio would be best for that car, when time has come for a reconditioned unit.

In fact it depends much on what you expect from your car. From personal experience and what I heard here and there, this is the synthesis of what to do. All 2 Litres club cars were factory fitted with the 'short' 3.89:1, except GT6 without overdrive with the 'long' 3.27:1.

3.89:1 is very short, ideal for towing caravane, burn ups and overloads but you will overheat on motorways and consume a lot of petrol, as your engine will be revving much too fast, well on the red line.

Overdrive and/or a Kenlowe fan is a must, for today's roads, you will have to fit bigger tyres, 165x13 on standard wheels or the equivalent low profile 185/70x13 if you get hold of a set of 5 or 5½J wheels. 3.27:1 is very long, ideal for motorway driving, speeding offence (and loose your licence), good fuel economy, you can well do without the 'hassle' of an overdrive, but forget about towing anything, carrying passengers . . . unless you have a bigger or tuned engine. You will have to fit smaller 145/13 tyres or the equivalent low profile 165/70 X 13 if you don't want to wear out your clutch on take off in first gear.

Also it is more expensive to buy, and difficult to find one, as not many were built. 3.63:1 the best compromise, originally fitted to the Spitfire 1500, with a 4 studs rear casing, but available from most dealers with our 6 studs spring attachment, you can also find the internals inside a Morris Marina 1800 lump. You can keep your original 155/13 (or 175/70 x 13) tyres, your tow-bar or roof rack.

Decent take-off acceleration matched with an acceptable cruising motorway speed but overdrive is still heavily recommended.

Before putting it back to your car, it is wise to drill a hole at the bottom of the rear casing, and tap a thread to fit a drain plug allowing regular oil change, then it will last longer than the previous one! . . . Surprisingly, only early Herald (and Spitfire?) were fitted as such. If buying second-hand, don't forget to take the speedo as well, as different ratios means different speeds or you'll be reading too fast or slow . . . the cable take off being situated at the gearbox extension level.

Overdrive fitting does not alter this, but you'll need a longer cable and an angle drive (shorter propshaft and so on . . .). Tyre sizes also alter speedo reading slightly.

Alternatively, you can have your one recalibrated by a professional, the reference of a speed is 3 or 4 numbers at the bottom right of the daily totaliser, eg:- 1152 is rated for 3.89:1 in miles, 980 is rated for 3.27:1 in miles, 600 is rated for 3.27:1 in Kilometres.

Take care (of your Triumph).

○
Pierre Chomette

. . . seat tilted under impact . .

Due to a recent road traffic accident involving Chris, my girlfriend, in her Herald 1200 saloon, I feel it necessary to advise you of a couple of interesting points which have come to light on inspection of the damaged car.

As there is a possibility of a court case, it is inadvisable for me to give too many details of the actual accident. However, the Herald has extensive front end damage and until stripped, is impossible to assess the true damage from the three car near head-on crash.

Chris was driving with her two (six and eight year old) sons in the back seat and her dog occupying the front seat passenger seat. Although she was wearing her seat belt (which is the standard type fitted when the car was new), she received extreme fractures to her ribs and sternum (breast bone) together with extreme bruising and lacerations to her legs.

This was caused by the drivers seat sliding forward on the runners by the impact. Also, one of the boys suffered head and face injuries. He was asleep on the back seat behind the passenger seat. The other boy who was also asleep in the back but behind the drivers seat suffered only minor bruising.

I feel that if the drivers seat had remained in position and the passenger seat had not tilted under impact, the injuries would have been greatly reduced.

In view of this I would strongly advise ALL members to examine the front seat sliding mechanism and ensure that it is free from anything that can cause the locking mechanism to fail. Please ensure that this lock is properly engaged after moving the seat position. Also the front seats should be fitted with a device to stop the seat tilting under impact.

I intend to design a form of lock which will stop the seats from tilting and will gladly advise members if they require assistance. I will also include checking the seat locking mechanism on all my customers vehicles as mandatory when in for servicing.

As a footnote, the dashboard was splintered and the top reinforcement was bent in front of the passenger seat. I can only assume that this was caused by the dog (Judy, our black Labrador) being thrown off the passenger seat. The dog was not hurt and apparently leapt in the back and sat with the boys until the emergency services released them from the car. I appreciate that serious accidents are rare to classic car owners, however, I hope this experience will save someone in the future. ○

A. R. Bolton (Dick Bolton)

to settle in . . as quickly as . .

In reply to a letter last month from Mrs G Seal, I feel I must write and reassure you of a few points, based on the experience of our own very well supported area.

On reading your letter, I immediately telephoned the club offices to find out if you lived anywhere near us at Norfolk. Unfortunately, Watford is perhaps a little too far to come on a Monday evening. I'm sure however, that if you haven't been contacted already, you will shortly be contacted by your local area. Firstly, I am sorry that

you get the impression from the Courier that 'most areas lack support'. Certainly there are those that do (obviously they are crying out for more people like yourself to attend, I'm sure you would be made very welcome), perhaps those that are well supported don't advertise the fact very much. At Norfolk, we are guaranteed a full room every month of the year.

Nearly every month there is at least one new face, I was intrigued by your 'view' about meetings seeming 'all so chummy' and you may feel you were intruding. I can understand why you would feel like this — certainly at our meets there are a few 'hard core' groups. I feel there is an onus on the Area Organiser and other committee members to introduce and converse with new members, in an effort to help them to settle in. I also believe that there is an equal onus on the new member to speak to existing members (which can be difficult, I know). I can categorically state that no one in the above mentioned 'hard core', if spoken to, would feel in the least bit 'intruded upon'. After all, we do all have at least one thing in common, getting the most out of our cars. I have found I get infinitely more out of owning a Triumph by being involved with the Club.

In the New Year I intend to give some serious thought on what we can do to help make a new member settle in as quickly as possible. If you fit this description in the Norfolk Area, ring me now on 0603 702475. I can tell you what is planned over the winter months. I'd also be interested to hear the view of anyone who has been once and not again, either on the phone or through The Courier. Merry Xmas to all members, new and old or prospective. ○

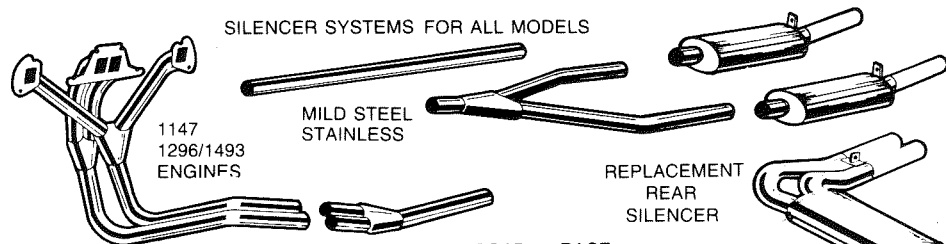
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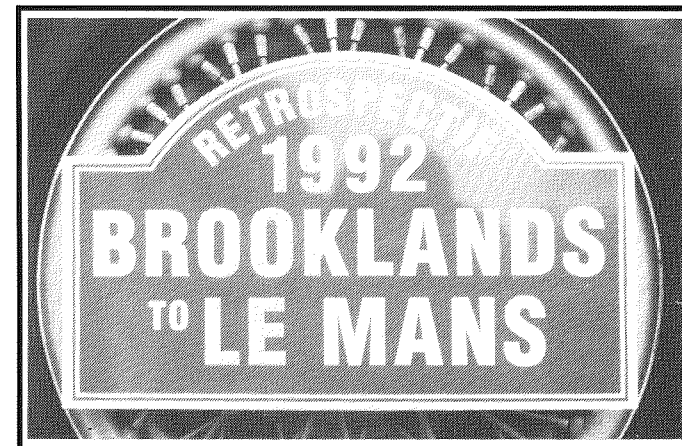
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Arriving at Brooklands we drove down Members' Hill to see below us crowds of people and some of our venerable companions for the weekend - Bentleys (1926 and 1992), Aston Martins (1934 and 1992), Jaguars (1967 and 1969), a Porsche and a Morgan - so far! There were astonished looks on many faces when we took our place with Quasi and then wandered about introducing ourselves and generally finding out what this visit was all about.

To the delight of a busload of local school children who had just arrived, Tony the Tiger from Kellogg's squeezed himself into Quasi to be photographed and filmed by SKY TV. 'Biggles', our mascot bear, also got in on the act. Next was breakfast sponsored by Kellogg's which was quite a sumptuous affair followed by speeches from Sir Peter Masefield (Chairman of the Trustees of the Museum), the Marketing Director of Kellogg's and Ray Wiltshire (Trustee of the Museum and the man in charge of us for the next few days) who introduced our celebrity guests, David and Thorunn Gower, and then the rest of the crews, after which Canon Lionel Webber said a prayer for a safe journey.

We emerged from the Club House to the strains of a jazz band and even greater crowds. Finally farewells were said to the Museum people and Sir Peter and Lady Masefield expressed their concern that we should be driving to Le Mans and back with no weather protection! Then we



A relatively sunny morning greeted us and Quasi when we set off for Brooklands - not really knowing quite what to expect for the next few days but ready for anything - and it was a good job we were!!

were off and what an exit, like all the great rallies we funnelled out of the paddock between lines of waving and cheering school children whose

when interviewed the kids' favourite car had been 'the little yellow and green racer'!

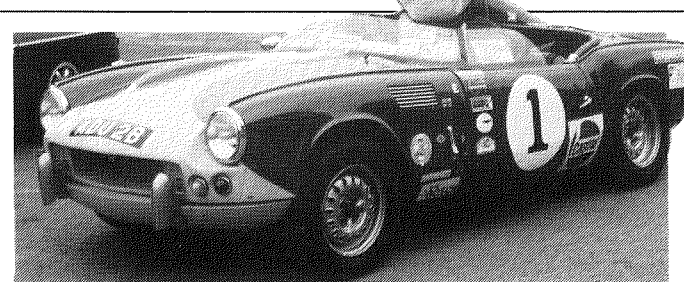
Out on to the Brooklands Road and heading for the M25/M26/M20 to the Euro Tunnel

Exhibition at Folkestone - probably the worst part of the journey as motorways are just not Quasi's thing - driving alongside the hubcaps of juggernauts and looking up

noise almost drowned the engines. Steve Watts (our man from Radio Surrey) later told us

their exhaust pipes is no fun - much better the winding country lanes. So, we were very

pleased to turn into the Euro Tunnel Exhibition where we got chatting with the director of the Exhibition and



Dave and Sue Bayliss

promised ourselves a return visit to have a better look around - this being little more than a coffee stop on our way to Dover.

At Dover the whole group was lined up and waved straight through to passport control and on to the ferry. Stenna Sealink did us proud - the crossing was made in the Club Lounge and we got together to relate stories of the journey so far and to receive briefings for the next stage.

At Calais we disembarked and again were waved straight through. The plan was to drive to Abbeville, a distance of about 120 km, in a 'loose' convoy. Loose being the right word! We didn't see anyone else after clearing Calais until the other side of Boulogne. Imagine our surprise when we stopped to mask up the headlights (side-lights being of no use)

when we were passed by most of the rest of the convoy! It turned out that just before Boulogne at the signs for the town and the bypass, we had chosen the town, which we knew, and had beaten them to it. Had we not stopped, we may well have got to Abbeville first but this would have meant a loss of brownie points - as during one of our briefings, our leader, Ray Wiltshire, had informed us that it would be better if he was not



Quasi in good company at Bourgheroulde

overtaken!! Packing the cars into L'Hotel de France's garage was quite a feat (and also saved us having to wrap up Quasi for the

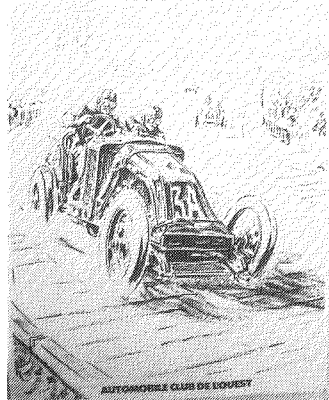
Had we not stopped, we may well have got to Abbeville first but this would have meant a loss of brownie points

night) - that done, into the hotel and to a very jovial meal and more stories and tales of derring-do.

Friday dawned - up bright and early, breakfast was a very quiet affair, only the two of us there. Eventually others arrived and we realised that we had put our watches on one hour but the French daylight saving time had ended two weeks' earlier! Never mind, we could prepare for the day ahead in a leisurely fashion,

oil and water checked, route map studied, time for the off. The roar of exhausts from the hotel garage caused many a local school boy to appear and we are sure that there were several late arrivals at school that morning. SKY TV had found a location near the hotel where the road ran past an old church so twice around the block, exhausts crackling, past the camera and off to Rouen.

BROOKLANDS - LE MANS RETROSPECTIF
8th-11th October 1992



On this section of the run we had company in the shape of a 1969 Jaguar XJ6 4.2 litre driven by

Canon Lionel Webber and his churchwarden, Dr. John Schofield. Canon Lionel, one of the most unlikely men of the cloth we have ever met, kept everyone in fits of laughter all weekend. Driving through Rouen we caught up with the 1934 Lagonda and decided to ignore the route around the city and follow them. Almost in the middle of the city one of the Lagonda passengers leaned over the back of the car and told us that they were going into the centre to have a look around! Finding our way out of Rouen we got held up at a railway crossing.

The train driver and his mate waved like mad as did many other motorists and pedestrians.

Eventually we arrived at Bourgheroulde for a coffee stop. Talking to Lionel, we asked why he hadn't powered past us but he said he was happy to sit behind and listen to the music of Quasi's exhaust system - (I must admit to having played with the gear box and overdrive going through a tunnel or two). He said he was also ready to retrieve Sue's cap which kept of trying to part company with her head! All the cars arrived at Bourgheroulde within about fifteen

great care of the Ex-England Captain and when his test playing days are through he will make a good navigator for someone! Some ten miles up the road, the 3 litre Bentley with Duncan (son of Ray) Wiltshire driving, came blasting past and who should be sat up front but Sue - I never did get a ride in the Bentley - but I, Sue, did and geared up like Amy Johnson in enormous anorak, flying helmet and goggles, sitting what felt like about 6ft above the ground after being in Quasi, we shot along the French roads at speeds of between 70 and 90 miles an

for Le Mans. David Gower rode in the F40 this time and Thorunn in the Bentley Brooklands (£91,000 of sheer luxury whose driver was Dr. Geoff Barton, and other passengers Morag Barton, Museum Director, Spud Boorer and Radio Surrey man, Steve Watts). We didn't get to ride in these either! Having got lost in the town, we drove around until we found a road going more or less in the right direction. By now we had lost contact with the rest of the group except for the Porsche Carrera. But it turned out not to be too bad a thing as the traffic at Alencon was very heavy



David & Thorunn Gower a couple of the other drivers and more crowds

hour. Going up the long winding hills was quite an experience, leaning from side to side as if on a motorbike - needless to say we arrived at L'Aigle a little while before Quasi!

During the stop we were asked by SKY TV if David Gower could ride in Quasi

minutes of each other and the hotel were kept busy providing 40 odd cups of coffee and hot chocolate. During this stop we were talking to the SKY TV team and were asked if David Gower could ride in the Spitfire for the next leg to the lunch stop at Aigle. The idea was that David should drive and ride in as many of the cars as possible for the Red Line programme that SKY were making about the event.

With cameras and recorders whirring, Quasi set off for the 80 km or so drive to L'Aigle. I took

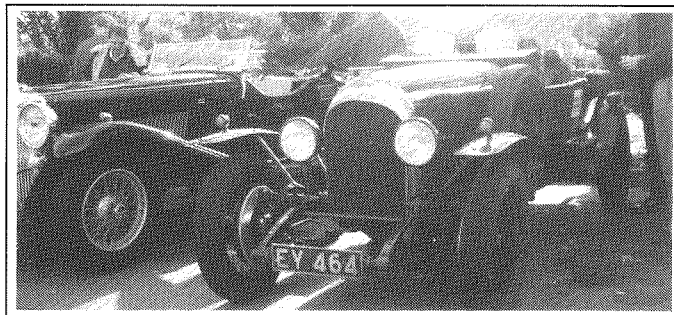
In L'Aigle the cars were parked in the town square, causing the usual interest and questions.

No time for answers, the more pressing engagement was lunch at the Hotel Dauphin, where we sat with David and Thorunn Gower, Ray Elspeth and Duncan Wiltshire and some of the SKY team. The chat was fast and furious and inevitably included a demonstration of how a cricket ball could be made to turn with a little modification. This incidentally with the aid of a bread roll!

Having gained access to the cars after lunch with Sue installed once again in Quasi, we set off

and we had avoided it. On the way to Le Mans, around Bonnétable, we spied the yellow snout of a Mark IV/1500 Spitfire emerging from a drive way. We couldn't flash to say hello in case the driver misunderstood and pulled out in front of us so we just kept on going and waved. Apparently his head nearly came off his shoulders trying to see what had passed by - this was later told to us by Stacey and Stephen (Porsche) when, at their suggestion we stopped for coffee at a favourite cafe of theirs near the Cathedral in Le Mans. During this stop, Stacey also revealed that she is a Kent area TSSC member with a GT6 Mk3 and Stephen is an associate member who also has a Stag - a Triumphant gathering!.

Next Month - Lemans and further. If you have SKY SPORTS TV The programme Redline will be shown on Christmas and Boxing day ○



Getting ready to leave for the GP circuit Ray Wiltshire's Bentley with Lagonda

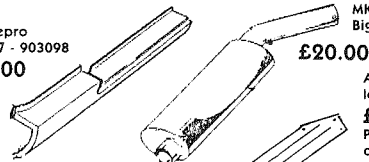
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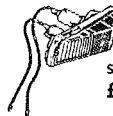
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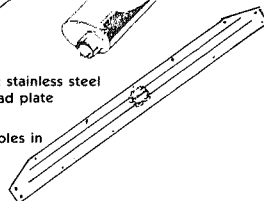
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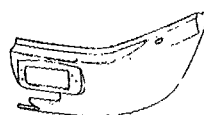
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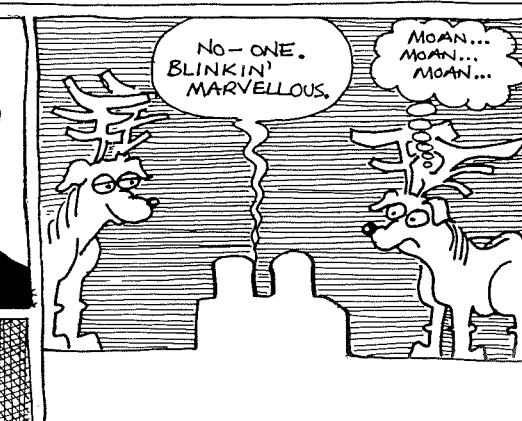
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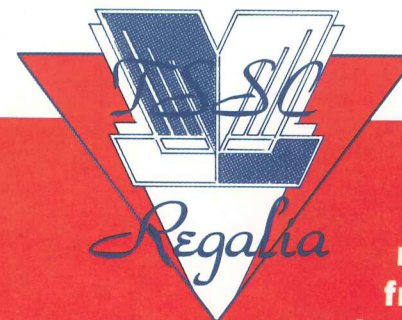
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