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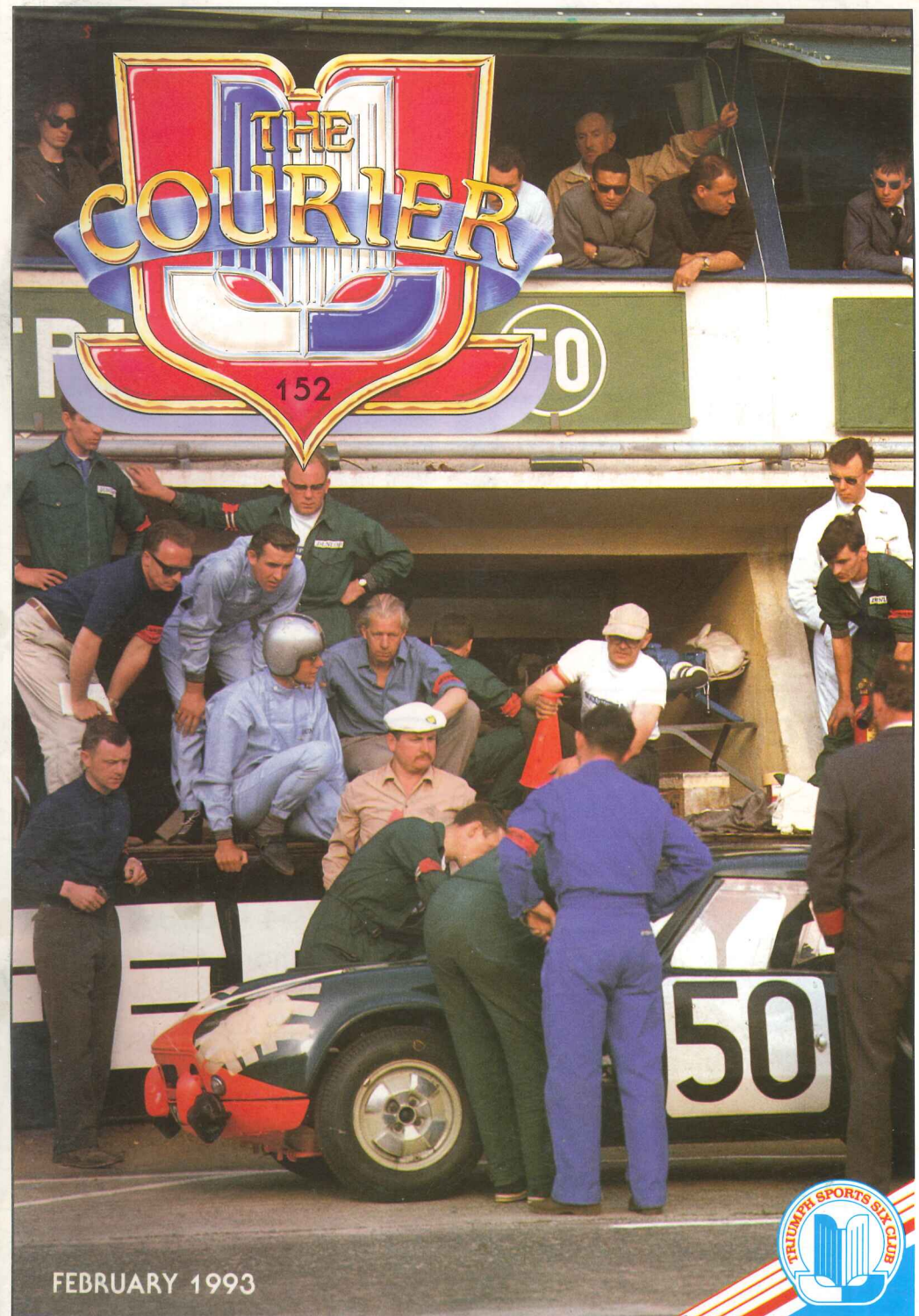
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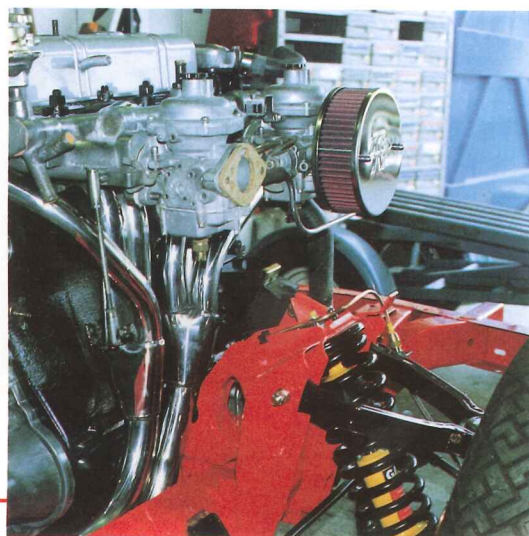
FEBRUARY 1993



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Leave M1 at Junction 20, take
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THE COURIER

The Official Monthly Magazine of
The Triumph Sports Six Club
VOL.13 No. 152 FEBRUARY 1993
Price £1.50 Free to Club Members

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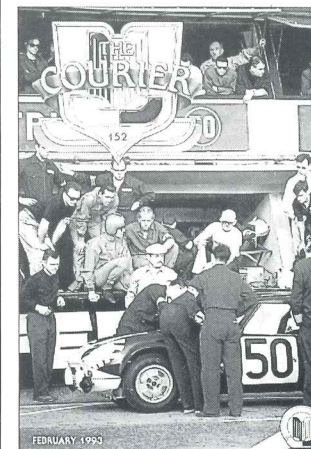
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Simon Roberts, David Aspinall, Tom Longley.

For a full list of TSSC Officials see page 82

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Cover
Le Mans Spit Pit
Courtesy
Classic Car.

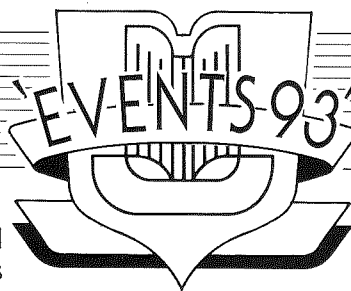
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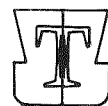
Plus Area News Review/Classified Newspaper

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.

T.S.S.C.



Calendar



HIS is the official TSSC Events Calendar for 1993 containing details of all TSSC organised events and National and Local events to which the Club has been invited. Whilst every effort is made to ensure that the details contained in this calendar are correct, no responsibility is accepted for errors or changes due to unforeseen circumstances. For additions and amendments contact the Club headquarters. Tel: (0858) 434424. FAX: 0858 431936.

**OFFICIAL NATIONAL AND LOCAL EVENTS
T.S.S.C. ORGANISED**

MARCH

13/14 SAT/SUN — BRISTOL CLASSIC CAR SHOW. Bristol Exhibition Centre.

APRIL

25 SUNDAY — NORTH YORKSHIRE AREA 2ND A64 RUN / TEDDY BEARS PICNIC. See Advert in magazine.

MAY

8/9 SAT/SUN — SOUTH OF ENGLAND MEET. Leatherhead Leisure Centre. Contact Mike Crewes (Area Liaison).

23 SUNDAY — NEW FOREST RUN. Contact John Snook (0202) 274193.

JUNE

5/6 SAT/SUN — NOTTINGHAM AREA 1ST ROBIN HOOD RUN. Papplewick to Nottingham Castle. Contact Robin Bagnall. (0322) 571888.

6 SUNDAY — BRAEMORE WESSEX VEHICLE PRESERVATION MOTORCADE. Contact Trevor (0202) 548582.

13 SUNDAY — BROCKENHURST COUNTY SHOW. Contact Trevor (0202) 548582.

20 SUNDAY — BEAULIEU CLASSIC CAR SHOW. Contact Trevor (0202) 548582.



JULY

16/17/18 FRI/SAT/SUN.
TSSC INTERNATIONAL WEEKEND
STAFFORD COUNTY
SHOWGROUND.
CONTACT CLUB HEADQUARTERS
FOR DETAILS
(0858) 434424

AUGUST

8 SUNDAY — LEICESTER NATIONAL — STANFORD HALL. LEICS. Camping on Saturday 7th.

SEPTEMBER

4/5 SAT/SUN — INTERNATIONAL SPITFIRE WEEKEND. Beekesbergen, nr Tilburg, Holland.

5 SUNDAY — 12TH ANNUAL NORTH YORKS MOOR CONCOURS AND CONVOY RUN.

**NATIONAL & LOCAL
EVENTS
TSSC INVITED**

MARCH

6/7 SAT/SUN — CLASSIC CAR SHOW — EARLS COURT, LONDON. 9.30am-6pm.

13/14 SAT/SUN — 7TH SPORTS & KIT CAR SHOW. Bingley Hall, Stafford.

26-28 FRI-SUN — FOX FM. OXFORD TO PARIS TREASURE HUNT.

27/28 SAT/SUN — LONDON INTERNATIONAL CLASSIC CAR SHOW. Alexandra Palace, Wood Green Road, London.

28 SUNDAY — MOTOR MART/AUTO-JUMBLE. Castle Hall, Stalybridge, Manchester.

APRIL

11/12 SUN/MON — STONELEIGH EASTER CLASSIC. Stoneleigh, Works.

17/18 SAT/SUN — RUN TO EURO DISNEY Starts from Bath, Beaulieu, Cambridge, Stoneleigh and Synon Park. Tel. Plus Shows (0344) 486385.

17/18 SAT/SUN — RAC MSA TWODAY CLASSIC. Start at Longleat House, Wilts for 300 miles (for over 20 year old cars).

18 SUNDAY — MOTOR MART/AUTOJUMBLE — Rex Centre, Small Heath, Birmingham.

25 SUNDAY — CAR BUILDER & RESTORATION SHOW. Doncaster Exhibition Centre

MAY

1-3 FRI-MON — BBC TOP GEAR CLASSIC AND SPORTSCAR SHOW. NEC, Birmingham

9 SUNDAY — THE 1993 COLCHESTER CLASSIC VEHICLE SHOW. Colchester Institute, Sheepen Rd, Colchester.

30 SUNDAY — NORWICH UNION RAC CLASSIC RUN. Various starting points finishing at Silverstone.

JUNE

6 SUNDAY — MOTOR MART/AUTOJUMBLE. Avon Park Raceway, Stratford on Avon (provisional).

12 SATURDAY — ULTIMATE SPORTS 61 KIT CAR (SOUTH). Avon Park Raceway, Stratford on Avon (provisional).

27 SUNDAY — NORTH WEST ESSEX MID-SUMMER MOTORAMA. Venue T.B.A.

27 SUNDAY — CORNWALL CLASSIC TOUR. Touring and sportscar event. 120 miles. Cars registered before December 1970.

JULY

2-9 FRI-FRI — RALLYE INTERNATIONAL DES ALPES. Geneva-Geneva, Switzerland, France, Italy, Germany and Austria. Cars pre 1971.

24/25 SAT/SUN — LOSELY PARK CLASSIC CAR SHOW AND COUNTRY FAYRE. Guildford, Surrey.

AUGUST

1 SUNDAY — STAG OWNERS CLUB NATIONAL DAY. Suffolk Showground, Ipswich.

16 MONDAY — MOTOR MART/AUTOJUMBLE. Avon Park Raceway, Stratford on Avon (provisional).

22 SUNDAY — ULTIMATE SPORTS AND KIT CAR (NORTH). York Raceway, Melbourne, Yorks (provisional).

29/30 SUN/MON — CLASSIC CAR SHOW. G-Mex Centre, Manchester.

SEPTEMBER

4/5 SAT/SUN — LEEDS CENTENARY FESTIVAL OF MOTORING. Temple Newnam Park, Roundhay Park and Harewood.

5 SUNDAY — MOTORAMA '93. Old Down Estate, Tackington, nr Thornbury, Bristol.

OCTOBER

2/3 SAT/SUN — SPORTS & REPLICA SHOW. Telford Exhibition Centre, Shrops (provisional).

NOVEMBER

20/21 SAT/SUN — CLASSIC CAR SHOW. NEC, Birmingham.

Comment

BILL SUNDERLAND



IT'S been over six months since the Club bought our project Spitfire 1500. Work has now begun and throughout January it has been stripped with a view to assessing what is required and the course of how the rebuild will be done.

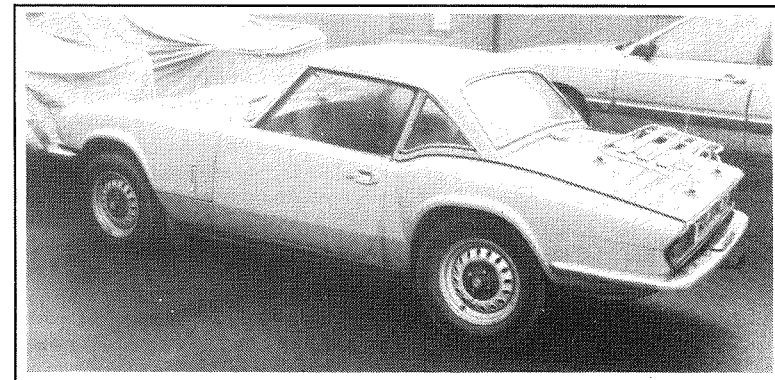
A time scale has not been finally placed on completing the project but it will certainly take over a year.

Rimmer Brothers of Lincoln have sponsored the project and full details will appear in the March Courier. The project will be of great interest to many members plus visitors to Club HQ as this is where all the action will take place.

Exhausting time

TSSC Offers last November took the initiative of buying a vast amount of exhaust systems on the premise of reduced cost, thus big savings to members.

The experiment worked and we have bought a second consignment to widen the offer throughout the spring. We have added GT6 II and III full sports into the offer and along with the full range of stainless steel systems the Club can now offer a stainless steel exhaust for any Club car including the Amphicar. Manifolds are also available in pure Stainless Steel for most Club Cars, complimenting the range.



Into the Workshop!

Events update

You will find the first Events Calendar of the year published in this issue, of the Courier it is fairly incomplete, suffice to say, get your information in if you want a successful event in 1993.

The Clubs International in July is starting to take shape, please place this date in your diary as

TSSC & Trade relations

The Triumph Sports Six Club being a members Club and foremostly satisfying members needs, has a clear cut policy with the Suppliers who sell spares and services through the Courier and associated publications to trade in a manner which the Club feels comfortable with in a three way relationship. i.e. Trader, Member and Club. Over the past 15 years this has worked very well.

Improvement has always been sought and over the years we have built up a very successful base of suppliers, all trying to support the Club. The Club does not recommend Suppliers other than by the action and information supplied to the Club by members. When it is felt that a company is not acting in a manner which the Club can accommodate, that company will not appear in further TSSC publications.

The project will be of great interest to many members, and visitors at HQ

the Club's Event year is all cocooned around July 17th and 18th. Please note that the Club will not be supporting the many indoor shows this year unless a local area group wishes to take on a stand. A full list of those shows will appear in the Club Calendar under the section 'shows to which we have been invited'.



Hugh Hudson's 'FANGIO'

A rare opportunity to see this unique film.
NATIONAL MOTOR MUSEUM

6 & 13 March, 1993
2.30pm & 8pm

IN 1971 Hugh Hudson finished making a full length feature film on the life of Fangio.

It never reached the cinema circuit and has had few showings in this country. How Hugh Hudson had kindly allowed the National Motor Museum to screen it. His career in Europe is dramatically shown as a series of flashbacks and reminiscences from Fangio — in his sixties, at the time of making this film — and features atmospheric contemporary clips from the Monza and Monaco Grand Prix. Fangio is seen mixing with the Grand Prix drivers and watching the race whilst reliving his career in the form of flashbacks. These are nearly all high-class black and white snatches of film, including the very exciting 1957 German Grand Prix at Nurburgring where he wins after a fuel and tyre stop in a Maserati. The film will be shown at the National Motor Museum, Beaulieu, on 6 & 13th

March, 2.30pm and 8pm. Tickets are £5.00 each, and are available from Anne Reynolds, National Motor Museum Trust, Beaulieu, SO42 7ZN. Please state date and time of preferred performance. Further enquiries 0590 612345. There will be no tickets available at the door. ○

1993 INTERNATIONAL WEEKEND Concours Update



OVER the winter, we are reviewing the way the concours will be run at the International Weekend in July, using the comments and suggestions made at the 1992 event.

The next few months will see quite a few changes and I aim to bring these to you as soon as possible. A full set of revised rules will be printed in the May Courier. The aspects currently under review are entry/results time and marking schedules.

ENTRY/RESULTS TIME. Last entries will be taken at 10.30am on the day of the event and judging will commence at the same time. By this measure we aim to get the results out earlier. This year there will also be the facility to register for the concours during a period in the previous afternoon. In addition, we will also be offering postal entry during June, these entries will be at a lower fee than those taken during the weekend. This will allow us to plan the day more accurately, with sufficient space for the cars and the right number of judges for each class. You will benefit, not only by paying less for your entry, but also by having more time to prepare your car, having it marked more accurately and quickly (allowing you to see more of the show), and because it will allow us to get the results out sooner.

MARKING SCHEDULES. We are revising the forms for modified cars and specials, so that they are not penalised by scoring nil for things they were never intended to have, i.e. hoods, boots, and to allow credit for the effort made by their owners in building their cars. This year will see the introduction of a judges discretionary mark. This will cover all three categories and will be broken down as follows: Original classes — Originality of fittings and finish, the overall 'impression' made by a car, also cover demerit for the fitment of non-original parts and over-restoration.

Modified Cars — Technicality and execution of modifications. Overall 'impression' of the car, i.e. has it been modified to a theme or is it a collection of assorted bells and whistles.

Specials — Primarily the standard of workmanship exhibited in the construction of the car, also covers the overall 'impression' of the car.

If you have any suggestions on the way the concours should be run, rules, procedures, times, etc., please contact me. I am always interested and try to do something with any comments made. ○

Dave Beardsley, Organiser, 1993 International Concours.

NORWICH UNION RAC CLASSIC RUN

The eighth NU RAC Classic will be held on 30th May 1993 (late Spring Bank Holiday), regulations are held at TSSC HQ.

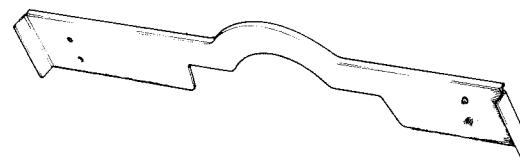
An additional start has been included for 1993. This is from Newbury, which should be convenient for many classic car owners in Central Southern England.

One of the routes, that from Knebworth has been designed especially for slower cars and will be simpler than the other. The Edwardian route with start and finish at Silverstone is retained. ○

SPITFIRE HEEL BOARDS

ARE we getting nearer to complete floors for Spitfire/GT6?

After boot floors comes news of a new panel, namely the rear heel board. Available from stock at Sports Car Supplies.



Part no. 903134, as original pressing. Price £17.50 inc. VAT.
Ring Andy now on 091 496 4791. ○

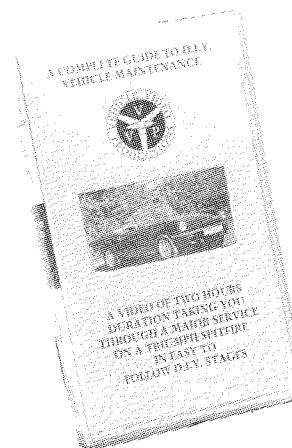
SPITFIRE SERVICING VIDEO A workshop Manual for your VCR

This high quality tape is a must for the DIY enthusiast, a complete servicing guide for Spitfires covering general servicing, with particular attention to — vehicle safety — brakes, remove, refit and adjust — valves, operation and adjustments — ignition — carburettor, function, operation, adjust — emissions, exhaust emission, adjust.

Most of the staff at TSSC HQ have seen the tape and have found it both interesting and informative.

You will find that a lot of general procedure is the same for all Club cars but all of you Herald/Vitesse/GT6 owners will be pleased to know we hope to supply videos for your cars in the near future.

**SV100
SERVICING VIDEO
£17.95 each.
Post and Packing
£3.95**

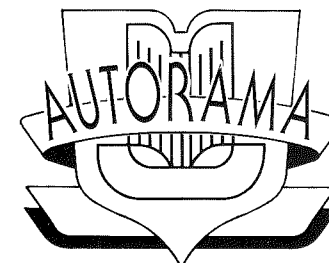


STAINLESS SYSTEMS EXPANDS AGAIN . . .

STAINLESS SYSTEMS, the Northamptonshire based automotive cover manufacturer, have once again expanded their product range. For a copy of the new Accessories leaflet by return of post, Stainless Systems can be contacted by post on 0933 410851.

The Accessories vary from the 'definitely useful' to the 'how did I ever manage without one before'. The prices will suit every pocket.

For the home mechanic who likes to work on his own car there is a nylon re-usable (and washable) front seat cover, similar in design to the disposable polythene covers much used by the motoring



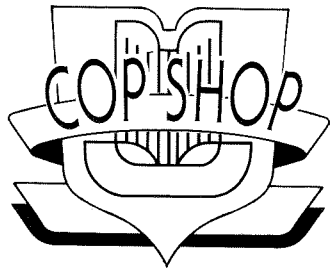
*In and Around
the Trade Scene*

trade. The covers will keep the front seat clean and will prevent grubby overalls from soiling clean clothes when the car is next used.

The seat covers are priced at £7.00, including delivery and will be of interest to all garage and workshop managers who dislike throwing money away by using disposable covers.

Also available is a range of traditional tool rolls made from a tough, long lasting polyester textile. Prices range from £4.00 for a 7 pocket roll suitable for motorcycle use to £10.00 for a large 14 pocket roll, with enough tool space for the most ardent of car enthusiasts.

Boot tidies have been available elsewhere for some time now, but if you want a good quantity and attractive looking product, Stainless Systems now have two sizes of tidy with widths of 30 and 37 inches, priced at £13.00 and £16.00 respectively. When asked about the rate at which the company is producing new products, sales executive Darren Sarll replied: 'As long as we experience as growing demand for our products, we shall continue to expand our range'. ○



Mike Crewes

If you are involved in an accident, or injury to any other person, or other vehicle, or any animal (horse, cattle, ass, mule, sheep, pig, goat or dog) not in your vehicle, or road side property.

YOU MUST

a. Stop. b. Give your own and the vehicle owner's name and address and the registration mark of the vehicle to anyone having reasonable grounds for requiring them.
c. If you do not give your name and address to any such person at the time, report the accident to the Police as soon as reasonably practicable and in any case within 24 hours.
d. If anyone is injured and you do not produce your Certificate of Insurance at the time to the Police or to anyone who has reasonable grounds for requiring its production, report the accident to the Police as soon as reasonably practicable and in any case within 24 hours, and either produce your Certificate of Insurance to the Police when reporting the accident or ensure that it is produced within seven days thereafter at any Police Station of your choice.
Sections 170, 171 and 172 Road Traffic Act 1988.

NOTES:

Causes damage or injury — you do not have to be in a collision to be involved in an accident which occurs due to the presence of your motor vehicle on a road.

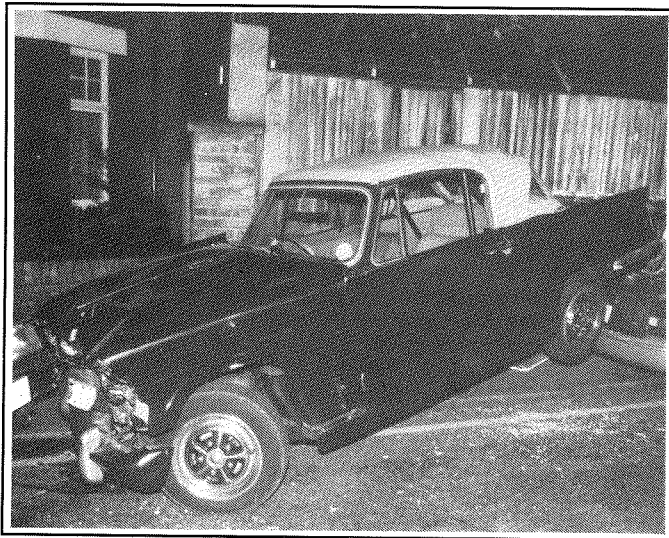
Road — has now been changed to include 'other public place' e.g. a private car park, or even a field on a single day when a show, motorcross, etc. has taken place.

Motor vehicle — this has now been changed to 'Mechanically propelled vehicle'.

It is anticipated that eventually the Government will be forced to introduce new legislation in respect of the reporting of road traffic accidents, in order to come into line and comply with E.E.C. Directives. In all other E.E.C. Countries ALL road traffic accidents MUST be reported to the Police and a Certificate of Insurance produced.


The Road Traffic (Production of Documents) Act 1985 came into force in September 1985 and extended the period for the production, at a Police Station, of:-

a. Driving Licence, b. Certificate of Insurance, c. Department of Transport Test Certificate, d. Driving Instruction Certificate and Licences, e. Medical Certificates or exemption from wearing seat belts.



For each of these documents the period which they must be produced was extended from five days to seven days.

In addition, a new defence, for failing to produce your documents within this time was introduced. This is if you can prove that the documents were produced at the specified Police Station as soon as reasonably practicable. In practice it means that if you are on holiday and you leave your documents at home, more time will be allowed to produce them. Similarly, if a document is lost or mislaid, time will be allowed for a duplicate to be obtained.

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

Herald



13/60
Register
Phil Willson



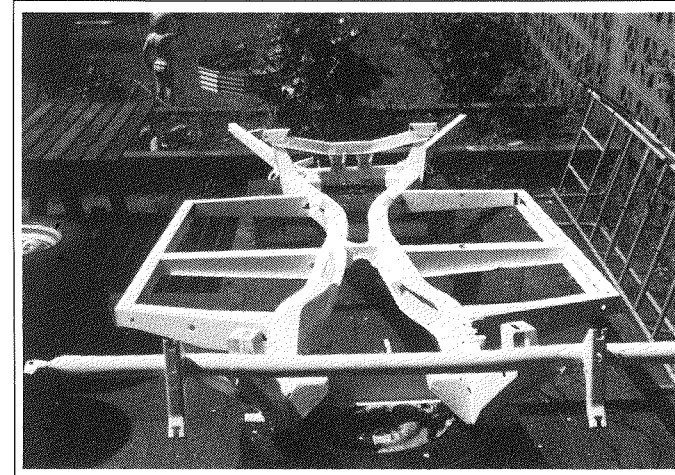
HAVING formally introduced myself last month, this time I thought I would tell something of the history of my 13/60 estate.

I bought it with 60,000 miles on the clock back in September 85 for the princely sum of £400. It previously resided just a few roads away from my house and I often used to walk past it on my way to work. The bodywork was always smart and maintained in good condition (the lady owner's husband was a car valet by trade) and so I was immediately interested when a 'FOR SALE' notice appeared in the back window. A test drive and a close inspection revealed only a few problems, the worst being the usual corrosion in some of the outriggers. Its wheels were also rather odd, having 165x13 radials on 4.5Js at the rear and 5.20x13 cross plys on 3.5Ds at the front. It was a legal combination but it had to be changed. There was also the standard water leak into the front passenger footwell, but taken all together it seemed pretty good. The reason for buying the Herald was to get a reliable second vehicle, preferably a Triumph, to replace my MkIV Spitfire since this was not totally suited to carrying a family of four.

After buying the car I ran it for a couple of months while I planned the necessary repairs. It is well known that the only way to repair a chassis properly is to remove the body. The main body tub was

... this is not and uncommon problem and is caused by the drain hole at this point becoming clogged. The rusty area was cut out and ...

actually very sound, the only areas needing work being the treadplates and the rear corners above the outriggers. So the body was raised in one piece onto stands while the chassis was dropped and pulled out from underneath. (If you do this, remember to make up two pieces of angle iron to firmly hold the middle body section to the rear, as described on page 47 of Courier 143 and Triumph manual 5.201, since there would be nothing else to hold them once undone from the centre outrigger. . . . At this point I also discovered a rusty area of main rail where it dips to accommodate the drive shaft. This is not an uncommon problem and is caused by the drain hole at this point becoming clogged. The rusty area was cut out and a cardboard template made to match the hole. Then a 16 gauge repair section was manufactured and welded into place. The chassis and underbody were rubbed down and painted in Bondaprimer and white Hammerite and everything was thoroughly Waxoyled.



Chassis complete, summer 86.

On the mechanical side, I replaced all the rubber bushes, steering joints, UJs, wheel bearings and dampers. The hydraulics were fully overhauled with new rubbers, copper pipes and silicone fluid, and the handbrake cables and cotter pins replaced. Copper fuel pipes were also fitted.

Subsequently, the car was reassembled with the addition of two more 4.5J rims and new 155x13 tyres all round. Not surprisingly the MoT was only a formality and the car was back on the road, but the work which I had planned to take four or five months in fact took over a year to complete. This, I believe, is far from an uncommon problem!

Since then the only major problem was a steady increase in smoke output and oil consumption. When it reached 100 miles per pint on a run down to Somerset I decided on remedial action. I rebuilt a spare engine, fitted it with one of John Kipping's unleaded cylinder heads and have been running on so-called 'green' fuel for over two and a half years with no real problems except that I find that the the ignition timing is rather more critical than before and I have to keep compensating for contact breaker points wear on the vernier. This, hopefully, will soon be cured by fitting an electronic ignition unit.

Other modifications include an alternator, essential if you frequently get stuck in traffic with all your lights on in the winter months (Blackwall Tunnel, I love you), a Spitfire IV gearbox which gives the luxury of synchro on first, and a Vitesse 15" steering wheel to improve the roadholding (Ha! Ha! But it does improve the 'feel' of the car compared to the standard 16" job — and it looks better too).

They say that life is full of coincidences, don't they? One such happened to me a couple of years ago. I had read with interest a two-part article in the Courier (April and May 89), concerning the rebuild of another white 13/60 estate. Just after the second part of the article appeared I met the author, Peter Moss, at the South of England Meet at Leatherhead. We had a long chat and I studied his car with interest. A year went by and I met him again at the 1990 SEM, but unfortunately on neither occasion did I have my Herald with me for direct comparison. However, at the second meeting I noted down the commission number of Peter's car — GE643365C, and compared it with mine when I arrived home — GE643185C, only 18 apart, so they probably fell off the production line the same day! 18th March, 1970, according to my BMIHT certificate.

As a result of the meeting and also of reading the many excellent books about Heralds etc., I do have a question to ask of the experts: it is frequently stated that the change from the metal to the plastic grille took place at or around commission no. GE69234. The two Heralds mentioned above have plastic grilles even though they are nearly 5000 vehicles to early, and yet they do seem to be original fitments. Peter has, after all, owned his since it was only 4 years old and the grille has not been changed during his ownership. So, the question is, is the commission number quoted for the change wrong? Did the grilles on our two cars both get changed at an early date? Did Triumph experiment with a batch of cars before the formal change? If any of you have cars with commission numbers in the region of these two mentioned I would very much like to hear from you.



Reunion of 20 year old twins. Bromley Pageant 1990. (Peter Moss on right).

And now for a second conundrum: The replacement engine fitted to my car has the number GK134LESS. The 'LESS' part means that it is a low compression service spare. However, the interesting thing is that it has the smaller crankshaft of the GE engine! So why is it marked as a GK? On rebuilding, I fitted high compression pistons so that what appears to be a GK-LE engine is, in fact, a GE-HE!!

Now a plug: I've just bought a copy of Mike Costigan's book 'Complete Guide to Triumph Herald and Vitesse' and I am most impressed by it. It is packed with photos and useful information covering even the minutest of production variations — a real labour of love!

It's a must for serious restorers who want their cars to be perfect in every detail, but even 'average' enthusiasts, like me, will find its pages fascinating and it will give an added dimension to perusing the Heralds and Vitesse at future rallies.

If you were to add this book to the 'Guide to Purchase & DIY Restoration' by Lindsay Porter and Peter Williams and, of course, the factory workshop manual, you would render the register secretaries redundant (not that the wages are particularly good, anyway!).

Finally, the dreaded MoT test. In the January edition of Practical Classics there is some information on the new elements of the test. The one that caught my eye concerned general vehicle condition where the tester is now required to specifically check body mounting points on a vehicle with a separate chassis.

cracks or damage to either the body or chassis within a 30cm (that's about a foot) radius of the mounting point will result in a failure.

In addition, exposed sharp edges will also result in failure since they could injure other road users, particularly pedestrians. On 13/60s, this could be caused by

... herald in general, badly corroded bodywork around the front corners and along the front valance, especially where the rubber bumpers are missing ...

Apparently this was previously up to the discretion of the tester, but now you Herald owners must beware!!!!

The best way out of this is for you, or a knowledgeable friend, to check the mounting points some time before the test so that remedial action can be taken. This is surely sensible anyway since otherwise the body and chassis could part company in an accident and, as the article points out, any movement between body and chassis could adversely affect the steering and the brakes.

The rules for the tester are roughly as follows: check all body mountings, brackets etc, and the body and chassis in the immediate vicinity. Any corrosion,

missing trim along the front edge of the bonnet where the external flange would be exposed. On Heralds in general, badly corroded bodywork around the front corners and along the front valances, especially where the rubber bumpers are missing, are common occurrences, but the whole car should be checked carefully just in case.

That's probably enough for this month or I might be accused of having verbal Herald rear suspension (dire-rear, geddit?). Sorry about that, but hopefully the Editor will cut that bit out before it goes to press. ○

(I don't think, I'll roto-flex my muscles this time!).

WEST COUNTRY TRIUMPH USED SPARES

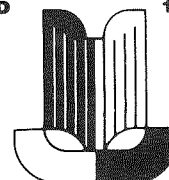
SPITFIRE - HERALD - VITESSE - GT6

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MEMBERS PRICE	
465.00	Bonnet, Spitfire MkIV/1500, New, BL
POA	Front lower wing, Spitfire MkIV/1500, GT6 Mk III
110.00	Rear wing, Spitfire IV/1500, GT6 MkIII BL
51.75	Front wing, Spitfire MkII/III & GT6 MkI
79.20	Front wing, GT6 MkII (louvre)
65.70	Rear wing, Spitfire MkII/III & GT6 MkII
20.70	Front wheel arch repair MkIV/1500 & GT6 MkIII
30.60	Wheel Inner/outer section
20.70	Headlamp support panel, Spitfire IV/1500 & GT6 MkIII
21.15	Bonnet support tubes, Spitfire IV/1500 & GT6 MkIII
46.80	Steel front quarter valance, MkIV
18.45	Doorskins MkIII/GT6 MkII
18.45	Doorskins MkIV
30.60	Rear inner wing repair (joins outer)
21.15	Rear inner wing repair rear half (in boot)
30.60	Rear lower valance
5.17	Rear valance to wing finishing strip
POA	Bootlid, MkIV
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14.81	Outer sill, heavy duty pattern
8.01	Inner sill
5.40	Diaphragm sill
37.80	Full floor (front to back) left hand
37.80	Full floor (front to back) right hand
15.26	Front footwell (state left/right)
44.10	Boot floor

STEEL PANELS, HERALD/VITESSE

MEMBERS PRICE	
52.50	Front lower wing, Herald 13/60
30.60	Front inner wheelarch outer section
25.65	Front lower valance (FIBREGLASS ONLY)
5.40	Rubber bumper mounting strip (centre)

STEEL PANELS cont.

MEMBERS PRICE	
4.50	Rubber bumper mounting strip (corner)
26.10	Front floor footwell (ribbed)
13.95	Rear floor footwell
8.10	Body mounting bracket under floor
8.10	Body mounting bracket under 'B' post
8.10	Body joint strip (floor join front/rear)
37.80	Doorskin (original press)
8.10	Door treadplate (as original)
38.36	Outer sill (ORIGINAL PRESSING)
58.50	Rear lower wing
20.25	Rear quarter valance, Herald (inc. bumper mount)
20.25	Rear quarter valance, Vitesse
44.55	Rear centre valance, Herald (inc. bumper mount)
41.40	Rear centre valance, Vitesse
14.40	Boot floor/side enclosure
14.90	Bootside rain channel

TRIM & RUBBER SEALS

MEMBERS PRICE	
11.70	Door draught excluder (Furflex) Spitfire
17.10	Door draught excluder (Furflex), GT6
17.10	Draught excluder (Furflex) Her/Vit saloon
17.10	Draught excluder, Her/Vit conver.
8.10	Outer door to glass weatherstrip
4.05	Inner weatherstrip
0.11	Weatherstrip clips
8.10	Window channel, front, Her/Vit
4.05	Window channel, rear, Her/Vit
8.55	Door checkstraps
2.70	Checkstrap gaskets
17.10	Windscreen seals
19.80	GT6 tailgate seals
18.90	Herald/Vitesse rear screen seal
8.01	Bright trim insert (narrow) with clip
30.60	Bright trim, Spit IV/1500, GT6 III (pair)
2.12	Pedal rubbers
2.64	Bonnet stop cones
4.50	Brake/Clutch master rubber gaiter
10.08	Handbrake gaiter
T.B.A.	Gearstick gaiter, Herald/Vitesse
8.01	Gearstick gaiter, Spitfire/GT6

TRIM & RUBBER SEALS cont.

MEMBERS PRICE	
23.27	Door trim panels, Spitfire/GT6 (pair)
0.23	Doortop vinyl (pair)
68.40	Doortrim clips
79.20	Carpet set, superior quality, Spitfire
79.20	Carpet set, superior quality, GT6
68.40	Carpet set, superior quality, Herald/Vitesse
79.20	Hood, Spitfire IV/1500, original quality
9.90	Hood, Herald/Vitesse, original quality
11.25	Header rail seal
	Seal retainer

STEERING & FRONT SUSPENSION

MEMBERS PRICE	
2.34	Steering rack (exchange)
8.55	Standard rubber rack mounting
6.86	Top ball joint
45.00	Track rod end
19.80	Vertical link
12.69	Stub axle
15.85	Front brass trunnion (STANPART)
9.40	As above INCLUDING BUSH KIT
1.75	Front wheel bearing kit, Herald/Spitfire
11.25	Front wheel bearing felt seal
14.40	Shock absorber top plate
30.60	Lower steering joint
1.00	R2400 steering lock, 13/60, Spit IV/GT6 III
5.51	H1200 Inner wishbone bush
	Eight inner wishbone bolts and nylocs

ALL SUSPENSION PARTS AVAILABLE — PLEASE PHONE

REAR SUSPENSION, NON-ROTOFLEX

MEMBERS PRICE	
58.50	K0200 rear driveshaft NEW (short)
58.50	K0220 Rear driveshaft NEW (long)
26.55	Rear driveshaft USED (checked)
53.10	Rear transverse leaf spring
16.20	K1050 Driveshaft flange 3/4" hole
16.20	K0240 Driveshaft flange (5/16" hole)
9.00	Driveshaft flange, USED
12.56	K1100 Rear wheel bearing kit, genuine BL
40.00	K0140 Rear vertical link, right hand NEW
26.55	Rear vertical link, USED
67.50	K0180 Hub and stud assembly
31.50	K0181 Hub and Stud assembly, reconditioned
31.50	K0142 Rear trunnion block, reconditioned
3.60	K0145 Rear trunnion bush kit
1.00	K0150 Rear trunnion bolt and nyloc nut
16.20	K1210 Standard shock absorbers (OIL)
37.80	Spax adjustable shock absorbers
1.00	Radius arm bushes

REAR SUSPENSION, ROTOFLEX

MEMBERS PRICE	
99.00	Rear driveshaft, inner
94.50	Rear driveshaft, outer

MEMBERS

PRICE	REAR SUSPENSION, ROTOFLEX cont.
16.20	Rear driveshaft flange
23.40	Rear trunnion kit less bolt
26.55	Rear trunnion kit with bolt
6.53	Inner wishbone bush
1.35	Inner wishbone bolt and nyloc nut
20.25	Rear shock absorber, GT6 (telescopic)
19.35	Rear shock mounting (on wheel arch)
7.65	Rear shock absorber bump stop
62.55	Rear transverse leaf spring, Vitesse MkII
53.10	Rear transverse leaf spring, GT6 MkII

MEMBERS

PRICE	
16.20	Rear driveshaft flange
23.40	Rear trunnion kit less bolt
26.55	Rear trunnion kit with bolt
6.53	Inner wishbone bush
1.35	Inner wishbone bolt and nyloc nut
20.25	Rear shock absorber, GT6 (telescopic)
19.35	Rear shock mounting (on wheel arch)
7.65	Rear shock absorber bump stop
62.55	Rear transverse leaf spring, Vitesse MkII
53.10	Rear transverse leaf spring, GT6 MkII

★ WINTER SPECIALS ★

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

BRAND NEW BORG & BECK 3 PIECE CLUTCHES

(Use a name you can trust)

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69.30	HERALD/SPITFIRE 1300
69.30	SPITFIRE 1500
72.90	VITESSE/GT6

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£89.00 inc VAT	BRAND NEW BRAKE CALIPERS, TYPE 14 (HERALD/SPITFIRE) PAIR
£29.00 inc VAT	REAR SHOCKS, GIRLING, HERALD/SPITFIRE, VITESSE MKI, GT6 MKI, PAIR
£189.00 inc VAT	SPITFIRE IV/1500/GT6 III FRONT BUMPERS (EXCHANGE)
£75.00 inc. VAT	SPITFIRE 1500 LEAD FREE CYLINDER HEAD (TKC1410)
£45.00 inc. VAT	SPITFIRE 1500 BARE CYLINDER HEAD TKC1409

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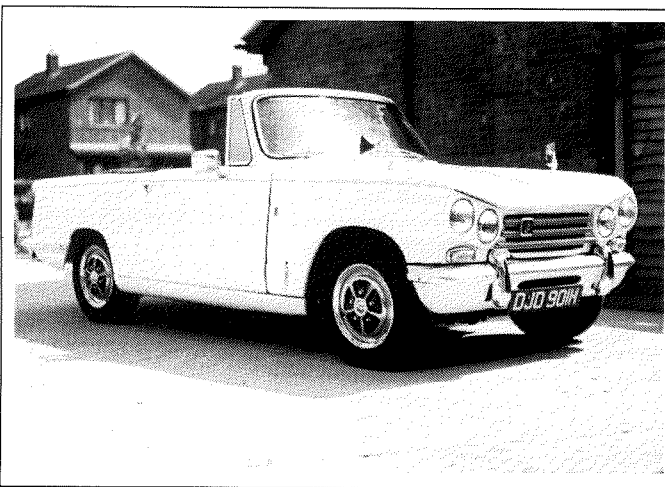
I... The first feature this months belongs to Paul Day (Lincoln), I actually

put out a plea for information on this car in the October Courier... but nothing on DJD 901H materialised...

It's a MkII convertible finished in white... chassis no. HC56429CV first registered on 16/06/70... it was due to the requirement for more space (wife... baby daughter) that Paul traded up from a MkIV Spitfire to the Vitesse convertible... perhaps his words will say something to all non-Vitesse owners 'my first impressions were of a really thought out car... I wish I'd changed years ago'... Do I need to say more!!... Any Spitfire owners reading this? A lesson to be learned?

The second feature this month is one of the few 1600's that I've received information on... so I've slipped it in to stop you all from getting a MkII syndrome...

It belongs to Melanie Rowthorn (Rushden), her boyfriend Glen bought her this rather nice 1966 Signal Red 1600 Convertible...



It started life as a green saloon... NO COMMENT! She answers to the name of 'Connie', reg GKO 697D, chassis no. HB32425DL, at the time of writing Glen is in the throws of obtaining a new hood and rear seat and generally tidying 'Connie's' chassis, also giving her brakes and suspension an overhaul and a little engine bay refurbishment... reading Melanie's letter 'Connie' sounds to be in very good hands... (I'm a bit disappointed that Glen drives an MGB-GT... but maybe driving 'Connie' will convert him)... look forward to catching up with you both at Stafford.

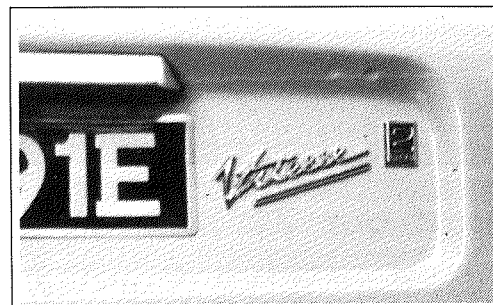
... PLEA FOR INFO ...

A plea for information on members 'Vitesse's' by their disparate owners. If you can throw any light on the history of Malcolm Hills (Northampton) 1971 MkII saloon finished in Wedgewood, reg. no. XOV 952J (another steering lock example), he would be delighted... so would Paul Condon (London) if you can tell him anything about his MkII Convertible (Damson), reg. no. WTD 600H, first registered 5/3/70 and having

had eight owners since 1977... any chance that someone knows something?... let me know and I'll pass it on...

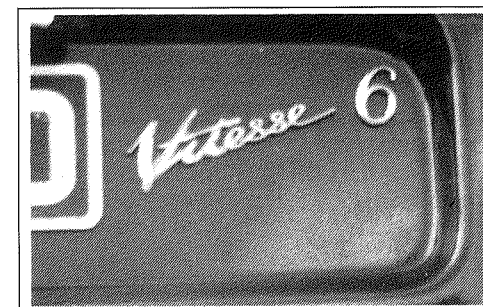
In the December Courier I covered the fitting of mudflaps... it was certainly a good point to feature... I have had many requests for the full size photostat templates... and I have since discovered that the 'UNIVERSAL' mud flap clamps (which I converted and used to fit the front flaps) are actually available as a separate item (sold in sets of four) from your local Halfords, at a very reasonable 99p... can't be bad... I'm sure they could have several uses...

In the January Courier I mentioned Mike Costigan's book 'The Complete Guide to the Herald and Vitesse' having now had a little more time to study the book in depth... it brings to light several interesting facts/unusual points... the one I'm going to mention now... I was actually asked about at Stafford by an observant member... (for those of you who have purchased the book, see page 52)... it's with regard to the badging on the rear of some 1600 Vitesse's... most just had the script 'Vitesse' with the number 6... but some cars have an additional underline... (used on the 2 Litre MkI's) for no apparent reason (see photo's).



So, can anyone enlighten us as to why some had this additional

line?... another mystery??...



With regards your 'named' Vitesse's, Ian Hartley of Stockport has written in, and goes on to say... 'Our 1970 2 Litre M kill saloon, we call 'Triumph'... (quite the sound it is capable of making)... also known as 'The Beast'... the way it tackles our local Derbyshire hills is akin to that white knuckle ride at Alton Towers...' thanks for that Ian... and yes, I know what you mean... I have on the odd occasion created a situation of my own making... when piling on the power to leave that XR2 behind (foot on the floor and all that) just when you are at the point of NO RETURN... without prior notice... one of those very sharp bends suddenly appears... I've often thought in that split second of retrospect (and regret!) with knuckles turning white... heart almost failing... OPP's I shouldn't have done that... but do we ever learn, we say never again... until the next time you come up behind one of those XR PI's Turbo G, I, T's with widey wheels and go faster stripes (furry dice an optional extra)

and it flashes through your brain... 'Well maybe just this

once'... In the December Pen to Paper commenting on my August register (No MoT on Channel Islands) M Cohen writes a very interesting letter.

Detailing quite a few differences from our mainland laws and petrol at £1.39 (Leaded),

maybe it's time for a move... any cheap cottages?

I'm still awaiting news of the chassis number after which steering locks were fitted. Watch this space... I've been sent an actual photograph of our own one and only 'Tommy the Triumph' to be enclosed in next months register... exciting stuff... unveiled at last...

Sorry rather a short register this month, writing this in the middle of the festive season, the old Filofax is bulging with social engagements, little time to spare... and what I have I'm beginning to feel exhausted (and that's not stainless), still, lighter evenings, spring in the air, going to be a good year, I can feel it in my chassis... Over the past few years rather than months I've noticed the declining amount of Vitesse's for sale in the classis, I believe that owners/members are beginning to realise how sought after they are and how difficult it is to replace a good one... the Jan Issue of 1993 contained only 5 in comparison to 26 in September 1986... Lastly this month, the address to obtain a production trace on your Vitesse, dates built etc... write to The British Motor Industry Heritage Trust, Castle Road, Studley, Warwickshire, B80 7AJ. (052785 4014... I believe they now charge £10 for a certificate (frameable), thanks, take care...

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Herald 13/60 **£150.00**
Spitfire III/IV **£150.00**
Spitfire 1500 (under development) **£150.00**

Please note, these can only be used with engines converted to run on unleaded petrol.

4 cylinder unleaded head (specify model), **£150.00 Exch.**
4 cylinder unleaded engine (specify model) ... **£450.00 Exch.**

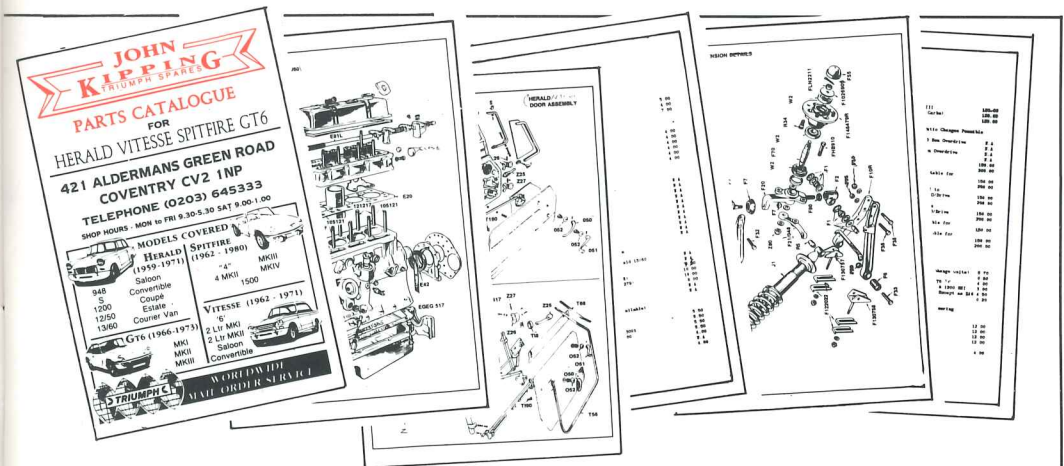


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the Triumph Mk4 1500 Spitfire

Register
JOHN
THOMASON



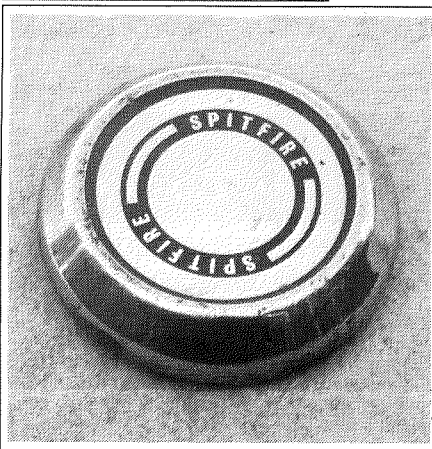
T HIS month's heading photo is sent in by Ramesh Rampa of Trinant Gwent and features his Vermillion 1500 in winter clothing! First registered on 21/8/81, Ramesh's car was the 707th from last Spitfire made.

Only a short article this month I am afraid (enjoying Christmas and the New Year's celebrations to much).

Firstly the answers to last month's photo competition, which no doubt you have all been waiting for.

1. Top of front damper.
2. Heater air grille on front bulkhead.
3. Top of rocker cover.
4. Spade electrical connection on horn.
5. Grease nipple in steering rack.
6. Wiper arm pivot.
7. Top of heater valve, viewed upside down!
8. Side view of open bonnet catch.
9. Top of front suspension upper wishbone ball joint.
10. Windscreen washer jet.
11. Top of door, showing door seal, door glass, inner seal and door capping.
12. Steering wheel nut.
13. Gutter drain on front bulkhead.

WINNER TO BE ANNOUNCED NEXT MONTH



14. Radiator cap.
15. Body / chassis front mounting bracket - behind front wheel.
16. Handbrake lever ratchet.
17. Boot stay.
18. Back of MkIV dash centre panel.
19. 1/4 valance top bracket.
20. Rear bumper side bracket — and reflector!

In response to my request for photos of the centre hub finisher used on the Spitfire IV bolt on wire wheels, SPITBITS replied, not with a photo, but actually sent one of the hub finishers. Photo 1.

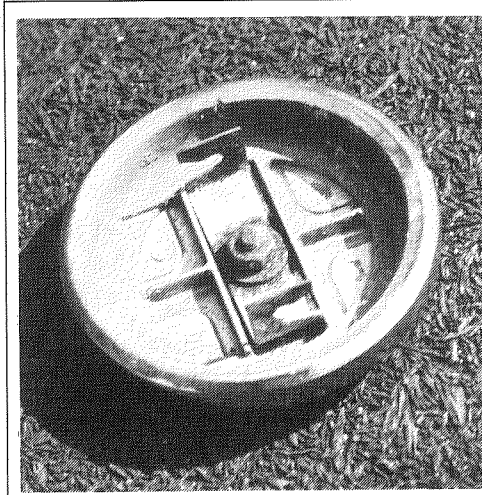
How's that for service! Many thanks. As can be seen the motif is the same as, but larger than that used on the ordinary black plastic hub caps. Actually after FH51,203 the badge was changed to the BL motif.

These are very rare indeed, since Triumph no longer offered the bolt on wire wheels after FH 60,000.

Looking at the back of the finisher, it is easy to see why it is not many survive today judging by the weak spring clips (see picture over-page), that hold them in place.

Some other interesting mail I received recently was a catalogue from a British Motor Heritage Approved Distributor in the U.S.

Victoria British Ltd. The catalogue is very comprehensive, not



detailing the full range of spare parts for the Spitfire, but also listing tuning parts and a very wide range of accessories. With the exchange rate as it is, they may be worth contacting at Victoria British Ltd. Box 14991, Lenexia, KS. 66285-4991. Finally, the number of bonnet stays I saw around the shows last year, either bent or incorrectly fitted was unbelievable.

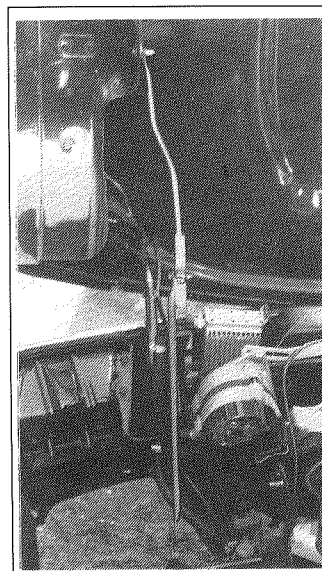
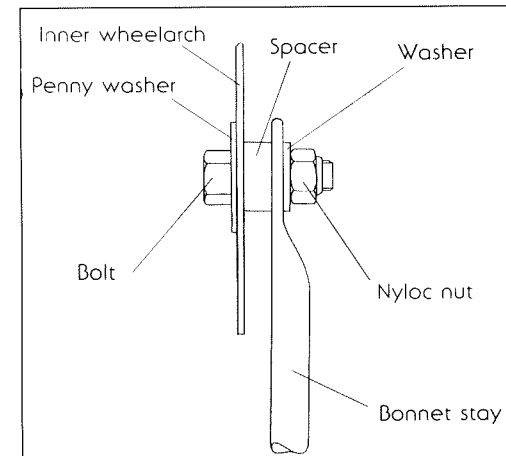


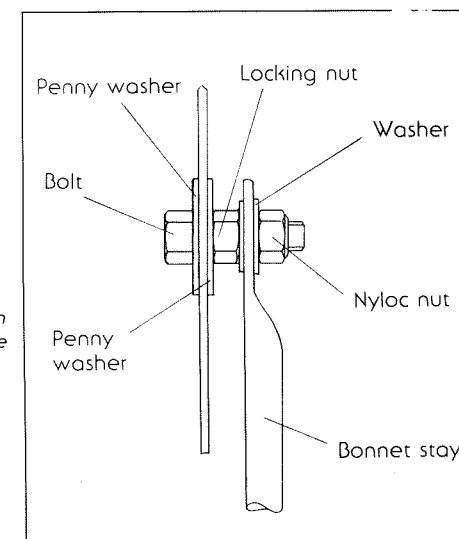
Photo 1 shows the correct fitment with the straight section at the

bottom and the cranked section at the top. Fig. 2 shows the correct arrangement of fixing to the bonnet, note the spacer to prevent the stay rubbing the side of the inner wheel arch. One problem that can occur is for the fixing bolt to wear a large hole in the inner wheel arch. Fig. 3 shows an alternative method of fixing to minimise this effect.

Don't forget those customised Spitfire and funny photo's!



Above. Fig. 2. Correct fixing arrangement for bonnet stay to inner wheel arch. Rotation of the bolt and narrow width of the spacer can wear a larger hole in the wheel arch.



Right. Fig. 3. Alternative fixing. A locking nut is used to lock a penny washer either side of the inner wheel arch to spread the load and prevent the bolt from turning. The bonnet stay is then fitted and held in place with a nyloc nut.



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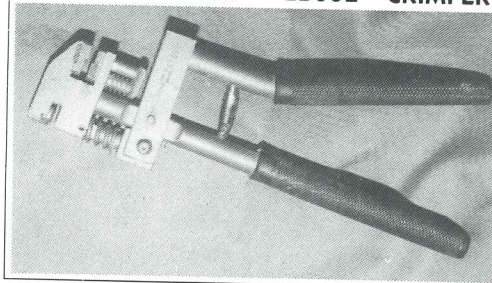
TELEPHONE ORDERS



TSSC SPECIALISED TOOLS

LB001 - JODDLER

LB002 - CRIMPER



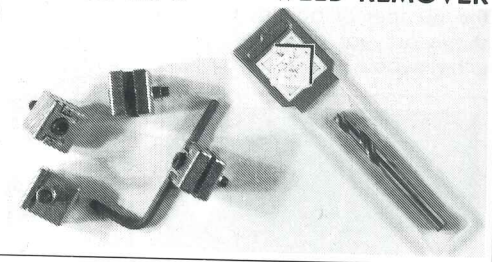
Both of these tools are a must for the DIY enthusiast. They make light work of panel replacement. For further details see catalogue.

LB001 - Double Action Joddler £39.95

LB002 - Crimper/door skinner £54.95

**AS001
MINI CLAMPS**

**SP001 - SPOT
WELD REMOVER**



MINI CLAMPS - The ideal 'second pair of hands', these clamps allow precise and secure positioning of panels before welding.

PACK OF 4 £7.95

SPOT WELD REMOVER - Although we have seen many of these advertised, this new product has impressed us. Allowing very easy removal of wings etc without damaging adjacent panels.

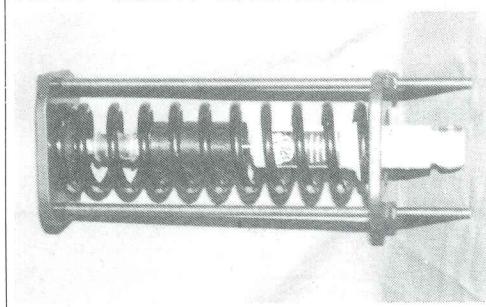
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LB001-02 £3.25

AS001-SP001 £1.75

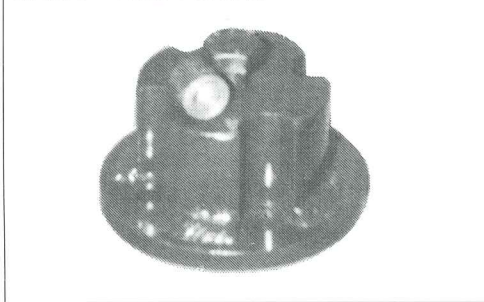
SC001 - SPRING COMPRESSOR



These compressors have been custom made for Triumph springs, and enable you to assemble shock absorbers and springs in a fraction of the time. These compressors are also a lot safer than the hook type.

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HP001 - HUB PULLER



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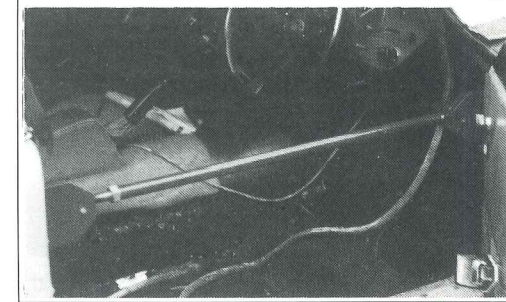
SL100 - SPRING LIFTER



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TRIUMPH Spitfire REGISTER Brett Dennis

A FEW members have contacted me to do a bit of restoration work on their cars, so if anybody else out there needs any sort of work done, please think about giving me a ring.

... if you are doing a rebuild the parts catalogue should be your bible ... but that does not mean that everything in there should be taken as gospel! ...

Firstly to the chap who has telephoned me on a few occasions. The last time you rang you said the restoration on your red MkIII was nearly finished.

But to get your door trims to fit properly, you had to put big washers behind the door trim and in front of the spring. Because, otherwise the spring pokes through the vinyl.

Now this did not sound right to me so I went and got my parts catalogue (which he also had been using), and there was the trouble.

He had put the spring the same way round as the parts catalogue, which is small end facing the handle. But this is the wrong way round. It should be

small end facing the door. Therefore eliminating the need of a big steel washer. If you are doing a rebuild, the parts catalogue should be your bible, but that does not mean everything in there should be taken as gospel.

If you are using your car a lot during these winter months and you have one of those choke knobs that keeps slipping back making you stall.

Perhaps you would like to fit an original looking choke cable assembly so you don't have to use the clothes peg method.

Well, the way to do this is to purchase a Spitfire MkIV/1500 choke cable assembly. Then you will find that it has a fixed square knob attached and that your old choke has a detachable round knob. So take the 1500 cable and cut the square knob off with a hack saw etc. Then you will need a spare windscreen washer knob from a early Spitfire/Herald etc. These screw off. This will leave you with a small hole in the back. This will need enlarging to the same size as the choke rod left after cutting off the 1500 knob. Once this is done, glue the new knob in place.

After the glue has hardened, you need to change the little symbol in the front. This is done by squeezing the clips together, taking the glass out and then the symbol. All you have to do then is fit the complete assembly in place of your old one. Then you won't be able to tell the differences between the two.

I have been getting a few phone calls about clutch disengagement. Now I had this problem with my 13/60. I fitted a new clutch and slave cylinders and it still was not enough, so the only way round the problem (this can only be done on late MkII/III Spitfire fitted with 7/8" clutch slave cylinders). I took the slave cylinder and ground the locating slot back 1/2", so this gives an extra 1/2" of travel once pushed home and bolted up. But even today I do not know why this was needed to make the clutch work properly. You must be very careful if you choose to try this method and not to cut too deep into the cylinder.

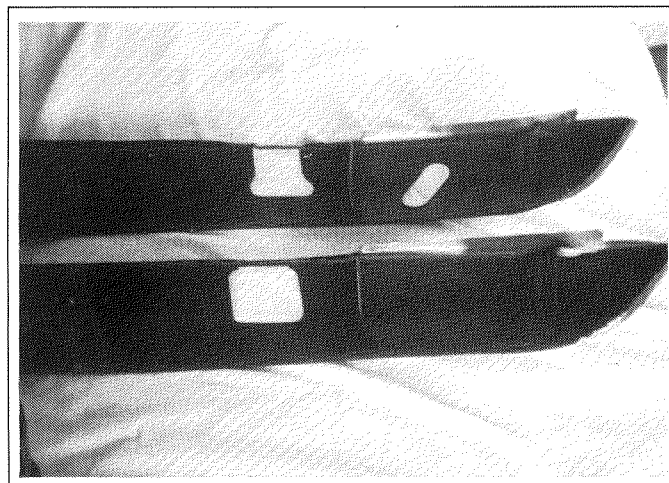
Some months ago I asked the question of why the vertical links have handed threads on them. There were a few different answers given to the question.

I have my own theory but it's so simple I thought it must be wrong. But now I am not so sure. Anyway, this is my theory

... when you turn the steering wheel to the left, all the weight of the car is transferred to the left hand side pushing down on the tyres through the vertical links, so the easiest way for a thread to turn with the weight above it must be downwards through the vertical links into the trunnion, and at the same time screwing itself into the oil reservoir inside the trunnion to lubricate the threads. That's it, that simple.

Are there any French members out in the great blue yonder who would have a spare brake master cylinder support bracket for sale. Please get in touch as I am desperate for one of these.

Also, I am looking for a pair of special tuning headlamp cowl. If you have one or a pair for sale, please contact me.



The first (left) photo is of Spitfire MkI/II and MkIII front valances. The purpose of this photo is to show that the only difference in the two is not only in the bumper iron hole, but also the chassis bracket cut-out. The diagram is to help you cut out the bumper iron hole if fitting a repro or new MkIII valance to a MkI/II Spitfire.

The next two photos are a bit of a quiz. In photo 1, can you guess what panel this is and what model it is from?

In the second photo, can you tell what panel it is and what is wrong with it.

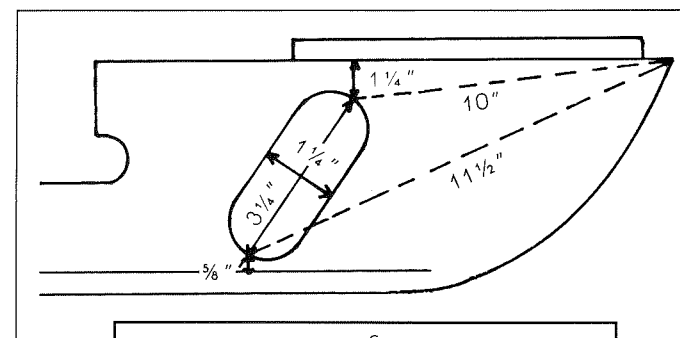


Photo 1: B post Spitfire MkI and very early MkII. car therefore it has no pedal box mounting, accelerator or steering column holes.

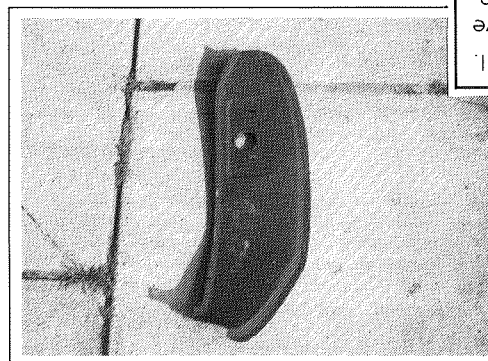


Photo 1

P.S. I am now situated in the Colchester Area. So if anybody needs some repairs doing to their car of just a chat, please contact me on 0206 844 844. Wednesday and weekends.

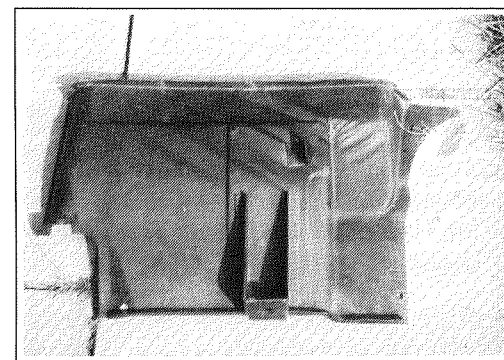
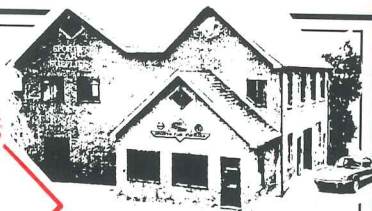


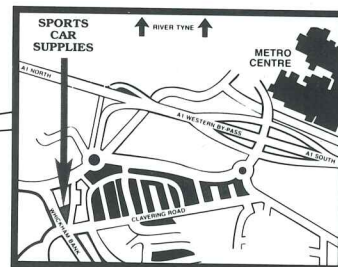
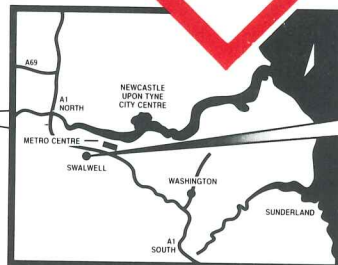
Photo 2

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Spitfire, all model (economy)	£65.00
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Moulded carpet set, Herald/Vitesse	£95.00

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Pair door trim panels, GT6, please state model	£45.00
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Headlining for GT6 MkII/III	£29.00
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EQUIPE

Register

Bruce Pilbrough



RECENTLY I've spoken to several people who have been considering buying Bond Equipes. Most of these were new to the Equipe scene, and were asking for information which would help them in their search for a suitable car.

In view of this, it seems that now may be the right time to repeat the explanation of the Bond serial numbering system and other related information which would be of use when buying a Bond Equipe.

EXAMPLE

Year letter	P	6	496	Serial Number
O	1963	1	January	(2+2) 101 to 544
P	1964	2	February	(4S) 1001 to 3505
Q	1965	3	March	(2L MkI) 4000 to 4590
R	1966	4	April	(2L MkII) 4591 to 5431
S	1967	5	May	
T	1968	6	June	
U	1969	7	August	
V	1970	8	August	
		9	September	
		10	October	
		11	November	
		12	December	

The example shown can thus be decoded to indicate that the car which this serial number belongs to is a 1964 2+2 built in June and having the series number 496 (which was the 396th car of its type to be built). The Bond commission numbering system also requires a brief explanation.

EXAMPLE

Bond prefix	Engine type	Engine serial number	Compression ratio
BFC		24106	HE

Triumph Engine Number

The engine number should be the same as the Bond commission number, but without the 'B', if the original engine is fitted.

Equipe Type	Engine numbers	Built from	to	Note
2+2	FC 1 to FC50000	May 1963	Oct 1964	(1)
GT4+s	FC1 to FC 50000	May 1963	Oct 1964	(1)
GT4s	FC 50001 on FC 89474	Feb 1965	May 1967	(4)
GT4s 1300	FD1 on	Dec 1966	Aug. 1970	(4)
2 Litre MkI	HC1 to HC50000	Aug. 1967	Oct. 1968	
2 Litre MkII	HC50001 on	Oct. 1968	Aug. 1970	(5)

NOTES:-

- (1) 3 fitted with Triumph Spitfire MkII engines.
- (2) Early 1147cc GT4s cars fitted with Triumph Spitfire MkI engines.
- (3) Later 1147cc GT4s cars fitted with Triumph Spitfire MkII engines.
- (4) Close examination of the production records available at present have revealed that there was some overlap in the use of Spitfire MkII and MkIII engines in the GT4s. Therefore a GT4s produced between late December 1966 and early May 1967 could have been fitted with either of these two engines.
- (5) Including convertibles.

Export cars were often fitted with non-standard engines to suit local import duties, taxes and/or anti pollution requirements.

For example export Equipe 2 Litre MkII cars were often fitted with the 'emission controlled' GT6+ engine (engine number prefix KD).

Parts Sources

Model	2+2	4S	2 Litre
Bonnet air intake trim	N/A		Triumph 2000 Mk.1
Headlamp trim	Herald		Triumph 2000 Mk.1
Doors	Herald without chrome trim		Bond skins on modified Vitesse inner
Door handles	Herald	Herald	Spit Mk.3, MCB
Windscreen Glass & rubber	Herald	Herald	Bond
Bootlock	N/A	Herald	Triumph 1300
Rear lights	(Lucas) Viva SL90 or Imp (L692 + L691)		Vaux. Cresta PB (Lucas L748)
No. plate light	Herald (L467)	as 2+2	Triumph 2000 (Lucas L743)
Side lights	Herald (L584)	as 2+2	as 2+2
Fuel tank	Bond	Bond	Herald Estate
Filler cap	Early Spit/GT6	as 2+2	Tri. 2000 Estate Stag, GT6
Carbs	Twin SU HS2	as 2+2	Twin Stromberg 150CD
Distributor	Delco D204	Delco D204	Lucas 25D6
Regulator	Lucas RB106/2	Lucas RB340	Lucas RB340
Dynamo	Lucas C40L	Lucas C40L	Lucas C40L

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GT6/VITESSE 2 LITRE	£49.00	
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BRAKE PADS EARLY SPIRITFIRE/HERALD (up to 1967)	£8.00	Inc. VAT
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REAR BRAKE SHOES, ALL SPIRITFIRE/HERALD	£9.00	
REAR BRAKE SHOES ALL GT6/VITESSE (manual adjust)	£11.00	
REAR BRAKE SHOES GT6 (self adjusting)	£10.00	
COPPER BRAKE PIPE KITS		
SET SPIRITFIRE MKI, II, III	£20.00	Inc. VAT
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SET GT6 (please state model), from	£25.00	
SET, HERALD (please state model)	£22.00	
TRIM AND RUBBER SEALS		
FRONT WINDSCREEN SEAL HERALD/VITESSE	£16.00	Inc. VAT
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PAIR DOOR TRIM PANELS SPIRITFIRE MKIV / 1500 (black only)	£35.00	
PAIR DOOR TOP CAPPINGS ALL SPIRITFIRE (pair)	£18.00	
HOOD HEADER RAIL SEAL ALL SPIRITFIRE	£5.00	
HOOD HEADER RAIL SEAL ALL HERALD/VITESSE	£4.00	
OVERDRIVER TO BUMPER SEAL (car set, all Spitfire/GT6)	£4.50	
REAR INTERIOR TRIM KIT SPIRITFIRE MKIV / 1500 (black only)	£30.00	

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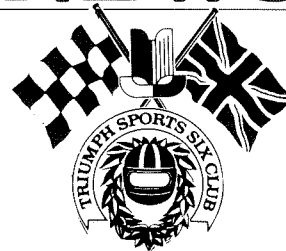
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1992 RACING NEWS



THE last round of the 1992 TSSC championship took the cars back to Cadwell Park, although this time the complete circuit would be used.

This and the fact that it would be the last event, saw twelve Triumphs entered, one of the larger grids in this recession hit year. In fact this number was so great as to force us out of the joint TSSC/TR race and onto the back of the Toyo Tyres bash.

The track was still quite wet when the cars went out for practice, and as is a spannerman's lot, I was obliged to stand in the rain and assist the lovely Stef with her pit board timing duties.

Cars seemed almost to have been picked from a hat in order to determine their grid positions! The official time keeper was apologetic but we could not re-run practice could we? ... so that was that. My outrage at the injustice of the situation was subdued however since our man was given pole!

Further problems had befallen potential pole-person Andy 'The Anihilator' Schultz. Yes, his quest for the pole position had taken him past other drivers, but also past a man waving a yellow flag. This upset the man who told the clerk-of-the-course, who promptly called Andy to him for a little chat which resulted in Andy agreeing to start at the back with a 10 second penalty.

THE RACE

Having obtained pole in an unusual manner seemed to affect my man, as upon seeing the lights turn green, he buried his foot and sat still, his rear tyres akimbo. Kevin nearly nipped past him, but as they climbed the hill the 6 pots eased our Vitesse back in front. Behind them came the rest of the pack, John Pinkney having already taken two places to claim third position.

The next few laps saw Adrian 'The Real Deal' Boyle circulate with Kamikazee Kevin in close attendance, slightly ahead of John Pinkney who had a comfortable gap before John Sadler in his Vitesse. Giles Tinkler was going well in his Spitfire and had passed Russell Munn, Andy Schultz meanwhile had gone missing and confused me totally by returning some time later. Normally when one of these Top Gun Pilots disappear it requires the services of the rescue vehicles and some sticky tape to tow back the bits. Amazingly, Andy had spun off over some large curbs, and upon hearing the sickening impact, assumed he was out, the car wrecked beyond use. Staggering crowd pleasingly from his stricken machine he was asked by a marshal as to why he was giving up? He looked at his Spitfire — IT WAS OK! He looked at himself — HE WAS OK!

Luckily his helmet hid his embarrassment so he leapt back in and was off. This in itself was quite a feat since Marshalls normally do their bit by extracting the drivers and turning the car cut-out almost before the machine has stopped. Andy however, went on to finish in THIRD PLACE having got out of his stationary vehicle! ... I mean why not give the rest of them a chance and do the race in reverse?

THE 1992 TSSC RACE CHAMPIONSHIP

Sponsored by Triumphtune. By (a wet) Spannerman, Nick Barry

The plot was as expected, Andy Schultz and Kevin Kamikazee fastest with the rest slightly behind. The plot took a twist however with the appearance of the official times for practice. Mistakes had obviously been made!

Meanwhile Sprintfire man Russell Munn dived with Giles Tinkler to retake him, much to the approval of Colin Elstrops GT6 which found itself closing in on both.

Behind this dice came Pete Whiteman and Jon Wolfe having a good battle, Jon's car reliability continuing its improved run. The same could not be said for poor Marc Amschwand however, for whilst powering down the straight his front suspension link broke leaving him minus the rather useful assistance of steering.

Luckily the damage was not as bad as it might have been, but he was out and I reflected on having read in the Courier that most failures occur at low speed, so please lubricate your joints!

By now our lads had started to catch the Toyo Tyres boys and Kevin seemed to use this obstruction to close onto the boot lid of Adrian. John Pinkney who had been comfortable in third had his namesake Mr Sadler in a smokey looking Vitesse filling his mirrors.

Things got even close, over the next few laps as Giles Tinkler closed in on this battling pair, followed by Colin and Russell.

By the next lap Kevin was assisting Adrians forward progress by pushing on his boot lid, and Giles snaked violently having just taken 3rd. John Sadlers Vitesse had decided it was too young to smoke so it ran a big end and put him out. The closing laps saw Kamikazee take Adrian and pull



away to win the race and the 92 Championship outright. Andy had battled mightily to take third, the position previously held near race long by Giles who failed to finish. In fourth place came John Pinkney who survived an ambitious last minute attack from Colin who ran over the curbs and grass bits quite forgetting the mirror, signal, manoeuvre that he teaches during the week!

Completing the tally came Russell, Pete, John Wolfe and Martyn Adams.

So the year ended with a great final race, the victorious Kevin admitting to the race commentator that he had in fact

a secret weapon . . . a Nigel Mansell T-shirt! Upon hearing this the rest of the drivers rushed off to see what Mr Schultz was using . . . a schumacher?

Remember 'we'll be back' next year so I hope you can catch us then either via these pages or in the flesh!

ATTENTION ALL AVID READERS

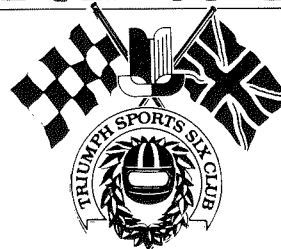
That means you Guy!. The drivers are having a dinner/disco on the 6th Feb. 93. the location is near Milton Keynes. Tickets are £13.70.

Anyone interested in racing this year and any ex-racers are most welcome. Contact Dave Barnes on 081 6859188 for info . . .

TRIUMPH SPORTS SIX RACE CHAMPIONSHIP 1992 (Final Standings)

1 Kevin Ginger	Spitfire — A 105
2 Nick Barry/Adrian Boyle	Vitesse — B 100
3 Andy Schulz	Spitfire — A 96
4 Peter Whiteman	Spitfire — A/B 56
5 Peter Stock	GT6 — A 55
6 Russell Munn	Spitfire — C 45
7 Colin Bird	Spitfire — B 44
8 Jon Wolfe	Spitfire — A 29
9 Dave Barnes	Spitfire — B 24
10 Martyn Adams	Spitfire — B 20
11 Marc Amschwand	Spitfire — A 19
12 Tony Lindsey Dean	Vitesse — C 17
13 Giles Tinkler	Spitfire — 15
14 John Pinkney	GT6 — B 12
15 John Sadler	Vitesse — A/B/C 11
16 Colin Elstrop	GT6 — B 10

RACING NEWS



Kevin Williams

DUE to changes in the way clubs are allocated races for 1993, we have found it impossible to form our own racing series.

The only races we can compete in will be the 750MC Roadgoing Sportscar series.

This will entail all drivers joining the 750 MC and we will have an unofficial championship via the race results for our cars in the 750 race. Due to people's financial commitments I propose a series covering six rounds at these circuits on the following dates:

THRUXTON — 21st MARCH
PEMBREY — 15/16th MARCH
SNETTERTON — 27th JUNE
SNETTERTON — 24th JULY
PEMBREY — 14/15th AUGUST
DONNINGTON — 2nd OCTOBER

I have deliberately spaced the races approx. 4 weeks apart to give people time to prepare cars and recoup financially. It will be very important to send your entry form in by return of post as it is a first come, first served basis of entry selection.

Classes and Rules will be the same as in 1992 with the exception that 5 from 6 rounds will count towards the championship title drivers wishing to compete, please send your £12 Registration fee to myself (address in magazine) A.S.A.P.

I wish you all good luck for 93 and look forward to seeing old and new faces at Thruxton in March.

P.S. We will be at the Racing Car Show, Earls Court 12,13, 14 February. Anybody wishing to help, ring me now. ○

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Vertical link	£41.71	Trunnion bush kit (Vitesse, Roto)	£22.91
Trunnion (STANPART)	£12.93	Radius arm bush	£1.00
Trunnion bush kit	£2.88	Radius arm (Vitesse, Roto)	£31.77
Inner wishbone bush	£1.00	(individual parts sold separately)	
Wheel bearing kit (Herald)	£14.10	Rotoflex coupling	£32.61
Wheel bearing kit (Vitesse)	£14.10	Drive shaft	£52.87
Top ball joint	£9.93	Wheel bearing kit	£15.27
Steering rack (EXCHANGE)	£32.31	Wheel bearing kit (Vitesse, Roto)	£15.86
Anti roll bar link end	£12.63	Rear wheel cylinder	£10.87
Lower column joint	£20.56	Handbrake cable	£4.11
Rack mounting rubbers	£2.64	Brake shoes (Herald)	£9.99
Brake disc (Herald)	£14.04	Brake shoes (Vitesse)	£12.95
Brake disc (Vitesse)	£18.74		
Brake pads (Herald)	£9.40		
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TEST DAY MALLORY PARK TEST CIRCUIT

We have been invited to the above circuit in February to test our Club cars. The date is yet to be finalised but is likely to be a weekday at the end of February. Location, Mallory Park near Leicester, so it will be convenient for people from all parts of the country.

The day will run from 9 o'clock until 4.30 with everybody expected to have at least four sessions of 20 minutes on the circuit.

Cost per car is £50.00 regardless of how many people drive the vehicle. No passengers are allowed in the vehicle. Numbers are limited, so apply early for application form, enclosing a S.A.E. to:-

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IRST a bit of info on the 'Courier Van' featured on the front cover of last months Courier. As you may have noticed this is not quite a genuine van but a Herald 13/60 Estate with a van roof.

Eagle eyed readers will notice that although the vehicle was built in 1967, it has the later type (far apart) wiper wheel boxes.

When it was rebuilt the original bulkhead was accident damaged and very 'moth eaten' and we happened to have a 1970 Vitesse bulkhead lying around so

Note that the wiper blades, wheel boxes, motor and rack must all be matched. The rear compartment has been lined with wood and is used as an everyday delivery/collection vehicle for business.

As usual with Heralds that are used here, it is fitted with a 1500 engine and overdrive, and with Eurothinking taking over, it runs on unleaded petrol, but 1993 JK is a bit different in that it is fitted with a catalytic converter.

As many people know, California Spitfires had catalysts fitted

Unleaded Petrol, Catalytic converters and JK 1993

as standard after 1975 to meet Federal Legislation.

This meant that the cars were forced to run on unleaded (as leaded petrol ruins the catalyst

by depositing lead on the working surface) as opposed to giving the choice by converting the head specifications.

JK 1993's catalyst is a modified Japanese market SD1 Rover which was fitted relatively easily with clearance all round. Twin carb cars would probably need to have the carbs removed to get the box in place, but on left hand drive cars the job should be very easy without the steering column to get in the way.

The result of an afternoons labour was the following emission chart (as produced by a local Rover garage on their testing equipment):-

	MODEM MoT Requirement	Typical Club Car	JK1993
CO	4.5%	4.5%	0.37%
HC PPM	1200	??	297

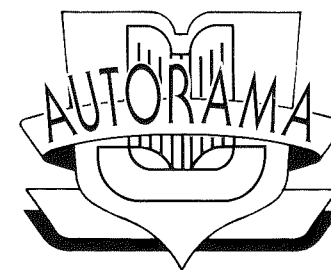
So far the can has only done 1000 miles without any problems. The only worry I have about fitting the catalyst is the weight now suspended on the manifold studs which I feel may lead to premature failure of the studs or downpipe gasket. To this end it may be desirable to fit an extra exhaust hanger onto a bellhousing bolt.



A lot of owners may be saying 'So you can fit a catalyst, so what?'

But it does show that our cars are capable of being modernised to meet future legislation and it is possible that at some point in the future, cars without catalysts may be subject to extra taxes or restrictions on use.

Unfortunately there appears to be no room to fit a catalyst to a six cylinder car but we will keep on trying! ○



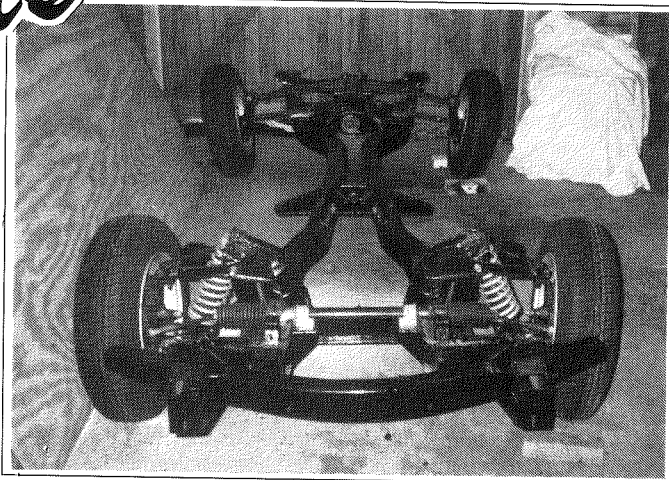
SPECIAL REPORT

John Kipping

Readers



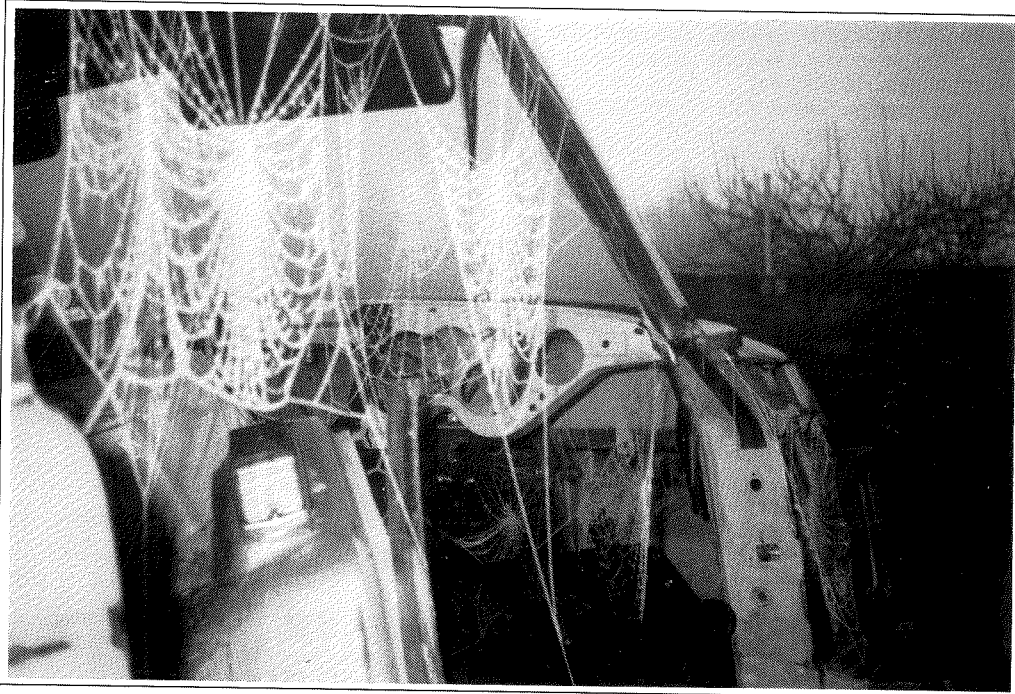
Z & J Kowszun



A LITTLE while back, our son convinced himself that a car that is notoriously prone to overheating and is very easy to break into is an ideal car for daily commuting

in Central London. Many misfire/stall/late for work episodes and a theft or two later we 'inherited' a Triumph Spitfire 1500 - in exchange for my wife's MG Metro and later we decided that we might as well restore it.

The chassis had been cleaned, stripped, primed with Finnigan's No. 1 and painted with Black Smoothrite, several coats of each,



all rubbers replaced, trunnions, bearings etc replaced if not OK (ie most of them, but the front wheel bearings and rear trunnions were OK and so was the steering rack).

Discs we will replace just before going on the road or they will rust. Before our son bought the car it was 'prepared' for sale by coating everything

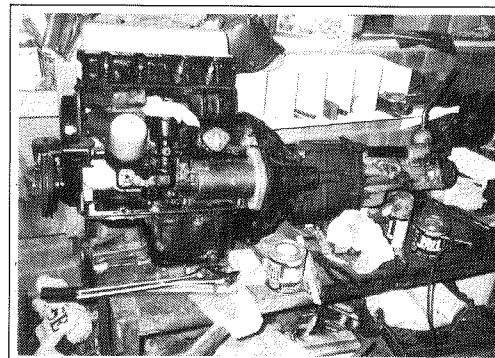
caused severe rusting underneath a pristine appearance.

Brake flexibles did not like the goo and were replaced (TSSC recent offer of metallic/silicone), some wiring was goo-ruined and still has to be done.

The engine was stripped, all bearings, valve guides etc, were replaced.

Pistons were OK and max. bore wear was 4 thous. so only the rings were changed. Valves needed grinding, so polished the faces and chambers and ground off the rough bits from the ports as well. The gearbox needed no attention at all!!!!

The bodywork is currently providing a home for numerous spiders but its turn will come as soon as there is room in the garage — the MIG welder (purchased courtesy of TSSC) is at the ready. We thought that the BELL STAINLESS STEEL SPORTS exhaust would finish it off very nicely so one is waiting to go on (it is still in its wrapping).

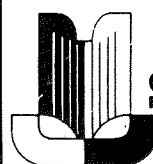


We are quite proud of our efforts so far.

accessible from underneath with some black goo which was mostly difficult to remove except where it was sprayed onto the wet/salty chassis which

Advice to others — think three times before committing yourself!

ANDY ROSE



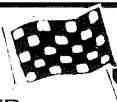
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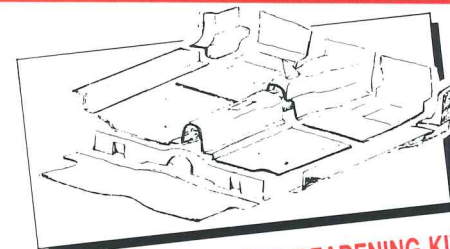
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DYNAMO TO ALTERNATOR CONVERSION

The Sequel

Andrew Mason



In Carl Heinlein's original article of October 88, he described the whys and wherefors of this conversion and how to make up a connection plate to replace the regulator box and so ensure the different wires are connected neatly and correctly.

I performed this conversion to my negative earth 71 Herald 13/60 when the dynamo gave out and I would like to add my experiences on this subject.

The first problem I discovered was that I had an extra spade connection with 2 off heavy brown-blue wires (supply to ignition and master light switch). These need to be connected together with the 2 off heavy brown and of heavy brown / yellow wires.

The second problem was not so much a problem but that my Lucas dealer no longer dealt with the LRA102 28AMP unit since most (modern) cars require a higher output. However, the 2RA 100 34AMP unit fits just as well and is readily available at little extra cost.

The third problem, and this is where it gets interesting, is that I did not know where to get the necessary copper sheet to make up the connection plate.

However the regulator box, which becomes redundant when using an alternator, had lots of

ready made connections going spare. After careful examination I discovered that with some internal modifications, it is possible to successfully use the regulator box as a connection plate.

The wires which need to be connected together are:

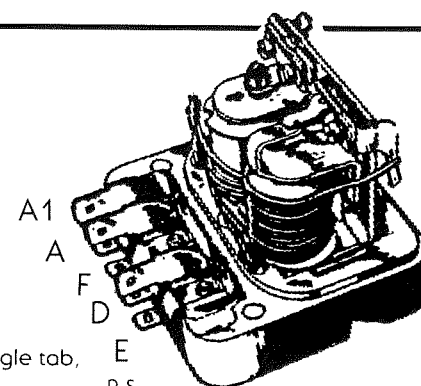
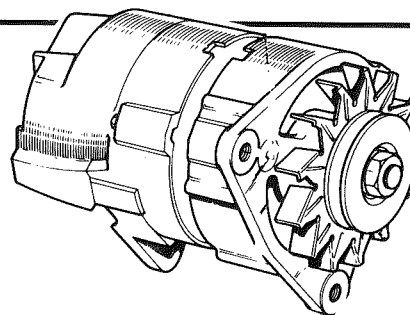
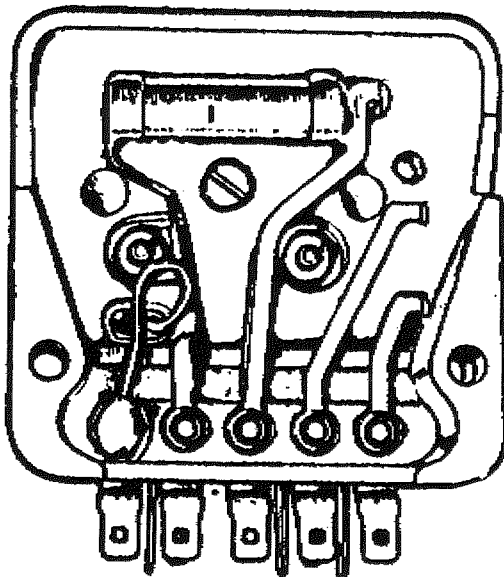
Group 1:-
2 off heavy brown.
1 off heavy brown/yellow.
2 off heavy brown/blue.
(together on one space connector).

Group 2:-
1 off light brown/green.
1 off light brown/yellow.

Group 3:-
1 off light black.

WHAT TO DO

My Lucas 2 bobbin Regulator box was labelled (from left to right), A1, A, F, D, E.



First remove the regulator from the bulkhead.

1) From the underside, cut off wires to connection E — single tab, far right.

2) The two 3-way connections A1 and A are connected internally by a single loop of heavy copper wire and some other bits and bobs (technical speak!). Leaving this single loop remove ALL the other bits and pieces including the wire wound bit under the regulator.

This should now leave you with **NO REGULATOR MECHANISM**, except for the loop connecting A1 and A.

3) Now replace the clip-on-lid and screw the remains of the regulator back on the bulkhead and connect up as follows.

Group 1 to 3 way tabs A1 and A.

Group 2 to 3 way tab D

Group 3 to single tab E.

This 'Heath Robinson' method has worked for me for 3 years and, for the purists in the Club, maintains the original bulkhead layout.

P.S. Alternators have a built in 'regulator box' accessed by removing the rear black plastic cover. Sometimes this starts to fail, resulting in surging current

This can be easily replaced and costs about £7;

Also since alternator units contain semi conductors, it is recommended that they are disconnected prior to doing any MIG/ARC welding on the car. ○

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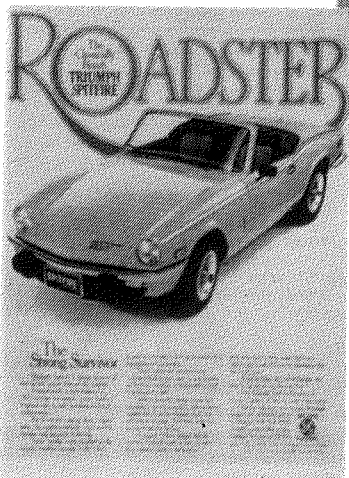
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HC059	HERALD 948 COUPE
HC060	HERALD 1200. ADVANTAGE HERALD
HC061	HERALD 1200. AMERICAN CONVERTIBLE
HC062	VITESSE MKI. TRIUMPH SPORTS SIX
HC063	COURIER VAN. CATALOGUE COVER
HC064	HERALD 1200. AMERICAN RANGE
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HC073	HERALD 948 COUPE FROM CATALOGUE
HC074	HERALD 948 SALOON. GOLD & WHITE
HC075	HERALD 948 SALOON & CHASSIS
HC076	GT6
HC077	GT6 MKI. LUSTY NEWCOMER
HC078	GT6 MKI. MONTE CARLO RALLY
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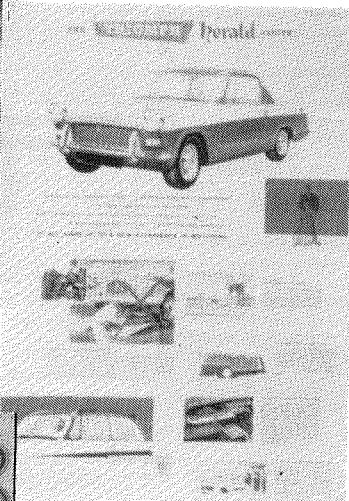


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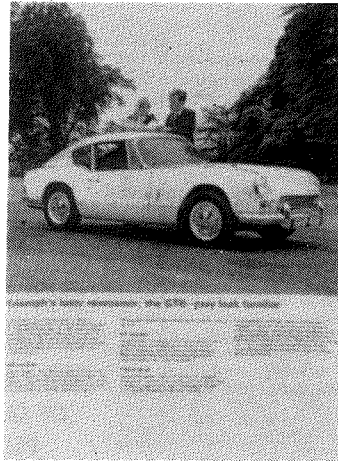


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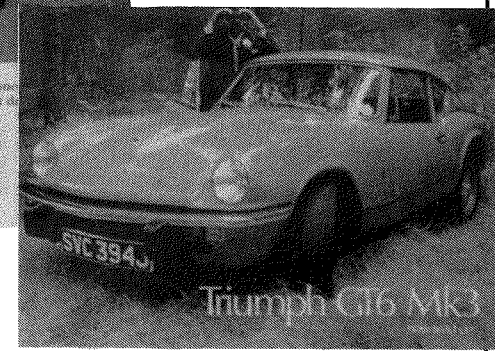
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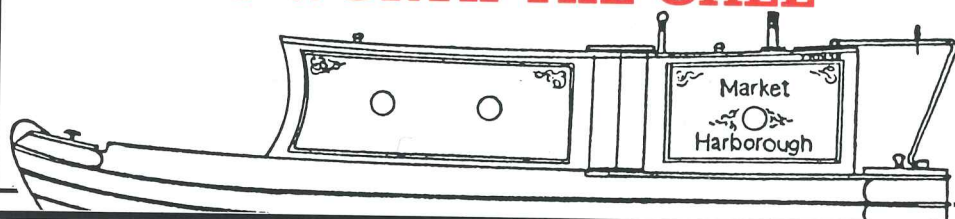
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WHEN IT COMES TO TRIUMPH — WE MEAN BUSINESS.



I had in the weeks preceeding tried to cover all eventualities, but on the day the only thing that I had not bargained for was the weather, and when I awoke on the Sunday morning I knew that my troubles were about to start, it was over-cast and threatening to rain, but not to be put off I made a start for the track.

By the time I arrived the paddock had turned to a muddy brown, with people trying to unload cars and avoid the puddles at the same time, I had decided to create a running order for the morning session because of the variety of cars that we had attending, but as the saying goes, *the best laid plans etc etc*.

This was mainly due to the fact that certain people (who shall remain nameless) failed to turn up at the correct time as per final instructions, this was possibly due to some over indulgence the night before. By this stage, yours truly was running around Goodwood like a headless chicken and at this point in steps my assistant for the day, Mark Helier, who with a sheer logical approach said, 'I think it would be better if we got them to queue in an orderly fashion, and let them go out when they like'. Great idea I said and then I went for a lie down in a puddle!

... glorious Goodwood ...

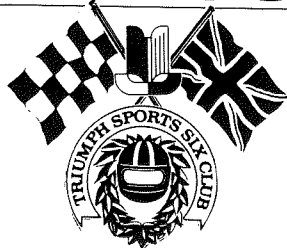
It wasn't until the lunch period that for the first time I saw a worried look on Mark's face. It appeared that a car had gone out in the last session before lunch and had broken its stub axle, unfortunately the recovery unit could not pick it up with only three wheels, so Barney Rubble Rescue Service went into action.

I must mention at this point that the previous day I had travelled down with Mark Field and his wife Jo in their MkIV Spitfire, and yes, you've guessed it, it was Marks car that was sitting in the middle of the track. So with some willing helpers we managed to remove the car from the track and dump it unceremoniously at the entrance to Goodwood and wait for the army of RAC men to come and shake their heads.

The afternoon session got underway with the weather improving and everybody queuing in an orderly fashion, my nicotine level had reached a point where I could take everything in my stride, the only other calamity was when Jon Lowe decided that he didn't like the way Goodwood had set out the chicane and thought he would re-design it with the front of his car, nice thought Jon, but I don't think they appreciated it. After closer inspection the damage was superficial and with a few adjustments with the Irish screwdriver, he was back in the queue.

The only other source of amusement in the afternoon was your's truly. For four years I had waited patiently for the day when my good friend Dave Wheeler would let me take the wheel of his precious TR6, and finally, at Goodwood, Dave relented and handed

1992 RACING NEWS



Dave Barnes

me the key. I caused some amusement even before I left the pit lane by managing to stall the car three times in succession. *I had it in third gear and that's my excuse and I'm sticking to it.* ... After finally leaving the pit lane and the butterfly had calmed down in the pit of my stomach, I started to relax and enjoy myself at the wheel of one of my favourite Triumphs ... until ...

... disaster, the car didn't like a novice like me at the wheel and the throaty roar of the engine became no more than a whisper. To make matters worse, Dave was out on the track in his Astra GTE with the video camera on!!!!, so my return to the paddock was on the end of a tow rope, to a cheer and a hand clap from the rest of the motley crew!

In closing, I would like to thank Kevin Williams, for a great job on my engine, but special thanks to Mark Helier without who's help and support on the day would have meant that this report would have been typed from the local funny farm!!! ...

I must be a sucker for punishment as I am organising another Test Day at Mallory for February 23, 93. £50 member, £55 non member, OH MARK????

... thank you John Thomason ...

I should like to place on record my grateful appreciation of all the help and advice given to me by John Thomason.

I bought a Spitfire 1500 in September 1991, and over the last few months have had various queries about it, which John has been able to sort out for me — his knowledge of the car is phenomenal! I was particularly concerned whether my various problems were peculiar to my own car or to the model in general, and he has been able to put my mind at rest that they were inherent in the design. I was particularly pleased to be able to get rid of the smell of petrol, about which John wrote an article in The Courier some time ago.

My car has done only 22,000 miles, genuinely, but there are bound to be the occasional 'funnies', which my local garage is unable to help with, so it is most reassuring to know that John is around to help me out.

My thanks to him once again, and to the Club.

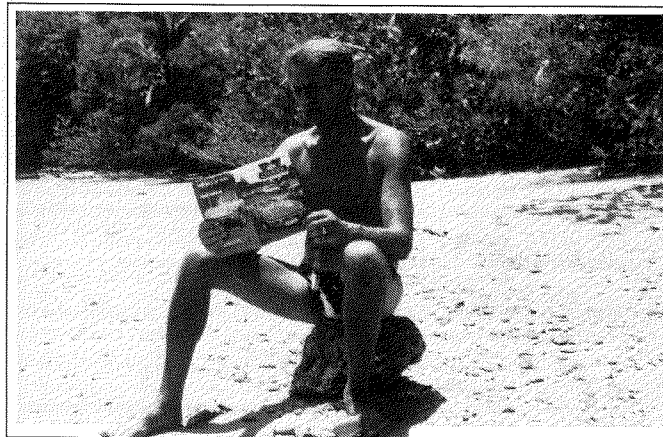
Michael W Roxburgh

... forever searching ...

I am currently embarking on the restoration of a Triumph Vitesse MkII saloon.

I would be grateful to know if any members know the history of JTW 317H or of any scrapyards in the Surrey / Hampshire / Sussex area which have a decent supply of Heralds or Vitesse's. ... Also, does anyone know the whereabouts of a Vitesse Convertible (white with yellow hard top) which if I can remember, was registered VDU 846 J and previously rested at 'The Stables', Norrells Drive, East Horsley, Surrey between 2 & 3 years ago.

C. P. Norman



K W Clifford, relaxing Down Under (story right)

Pen To Paper

... saving time
and money ...

MAY I congratulate you on the quality of your magazine and thank you also for saving me time and money in the eighteen months it has taken me to renovate my 72 MkIV Spit from being a 'bucket of rust'.

The car now draws admiring comments whenever I take him out for a run. My wife has also fallen under the spell of 'R-B', her comments have changed from 'Wat on earth made you buy that pile of junk', to 'put the Metro away, let's go in the Spit', and now comes with me to our local TSSC club meetings and social nights. I would like to take the opportunity to mention Sports Car Supplies for their help over the phone and delivery of parts, ordered on Wed and delivered on Thurs. morning enabling me to re-MoT within two days.

I enclose a picture (left) of me reading the Sept. Courier on one of the islands on The Great Barrier Reef in Australia. Reading the Courier helped to pass away the 14 hours it took to fly from Los Angeles U.S.A. to Sydney, Australia.

K. W. Clifford

... unusual coupe' ...

I have recently found my old photographs of my old 948 coupe and I wondered if any member knows if it still exists.

I sold it about 6 or 7 years ago to a Club member.

I was unusual in being imported from South Africa in 1966. It had South African hand stitched trim (with rear seat) and white reflectors on the front by the sidelights. It had a new rear wing (drivers side) fitted and a smooth roof. It was a good solid example but needed a complete respray in its original white. It was sold with the reg. no. 952 BCG when I lived in Coventry. I hope she's still alive and well!

I would also strongly recommend Mike Costigan's book 'Guide to Triumph Herald & Vitesse'. Also both Helen and myself would like to wish John Cudmore a speedy recovery from his sudden illness.

Andy Jones

CHECK WIRING FOR SHORT CIRCUITS ON SPITFIRE/GT6

BEWARE— All members owning GT6 + Spitfires. Check the wiring harness where it passes through the front suspension upright on the left hand side of the engine bay.

In my case 'chaffing' of the harness led to a SEVERE 'short circuit' of the wiring, leaving several circuits damaged. A quick check of this is worthwhile and either re-insulation of some form of 'protective sleeving' can be

employed. I write to you as a result of reading helpful tips in the Courier, which have helped me carry out preventative actions to alleviate similar problems (ie. broken fuse boxes).

Mike Bezek

... Dolomite o/d box to Vit. MkII convertible? ...

I am in the process of rebuilding a MkII Vitesse convertible and I wonder if anyone can help with information about fitting a Triumph Dolomite 1850 overdrive (J type) gearbox.

The car was modified by the previous owner with a MkI non roto rear suspension, 3.27 diff, Dolomite gearbox and 2500 engine.

The propshaft has been suitably shortened and although the drive train is complete, I am not happy with the gearbox mounting arrangement. The gearbox I have is the single rail later type box which is apparently the longest box and at present the tailshaft is fitted with two Metalastic bobbin type mountings screwed into ready tapped holes just in front of the drive flange.

They are fitted to a small metal plate which is bolted across the main chassis rails. This does not appear to be very strong. I would be grateful if anybody who has successfully fitted this type of box could give me some tips regarding the mounting and modifications to the tunnel.

Iain McPherson

... push action electric windscreen washer system ... visit your local scrapyards and . .

REFERRING back to Scott Marshall's letter (Nov. 92, Courier 149) about converting to a push-action electric windscreen washer system, I too have made this conversion (when I was living in England of course!) to my Herald 13/60, but would like to suggest a much simpler route around 'the switch' problem.

Visit your local scrapyards and take the wash/wipe dash mounted switch from any Triumph Toledo (not Dolomite or FWD1300). It is identical in every way to the Herald/Spitfire device except that it already has an electric 'push action' switch inside with 2 neat terminals (instead of nozzles) sticking out of the back.

It also has the advantage of an extra wiper switch position if you should convert to a 2 speed action. See what else you can find on 70s Triumphs, you may be pleasantly surprised and save yourself a lot of DIY time and effort too!

P.S. Anyone out there near Leipzig with a Herald/Vitesse/Spitfire? I'd like to hear from you.

Matthew Black, Sellerhauser Str 11. 0-7050 Leipzig, Germany.

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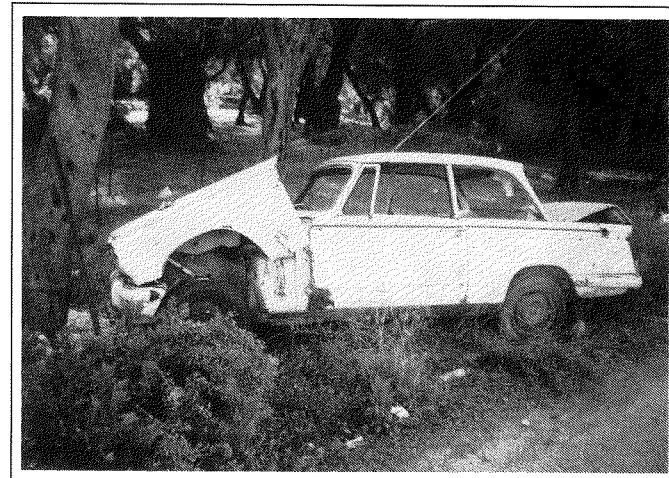
A Triumph owner for many years, but new to the Sports Six Club, I have always been interested in spotting the marque when on holiday.

The enclosed photograph shows a sad example of a dead Herald in a CORFU olive grove.

The commission no. GB38271, LDL point 19, trim 12.

Interesting parts remaining being the fairly rust free bonnet and sound rear overriders. The rusting nearside door bearing evidence of an earlier poor repair. Had Britannia Airways luggage allowance been more generous in dimensions and weight, who knows what might have been re-imported! ○

Jeff Leah



Full air conditioning is standard on 'this' model!

... couldn't cope with the oily bits ...

In reply to Andy Royall's letter in January Courier. What a wonderfully reliable 1500 you have there!

I am on my third so far and all have had their share of troubles. My Rolling Restoration, or Rory, as he likes to be known has been with me for seven months now. The girl that had him before 'couldn't cope with the oily bits', I was told. So daddy bought her a Porche. Sweet man. He didn't seem to want to adopt me, so I bought the car instead. It was sold as 'perfect condition'. An excellent example etc etc'. I knew better.

When I got Rory home and scraped some of the underseal off the front bulkhead — it was lovingly plastered over everything in sight by someone with a 'I can't see it, so it must

be OK' mentality — I found that the reason for at least some of the electrical faults was the live from the battery being under-sealed to the starter solenoid and the bulkhead at the same time. Is this an MoT point, I wondered, recalling my crisp new certificate that had been thrust into my hand when I bought the car, and the hand-brake that was pointing skywards to no apparent effect on Rory's ability to stay in one place. That was day two. Seven

*extra ventilation holes
cleverly disguised with
filler and underseal have
yet to be dealt with, but
apart from that, he is
about perfect*

months later, Rory sports new front road springs, new shocks, rear spring, trunnions, carb overhaul, and copper brake pipes (Automec, watch out for

the generous extras foot on the o/s front). The seized brake calipers now work, and a complete new interior and hood are on order from Rimmers. The extra ventilation holes in the floor and sills cleverly disguised with filler and underseal have yet to be dealt with, but apart from that he is about perfect. Apart that is from the rumbling that has just started from the back end This is only after seven months.

I have managed to cover 3000 miles in that time, and the car had not broken down once.

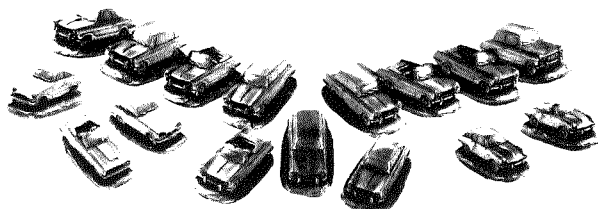
This is probably because I have never done anywhere with him either in good clothes or without every spanner and spare part I could lay my hands on.

The 'moral' Andy is, if you do insist on buying one of the most enjoyable and affordable sports cars made, you will have to live with the consequences of buying cars that were built before many of us had driving licences. ○

Keith D Bryce

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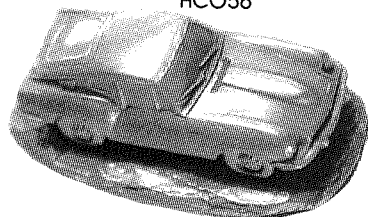
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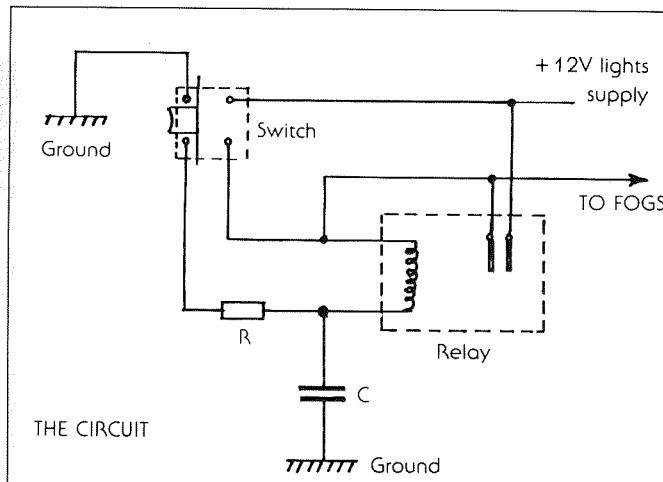
VISA

... all for less than a pound! ...

WITH reference to recent letters on the subject of fog lights, I have come up with a slight modification to the circuit which allows the fogs to be turned off without turning off the headlights.

Additional cost — one capacitor and one resistor (less than one pound!). With this circuit, a brief press of the switch turns the fog on, as in the original circuit. Holding the switch a little longer (about half a second) switches the lights off again, without interrupting the headlights. This is because while the switch is pressed, the capacitor charges up. This reduces the voltage across the relay coil until it drops out. A point to note — you need a switch with one pair of 'normally open' contacts, and one pair 'normally closed'.

Precise values for the resistor and capacitor depend upon the resistance of the relay coil. I used a 160ohm relay, a 10ohm resistor and a 2200 micro-farad capacitor. The resistor needs to be at least 10 times smaller than the coil resistance otherwise the relay will drop out after a few minutes.



If the relay coil has a higher resistance, reduce the capacitor value proportionally (i.e. a 320ohm coil would need 1100uf, a 80ohm coil would need 4400uf). If the (RxC) product is increased, you will need to hold the switch for longer before the relay drops out.

Matt Favelle

... and disappeared off up ...

I THOUGHT that I should write a reply to Matthew Arnold's letter in Courier no. 151 with a possible solution. I too was faced with the same problem only worse in that I own a GT6 based Moss Monaco (same mechanicals but a body light enough to be lifted by one person).

When it was ready for its first MoT I took it to the local friendly tester and all was going fine until it came to testing the brakes,

he looked up the figures for the GT6 and put the car on the rollers, at the front it showed less than half the required figure and it kept hopping off when the back came to be tested showing less than a fifth of the required figure. It did though show the brakes to all be in balance.

The tester scratched his head for a few seconds and then disappeared into his office, re-appearing a few moments later with a very dusty decelerometer that obviously hadn't seen the light of day for many years!

He placed it on the floor, climbed in (not an easy task) and disappeared off up the road. He returned a couple of minutes later with a big grin on his face, his hair blown back against his head, uttering: 'well I never, what a fast car and blow me those brakes are good', or words to that effect, and looking at the decelerometer it showed higher than the required retardation figure for a GT6!

The result of the testers trip being a pass for the brakes, even though they would never have passed on the roller brake tester.

My experiences would seem to imply that the roller tester is not the only way of obtaining a pass.

Colin Wake

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Guridan Singh

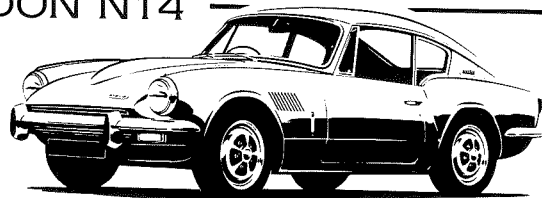
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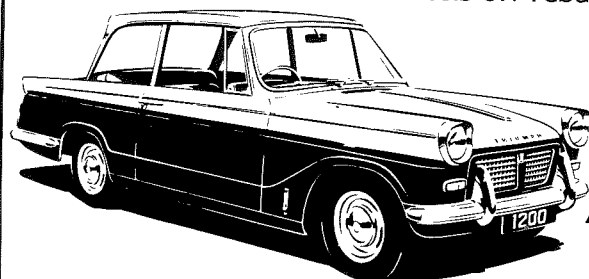
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Peter Williams

Final Brake Fettleing



Part 25

IT'S been some time since brakes were last mentioned, it being way back in part 15 when we showed how to renew front caliper pistons. Well here's the finale to that episode.

The promise of lower maintenance always seems a good idea so to follow that theme a set of copper brake pipes were fitted. In addition to not rusting, buying such a set has the benefit that the pipes come cut for length with the correct fittings so there's less messing around. A set of cadmium brake hoses completes the picture offering better pedal pressure (no rubber hoses to expand) and the promise of longer life over traditional rubber hoses which inevitably perish.

achieve the correct curve and to prevent kinking. For this, sockets are good, so too are bottles and even ignition coils.

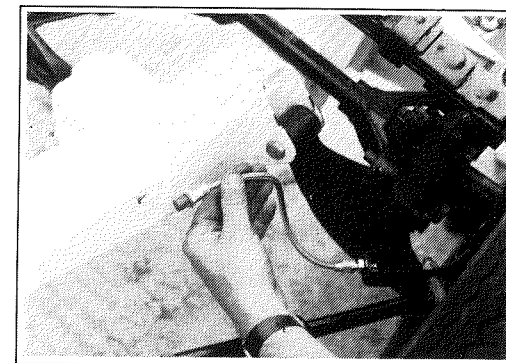


Figure 460. Cadmium hoses are available as direct alternatives to traditional rubber and represent another piece of modern technology worth fitting.

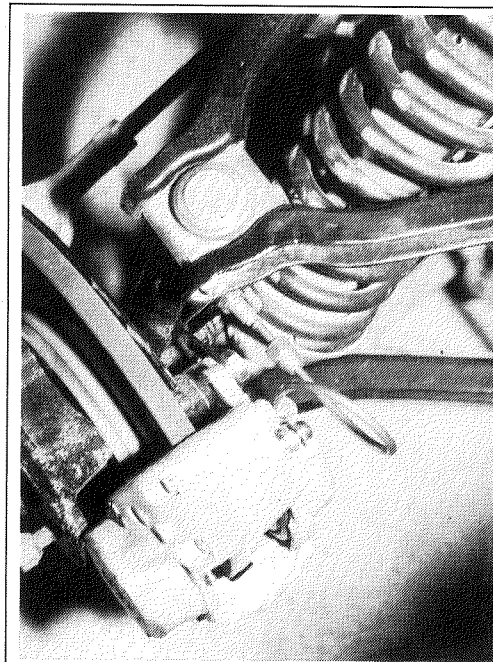


Figure 459. There're no particular problems associated with fitting copper brake pipes. Just remember to use suitable formers to bend the pipes around to

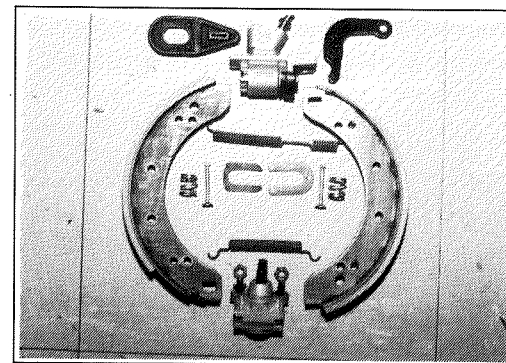


Figure 461. Rear brake parts ready to go. Note that different slave cylinders across the range of our cars look similar but may contain smaller/larger diameter pistons so make sure you buy the right ones for your car.

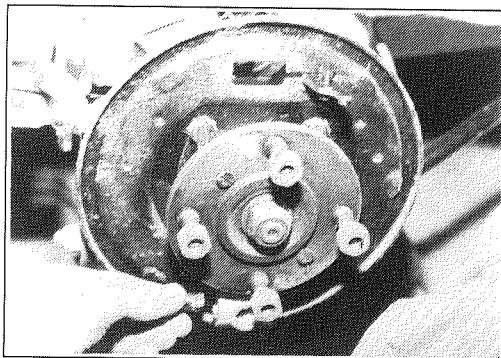


Figure 462. Offer in the handbrake lever and lightly coat the back plate sliding surfaces with copper grease. Bolt in the adjuster. Smear a coating of copper grease on the adjuster pistons before fitting.

WARNING. PLEASE TAKE CARE TO KEEP ANY GREASES ETC, CLEAR OF THE BRAKING MATERIAL FACES.

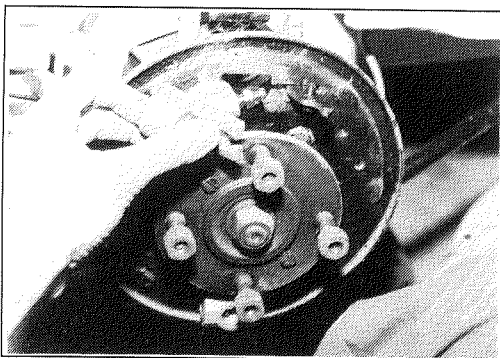


Figure 463. The slave cylinder can then be offered in...

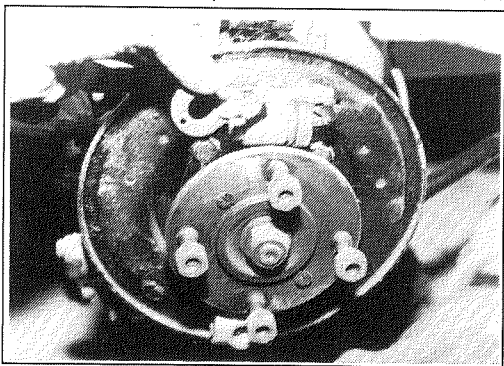


Figure 464. ...and held in place (from the rear) with new 'horseshoe' spring clips.

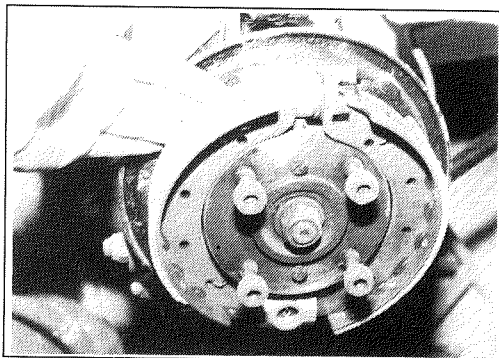


Figure 465. Hook in the pull-off springs and offer on new shoes - lower ends first into the adjuster - and then manoeuvre into the top slots. Keep things as clean as possible. The brake shoe friction surfaces can be temporarily protected from dirt/grease with masking tape if desired.

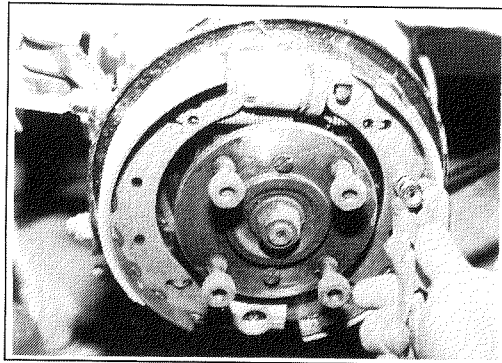


Figure 466. When all in place slide in the retaining pins and fit the springs/spring cups.

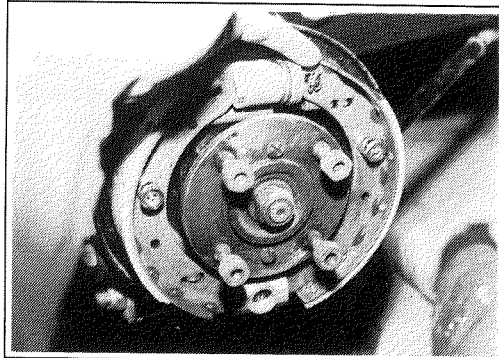


Figure 467. Locate a new split pin into the end of the handbrake lever and then fit the drum.

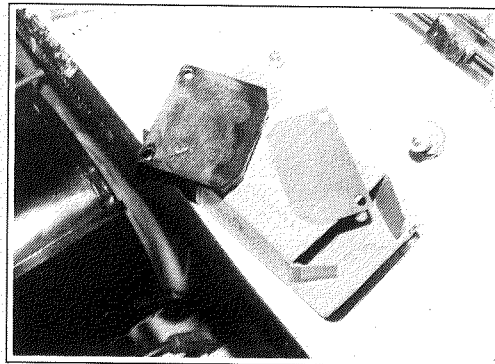


Figure 468. Over to the front and out yet again comes the trusty copper grease

. . . never use ordinary grease . .

to coat the anti squeal shims and the metal back of the brake pads.

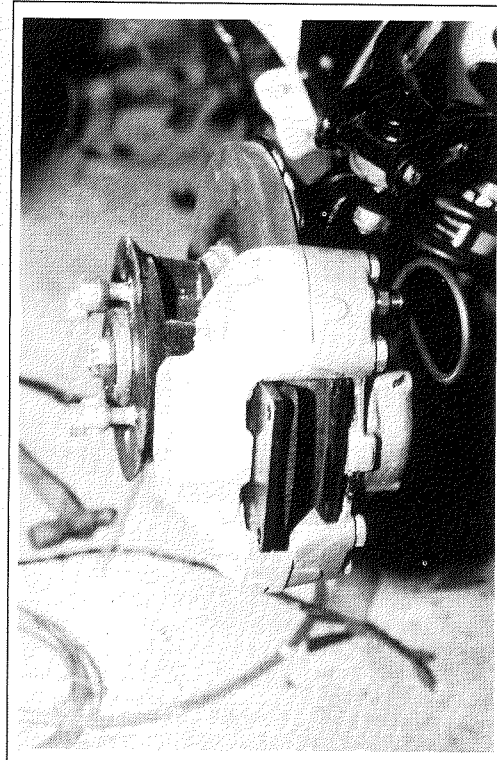


Figure 469. With the pistons pushed fully into the caliper body, the pads and shims can be slotted home...

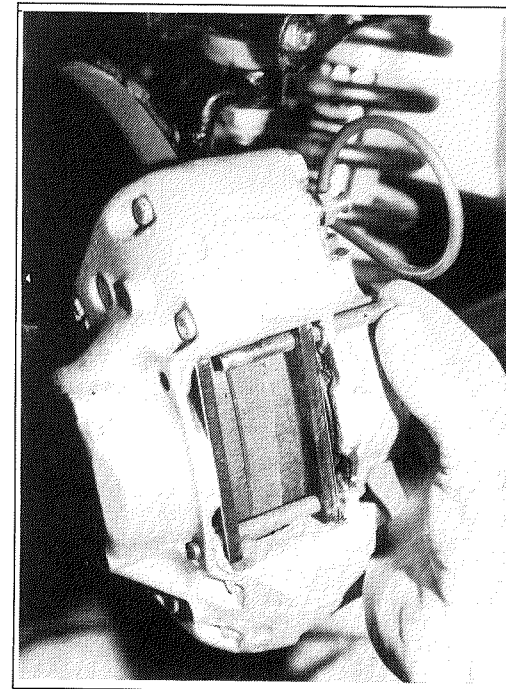


Figure 470. ...followed by the retaining pins and 'R' clips.

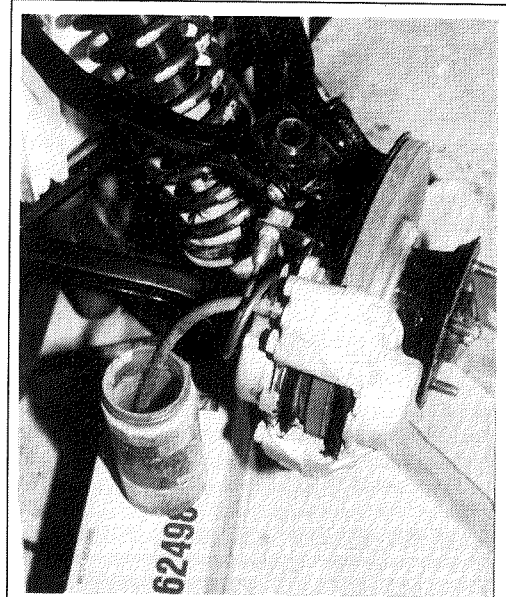


Figure 471. All that's left now is to bleed the brakes. The job is much easier with two or no doubt if alone with the use of a one man bleeding kit. Without having one of the latter, the key thing is to tighten the bleed

nipples with the brake pedal down. Easy if there are two of you.

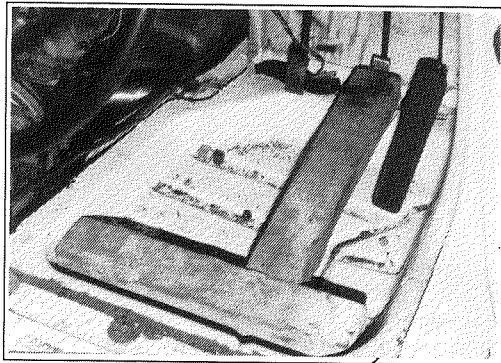


Figure 472. Doing the job on my own and without a special kit I used a block of wood. No problem just a little more inconvenient.

One final tip. When replacing master cylinders don't just check the bore diameter, also check the length of the operating rod. I bought a new clutch master cylinder only to find that the clutch wouldn't disengage. The bore size was correct but the push rod in the new cylinder was about a quarter of an

inch shorter than that in the old. Once the problem was realised, it was easy to swap the shorter rod with the longer but it was something I hadn't come across before so take note to check. It's also another pointer for not throwing any old parts away until the new ones have proven their worth.

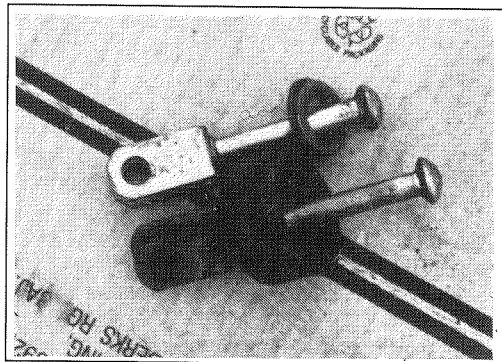


Figure 473. Shorter (new) and longer (old) slave cylinder push rods compared.

Next Month: Coupe/ Saloon Headlining Replacement

DAD the clutch still isn't right'. This from my eldest daughter with a Toledo which has the same 1300cc engine, clutch and gearbox as the Spitfire.

I thought I had saved myself work by getting her to take it to 'The Professionals'. No chance. They made a dogs dinner of the electrics, got the bolt on the end of the gear lever the wrong way round (no fourth gear) and still the clutch was on the floor.

Chris, her boyfriend, said he would help but since it was Hay Fever time, I would have to provide him with an adequate supply of Kleenex and Kentucky Burgers for lunch. We then started to sort this clutch out once and for all. The excellent series of articles by John Richardson in the Courier this year were a good background on what to look for.

Was it the crankshaft thrust bearings? No.

End float was 0.015in, 'worn but serviceable'. 'Like my nose' said Chris.

Next the hydraulics.

With a master cylinder of $\frac{3}{8}$ " bore and a slave of $\frac{7}{8}$ " bore and some simple maths, the slave should move forward about $\frac{3}{4}$ ".

So with a rule pushed through the gap at the side of the slave cylinder housing up against the clutch fork, this was measured with the pedal up, then down and held. If the rule moves back slowly or there is less than $\frac{3}{4}$ " movement then the hydraulics need looking at — new seals etc. . . . Well the hydraulics were fine. So the problem must be with the clutch mechanism itself. $\frac{3}{4}$ " stroke at the slave will give $\frac{5}{16}$ " at the thrust race and by putting pressure on the diaphragm spring I found that $\frac{1}{4}$ " movement was more than adequate to disengage the clutch. So what was wrong?

The fault must lie in the thrust race not acting along the centre line of the engine, because any offset on the diaphragm spring will lengthen the stroke required to disengage the clutch. What factors could influence this?

1. Rear engine plate distorted? Mounted on an old bell housing there was a 0.035 ins hollow and laid on a flat plate it was over an $\frac{1}{8}$ " buckled. Using a BIG hammer (a good selection of big hammers is essential) I managed to peen it flat enough to satisfy my conscience, about 0.005ins on the bell housing.
2. Bearing in the end of the crankshaft? It was .005ins down on the outside and 0.035ins up on the bore so I fitted a new one.
3. Clutch fork pivot pin and bearings? The pin was loose in the fork and the bottom bearing oversize by 0.025ins. New bearings were fitted. Without a new pin and tolerance ring to hand, I made a new, longer pin. This was fixed into a sleeve made to fit in the clutch fork and secured with two grub screws.
- Split pins were added top and bottom (Belt AND braces).
4. Was the stroke of the thrust race long enough? I carefully measured the position of the diaphragm spring and the end of the stroke of the thrust race and found that the outside of the thrust

. . . Well, this 'Old Crumbly' can now get back to his Spitfire 1500 . . .

race carrier was fouling the fork! Never seen this mentioned before, perhaps this is the crux of the problem. This was given clearance using an angle grinder.

5. The thrust race pivot pins in the fork were fine but if they had seized this would also have added to the problem.
6. At the most forward stroke of the thrust bearing the fit on the gearbox extension nose (sorry Chris) was very loose so I should have fitted a new one but as it was I made a small stepped extension ring which fitted into the housing making it $\frac{1}{2}$ " longer and supporting the thrust race carrier at its extreme forward stroke. Even if it came loose it could go nowhere, so I thought it was worth a try.

The professionally fitted clutch, now 500 miles old had worn out its fulcrum ring because of the offset loading and made a distinctive tinkling sound as you switched off the engine. This was due to the flywheel stopping and this ring continuing to rotate. A new pressure plate was fitted and everything put back together (with more sneezes from Chris). Number One daughter could now drive her car without wearing out the carpet under the clutch pedal.

These problems will be present in an old clutch but because the diaphragm spring moves the thrust race back, nearer to the gearbox as the friction plate wears out, they are not noticed. Only when a new clutch is fitted and the thrust race is fully forward will the operating mechanism be struggling to keep the thrust race on centre line and the pedal will be on the floor. Well, this 'Old Crumbly' can now get back to his Spitfire 1500. . . . Anyone got a good cure for Hay Fever?

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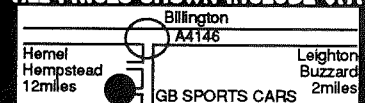
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Spitfires

real pint size racers

Graham Robson chronicles the evolution and competition record of the works Triumph Spitfires that appeared in 1965.

(Courtesy, Classic Cars — 1976)



By a 'classic car' we mean a car which is at once rare and effective, fast and attractive, and certainly not easily copied, then a proper 'works' Spitfire surely qualifies. There have been hordes of ordinary little Triumphs, but only ten 'real ones'.

For only two years — in 1964 and 1965 — Triumph were really serious about their competition cars, the fast-back Spitfires were really dramatic little machines. Outwardly the main difference was in that sleek fast-back roof, and in the flush headlamp nose, under the skin was a lot of special engineering.

Spitfires raced at Le Mans in 1964 and 1965, where they lapped at more than 100mph and rallied all round Europe, where they soon had the beating of any similar sized GT car in the business. At the end of 1965, suddenly, they went into retirement. So why were they born, and why killed off?

For Standard-Triumph to produce them at all was completely unexpected. Before that, for ten years, the factory had relied on standard and modified TRs. A set of Spitfires, exquisitely developed as they soon became, was an entirely



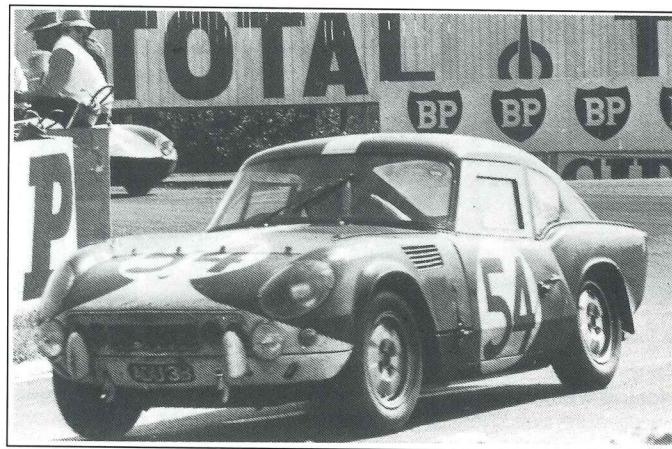
The team entered for the 1965 Monte Carlo Rally.

new philosophy. Under Ken Richardson's stubborn and forceful guidance, the works rally team concentrated on TR2s, TR3s and TR3As until 1960, not one of which was any quicker or better than the average clubman's machine.

From 1959 to 1961 Richardson was also responsible for preparing the massively strong twin-carb TR5 Le Mans prototypes, of which only the engines were notable.

By 1963 Richardson had gone, and a much smaller (and under-financed) competition department had re-opened at Fletchamstead, administered by the writer but most definitely controlled by Triumph's enthusiastic engineering chief, Harry Webster. TR4s were being used, because without spending a lot of money, there was no useful alternative.

The alternative duly materialised, in the shape of the renewed company prosperity, Leyland Motors backing, and a keen desire to go back to Le Mans again. Webster was very keen on racing at Le Mans — the department would have been happy to confine itself to rallying — and this time he wanted to do the job properly.



The Dubois/Plot car at Le Mans in 1965. It finished 14th.

A re-vamped, lightened, twin cam TR5 might have been useful, but the idea was rejected. The old Le Mans cars had been sold (to the United States) and were no longer competitive in any case. In prototype form they could not live with the pace of the Porsches.

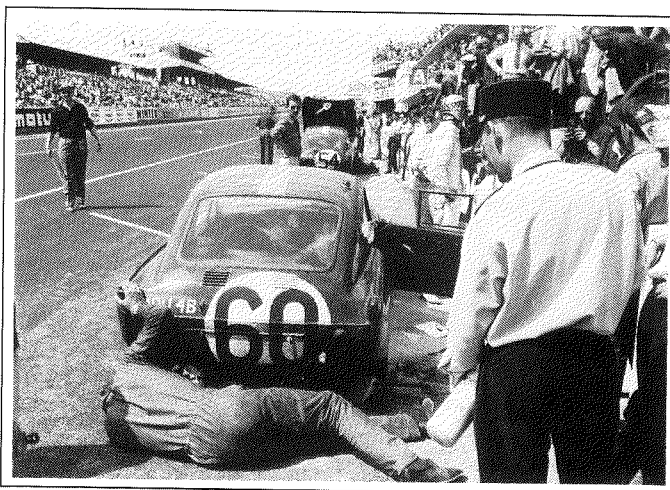
There was also the matter of an encouraging engine development which Webster had up his sleeve, the fact that it was thought that the Spitfire might easily become a Midget/Alpine-Renault beater — and because he was anxious for his staff to tackle something entirely new.

The go-ahead came in the Autumn of 1963, with an absolute immovable deadline. Two race cars had to be ready for the Le Mans practice weekend on 18 April 1964. Nothing specific was demanded, except that the cars had to lap Le Mans at 100mph — and keep on doing it for a full 24 hours!

The rally team, for their part, would get cars for the European 'road races' — which meant the Alpine, the Tour de France, Geneva and the Monte Carlo Rally.

For good marketing reasons, the cars would have to be based on production Spitfires, and retain recognisable body contours. A bit of brisk slide-rulery showed that more than 90bhp would be needed from the 1147cc engines, and that was a problem. It was all very well being told that 'if Keith Duckworth's Anglia engines can do it, so should ours!' — Formula Junior engines didn't tackle 24 hour races, or thrash around the Alps for up to a week.

There was no way that 80bhp/litre could be found from the existing cylinder head, even in much modified form. Webster's 'secret weapon' however, was a brand new eight-port cylinder head, intended for use in the later Spitfires, and in the front wheel drive Triumph 1300, already under development.



The Thuner/Lampinen Spitfire in the pits, Le Mans 65. It finished in 13th place.

In the event, even this head did not breathe deeply enough, so for the works Spitfires another version was designed, with bigger valves, more delicately aligned ports, and very high compression ratio. Right from the start there were cast iron and light alloy versions, predictably enough the alloy head, with its higher compression,

provided more power, but because Webster was not sure it could survive for 24 hours without warping, he refused to let the Le Mans cars use one. The rally team, for their part, had no such qualms, the record proved that they were right!

... the Herald/Spitfire swing-axle rear suspension already had a bad reputation for vicious terminal oversteer in production form ...

Twin double-choke Weber carburettors, a new camshaft grind, 11.75:1 compression and a lot of detail development soon did the trick. By the middle of 1964 the 70X engines were reliably producing 98bhp (DIN) in iron head Le Mans guise and 102bhp (DIN) in aluminium head rallying form. Not that it was all without incident — the first engines installed in a car soon shed their carburettors when the new manifolds fractured and the oil pressure disappeared rapidly until new ways could be found of baffling the sum to eliminate surge. ... 70X? Oh yes — that was Triumph's code. The '70' was the engines swept volume in cubic inches, and 'X' of course, simply stood for Experimental.

The factory also developed new axles to withstand the torque, which looked similar to the Spitfires axle, but which were much different in detail. A Salisbury limited-slip differential was fitted. Time was too short to develop a new gearbox immediately, so the Le Mans used the massive TR4 box and the rally cars the Vitesse's close-ratio cluster. In neither case was overdrive even considered.

The chassis was virtually unaltered, and it will be a surprise to many people that there was little difficulty in getting satisfactory road holding. The Herald/Spitfire swing-axle rear suspension already had a bad reputation for vicious terminal oversteer in production form — a habit that was tamed successfully for the works competition cars. After a whole series of experiments (one of which involved the writer visiting the infield of MIRA backwards in a quite involuntary manoeuvre!) the specification settled on slightly lowered but MUCH harder transverse leaf springs and dampers that could be persuaded to perform indefinitely. Excessive negative camber was not needed — and with a top speed of 130mph assured the tyres would not have stood for such treatment.

... as far as it is known the result was never wind tunnel tested ...

For racing (and later for the Tour de France) a vast 18 gallon petrol tank filled the space behind the seats AND that normally allocated for fuel.

The fast-back body is a most distinctive feature of the Spitfires. On the four race cars built (ADU 1B, 2B, 3B and 4B for number plate collectors) every panel was pressed in light alloy on production tools and a glass-fibre full length hard top was grafted on to it. This was actually formed by using a prototype GT6 bodyshell for the mould (a car which Michelotti had already styled and built before the racing programme was approved), it is quite untrue that the shape was done for racing and subsequently adopted for the GT6.

As far as is known the result was never wind tunnel tested, so the fact that it was effective came about simply by chance. The cars first appeared in testing and at Le Mans in April 1964 with a normal shape of Spitfire nose, but by race-day these had been

... to ensure homologation, but it is doubtful that many were ever fitted to privately owned cars ...

converted to a faired-headlamp condition with small radiator air intakes. The bumpers, of course, were discarded.



A private entrant in the 1965 Tulip Rally.

At the same time as the Le Mans cars were being built (in the main Experimental department incidentally), the competition shop was modifying a set of road cars for rallying. (These were ADU 5B, 6B, 7B, 8B and ADU 467B — the last being prepared for Val Pirie and the Stirling Moss team to use). Road cars had to comply with Appendix J regulations, which explains why only the skin panels were in light alloy and why a Spitfire based gearbox had to be fitted. At first these cars had production size (8.25 gallon) tanks and the normal hard tops. The engine conversion kits were made available — reluctantly — to ensure homologation, but it is doubtful that many were ever fitted to privately owned cars — the Avenger-BRM situation of 1974 and 1975 and the alloy headed Healey 3000s of the 1960s were similar cases.

Endurance testing included 24-hour runs at Fletchamstead, and a two-day 24-hour test at Silverstone with David Hobbs as one of the drivers. Team rally driver Roy Fidler campaigned a prototype rally car (412VC — an ex-photographic publicity car) and took second overall in the 1964 Welsh International Rally — the engine's first public appearance.

To be continued.



THE Malvern Hills, steeped in history, inspiration to Elgar, houses nestling in its foothills and the small town of Malvern in its shadow.

We saw neither due to the traditional Malvern weather for this event. It happened last year, the year before and the year before that. That is why it came as no surprise to be kitted out in waterproofs, boots and umbrella

MALVERN
Oct. 3rd & 4th, 1992
STEEPED IN HISTORY, AND COMPLETE WITH ATROCIOUS WEATHER!

Vicki Benson

with a gas stove in the tent for all those warming cups of soup and coffee!

I have to admit there were more members of the public around on the Saturday than last year, braving the horrendous conditions overhead and underfoot as we all did, come to that! Luckily the ground conditions were not so bad in the car club areas so we were not deluged by the mud but we were not deluged by prospective

members either! *I have come to ask myself as did Dennis before me, is it worth it?* I think we put on a fairly good stand, the Courier Van being centre stage to celebrate the 30th Anniversary of the marque. The Vitesse and Spitfire being already done at previous shows by the TSSC and other Triumph clubs. This show has never been a good one for catching new recruits, the main reason for going at all is to buy that elusive part from the auto-jumble and to aid the stand organiser display OUR cars. We cannot compete with stands like the TR Register, funds do not permit especially as it has been funded for many years from the stand organiser's back pocket. Perhaps one needs to think along the lines of area funds backing it? An area not yet up and running but certainly talked about behind closed doors?

To put it bluntly, if you want Malvern next year you will have to ask me very kindly indeed. I do enjoy the show and to be truthful, would like another crack at it next year but perhaps we should take the lead of other clubs and have the Saturday as the setting up day only. One reason why we have not done that is the organisers of the entire show has always insisted that car clubs have a complete stand for the two days. A point to be taken up nearer the time for the 1993 show.

So enough of my moans, what about the stand and more importantly my immense gratitude for those that braved the really atrocious weather on

the Saturday. The weather did not lend itself at all for us to be able to decorate the stand on that day but we did display the cars around the Courier Van. Come Sunday it was at least dry and Shaun's Courier Van was duly festooned with banners, balloons and a birthday cake with candles.

... Many many thanks for helping me run the stand, you all did me proud ...

A lovely flower arrangement adorned the bonnet which was made by Chris Roberts - the flowers, not the bonnet that is!! And all the balloons stood their ground so to speak considering a gale blew up mid-morning! Just to brag a little my very own little baby (Vitesse Mk1) celebrated its 25th birthday on the 1st October. ... Some of us did buy that elusive part from the autojumble, we visited other club stands and talked about cars of course. The gas stove ran out of gas, again but at least it held out until 4pm on the Sunday! I think all of us on the stand went away with something - if only memories! Many, many thanks for helping me run the stand, you all did me proud, especially considering the weather - thanks again. **The Stand consisted of:-** Courier Van - Shaun 948 Coupé - Wendy & Peter 1200 Saloon - Ken & Di 12/50 Saloon - Brian & Sally 13/60 Conv. - Jim Vitesse Mk1 - Vicki Spitfire MkIV - Richard Spitfire 1500 - Phillip GT6 MkIII - Hugh & Chris

Unable to join us due to a minor problem with his car was Carl with his MkII Spitfire, who assures me he will clean everyone's car on the stand next year! ○

THE PATRICK COLLECTION
Tuesday, Oct. 13th, 6.30pm to 10.00pm!!

Vicki Benson

THE above car museum has an annual open evening and an indoor display of Triumphs owned by or given to the museum were put on view.

This prompted the curator to ask Dennis to put on an outside display of as many Triumphs as he

could muster. The various car clubs had already had invitations but not to do a display. The few days that Dennis and myself had before this event were made even more hair-raising as we were in the throes of Coupé Sunday that very weekend and the request came to us just TWO DAYS PRIOR TO THAT! Den organised cars from our club and the TR Register while I phoned Anne Grove of the Triumph Sporting Owners Club to see if any of her local club members could help out.

Bearing in mind it was a cold October evening, people kindly gave up their time to come straight from work to put on the display. We had thought we would be nearer the main entrance but we were at least on show as the public drove in and many of them came outside to look at the cars. This, as far as I know had not been done before, and I really do not know

if it will be done again in the immediate future so I do hope that those who helped us put on the display were happy with the evening. The museum is unique in that the majority of cars on display inside are very few indeed. The policy of the museum is to buy or at least have on loan limited editions of popular or sports cars, the exotic, the very fast and the very slow if you like.

The owners of the museum started the collection in the sixties (they owned a dealer franchise at the time) having envisaged that all the cars they collected would one day be on show to the public. With over 250 cars at their disposal you can guarantee a different display of cars on your next visit to the museum.

Thanks to our Club members for taking part and those of the other Triumph Clubs, it is nice to get together now and again! ○

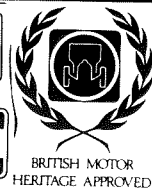


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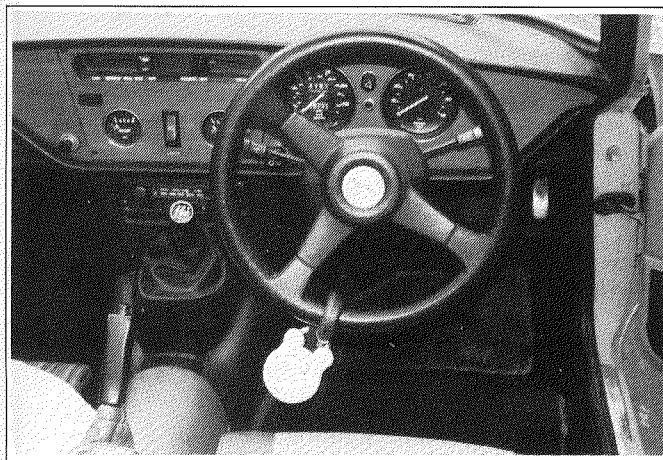


REPORTS that 'our' cars are being stolen as if for a pastime, reminded me that from the late sixties through to about 1985 I preserved intact a series of very stealable cars.

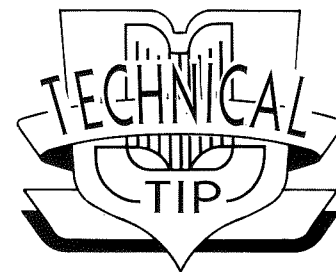
The story begins with a Capri, one of the first of the new shape. By dint of much scheming I got one as a company car. The only one in a fleet of about 250 family saloons, it raised quite a few eyebrows. Had I lost it, it would almost certainly have not been replaced, and it was, you might say, at considerable risk.

At that time I lived within a stones throw of the Angel, Islington, an area which then was a long way from being 'gentrified'. My garage was the kerbside. By day the car would find itself parked near construction sites anywhere from Morpeth to Plymouth.

Then, a handful of Ford keys would deal with any of their then current models once the locks became at all worn. I needed a thief deterrent. It had to be cheap, easy to use, hard to force. What I came up with was (and still is), all of those.



As I say, field testing began in the late sixties and continued



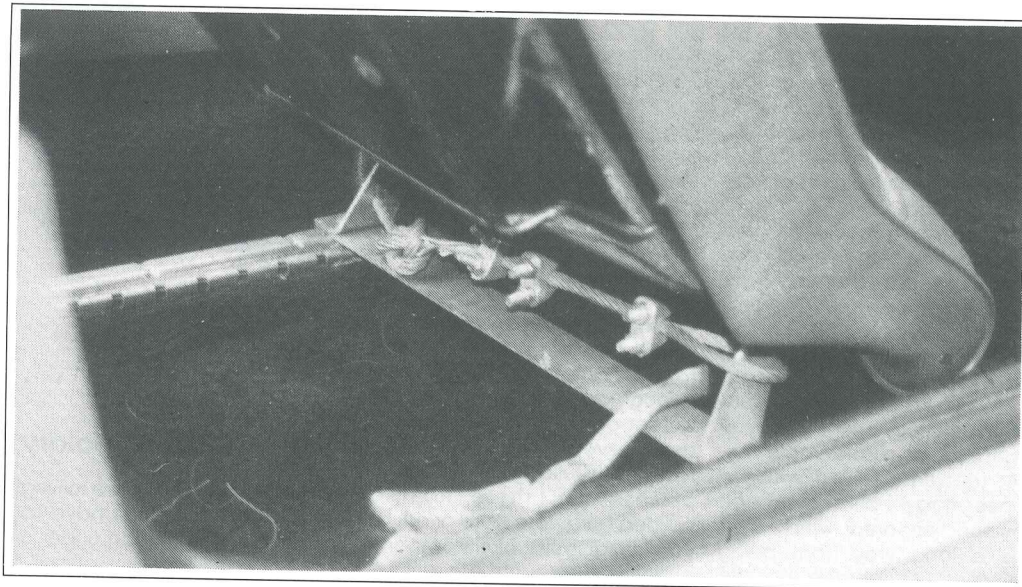
LOCK IT OR? . . .

Don Baldry

it's the plastic pipe we are talking about here, you don't have to carry out this operation under a very hot shower!).

. . . take the bond around the other seat support, and, pulling it tight, fix a bulldog clip . .

From the outside to the inside, thread the bond through the hole. Now, with the sleeve pulled hard against the hole make sure you've cut it long enough to turn over the steering wheel. You have? Good. Tie a knot in the bond as close as possible to the hole. Take the bond around the other seat support and, pulling it tight, fix a bulldog clip (you need three hand, so use mole grips!). Loosely fix the second clip around it first, now run it back so as to tighten the bond around the undrilled support, and tighten the clip. Fix the third clip. Now all you had to do is cut off the surplus bond. You need a sharp cold chisel and a striking plate of some description. You may have to cut a strand at a time. Given a decent padlock this device will resist anything



except bolt cutters *with brand new blades and properly adjusted* (old blades or poor adjustment just flatten the bond). I know

because all those years ago the garage foreman lost a pound to me trying!

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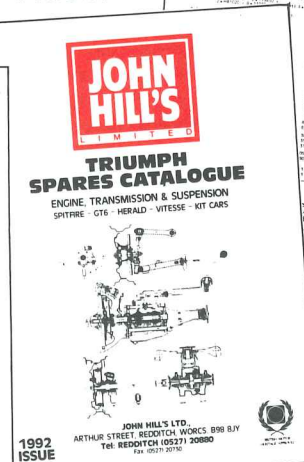
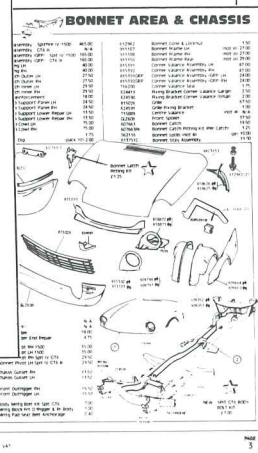
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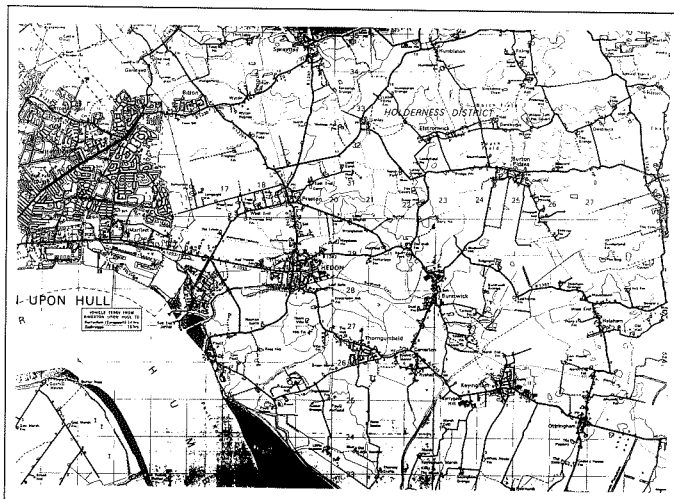
QUESTION: Where will you find the following: a yellow plastic duck, a strong Brownian Motion producer, an identical frog and the answer to the question 'What do bats and an American university have in common?'

The answer is somewhere on the 1992 Humberside Treasure Hunt.

Preface

My good friend Paul and I spent a hurried month and several hundreds of miles preparing the route and clues in and to the east of that great northern city, Kingston upon Hull (or at least that's what it says in the city's promotional literature).

Unfortunately I missed the preceding club meeting and the easy way of promoting it to the club members. Plan B was to take the bold step of sending out about 50 letters to the more local members on the area's list, funding this from the Treasure Hunt's incoming entrance fees. I must say thanks to all those members and ex-members who took the trouble to reply, I hope we will see you at some of the meetings.



SCENE 1 — The Car Park at Toys R Us.

The BIG DAY came on Sunday 4th October, following much hype, hard well and a major leaflet campaign at the various workplaces to which I have access. The police had been notified, several minor forest had been denuded to provide copies of the hunt documentation and the destination pub had been well and truly forewarned.

... perhaps I had better explain the ducks ...

Paul and I were up at an unreasonable hour for a Sunday in order to secrete 30 ducks around the course. I then waited with baited breath to see if anyone would turn up. Actually my concern was more with how many would turn up. I had the money from 18 teams, firm assurances from two others and the possibility of between none and dozens from the TSSC, but I also had a maximum of thirty places available owing to the number of ducks. ... Perhaps I had better explain the ducks ...

HUMBERSIDE TREASURE HUNT 1992

I like to give every team something unique to do or collect. This adds a certain amount of interest as each team has an individual quest. It also tends to foul up those teams who get their answers by following the other team around (they end up on a wild goose chase, or is that DUCK CHASE!). So this year I procured the entire stock of plastic ducks from one well known store, ruining my credibility in the process ('I have this large bath, see, and I need these ducks to ...') and planted them at different map references. Each team then had a sheet telling them of the rich rewards to be had from recovering their duck, and giving the grid reference plus a cryptic clue.

At 9.35 prompt, the first team arrived, exactly 25 minutes too early, then around ten, the rest arrived. There followed much standing around and gentle abuse while I tried to log each team against their entry form, record mileage, collect money or bribes and finalise team names. The final count showed 24 teams entered, including enough TSSC members from my letters to more than cover their cost.

Finally, by 10.30, with the direction and question packs distributed, the teams were under way, a quick five mile run to the first grid reference outside the city confines and into the first batch of brain teasers. You could immediately tell which teams weren't going to win ...

they left with squealing tyres and about as much understanding as their ducks — many of whom were hidden in the car park! Paul, having been nominated chief duck molester had previously been sent off with the job of riding round on his scooter and planting the wee yellow beasties. When he arrived back, at 11.20, we figured that the teams had a good head start. Paul went home for his car, a Nippon Sunny with light winds, poor sad man. Meanwhile I determined to discover what had become of our victims. My wife had kindly lent me the use of our GT6, which was slightly strange as there was nothing broken on it at that moment, so off I roared.

Scene 2 — Paull village centre

I would like to say that the village of Paull was one of those pretty, quiet places nestling on the banks of the Humber, its inhabitants enjoying a restful Sunday morning. This, however, would be like saying that the exhilarating performance of a 948cc Herald is second only to that of the Jaguar XJ220, i.e. blatantly untrue.

Instead the word pandemonium springs to mind, due to the large numbers of cars being driven around the village in reverse to minimise the mileage, pursued by phalanxes of paper wielding pedestrians peering into people's houses (maximum allowed alliteration according to BS 1459), trying to find either a large deer or a low weight home.

Scene 3 — Somewhere in the countryside

Driving hastily back through Paull, in case someone recognised me as the organiser of this village despoiling event, I made my way to one of the 'entertainments' on-route. This consisted of clues and grid references that caused you to drive up and down the same road repeatedly unless you were clever enough to work out the locations in advance on the map. This was working to maximum effect, with the most befuddled teams losing all confidence in each others map reading abilities having passed the same car heading in the opposite direction for the 5th time. To top all of this off, the last clue required a lengthy walk across a muddy field to locate the number written on a sign. How many women do you think undertook this latter test? Exactly none at all - I counted them twice!

Scene 4 — The outskirts of Thorngumbald

Time for another of those little treasure hunt tricks that every one enjoys so much — driving in circles around the village. I was particularly pleased to discover that some of the 'SMART ALEC' teams were doing this counter clockwise to everyone else, adding significantly to the number of broken marriages, engagements, promises. The anagram, disguised as bold letters in one of the clues, had at least one team heading out towards the North Sea. Meanwhile the starter motor fitted to the Bond Equipe entered by the 007 Team had had quite enough use for one season, so was being pushed started by the Four Musketeers. Meanwhile the Essex Girls were trying to persuade the policeman who had stopped them to accompany them to the pub as one of their required objects, The Honda Hooligans were already heading for the pub and the

Swanland Raiders were stuck at the last roundabout struggling to decide which of the exits to try next.

Scene 5 — The back garden of the Stamp Duty Dodgers

Determined to win, the Stamp Duty Dodgers had driven home, and were loading the car with as many of the impossible items as they could get their brains round, including the plastic ducks off their garden pond. (This was the team that had almost clinched it last year when they happened to be carrying a wheel barrow in their boot!).

Scene 6 — The Nancy Pub, Burton Pidsea

At first the number of cars arriving was a trickle, which became a sort of spurt before giving way to a single massive gush and the pub was suddenly full to overflowing with manic, hungry, answer waving, duck bearing huntophiles, each wanting their scores producing, which worked out to be about the length of time as it took to reach the bar.

... and now, the scores in reverse order ...

Eventually the last paper had been marked, the last mother-in-law joke presented for objective assessment by the judge (me) and the last hastily drawn copy of the Karma Sutra consigned to oblivion.

A sort of hush descended over the pub, the sort of hush one gets in a pub containing double the number of half drunk, half crazed people allowed by fire regulations, a rather loud sort of hush therefore.



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And now, the scores in reverse order . . . , the last place team only scored 5 points and had slunk off in object embarrassment, so missed the opportunity to collect their very own personal inflatable fruit bat. The tension mounted as it

now engraved with the winning team's name.

Epilogue

I have to say that the majority of teams performed admirably, and some of the cheating was at least inspired. All the entrants eventually found their way to the pub, though some had to open the destination envelope, and everyone seemed to have had a good time. . . . May I extend my apologies to those members who didn't get an invite, especially those regular meeting attendees whose names I forgot, and also my thanks to both those who turned out on the day and to those who took the trouble to reply to me by post or phone and to Dave Binnington who couldn't make the hunt itself but did manage to get to the pub . . .

Next year's hunt is already beginning to form itself out of the darkly seething mists of my imagination. I promise that it will be earlier in the year so that all you convertible owners have no excuse, and I'll advertise it in the Courier (if I can do so for free) and invite other areas. And, if you thought that this one was difficult!

P.S. The answer to the opening question is LOCKS — Yale and Belfry.

**. . . next year's hunt is already
beginning to form itself out
of the darkly seething mists
of my imagination . . .**

became clear that the top places were going to be close, there was a four way split for 4th place which, unfortunately, was just outside the prizes. Third place was clinched by Norman Lamont's Financial Advisers — obviously better with ducks than with the economy, leaving the Stamp Duty Dodgers to take second place for the second year in a row and being pipped by the T.S.S.C. Hedon Hobos who managed to collect one telegraph pole and a plausible tin of elbow grease in response to the rubber frog found in The Stamp Duty Dodgers collection of objects. The prizes were suitably alcoholic but also included the much sought after Humberside Treasure Hunt Shield —

Humberside Treasure Hunt 1992 — Rankings

- | | |
|----|--|
| 76 | Hedon Hobos (TSSC) |
| 73 | The Stamp Duty Dodgers |
| 65 | Norman Lamont's Financial Advisers |
| 58 | Anthill Mob |
| 58 | Whitaker Wonders |
| 58 | Anneka Attack |
| 57 | Thataway! |
| 56 | Four Musketeers (TSSC) |
| 52 | The Four of Us (TSSC) |
| 50 | The Infamous Five |
| 47 | Five from Three |
| 47 | Pioneers |
| 46 | Three Men and a 'Lada' Lass |
| 43 | The Quarter Pees |
| 38 | Bond 007 (TSSC) |
| 38 | The Essex Girls |
| 32 | The Watsons |
| 32 | Arnold Rimmer Space Envoy Society (TSSC) |
| 25 | Wood Bees |
| 25 | The Honda Hooligans |
| 23 | The Dogs B*****KS |
| 16 | Merry Wanderers (TSSC) |
| 5 | Swanland Raiders |
| 3 | Three Roast Beefs |

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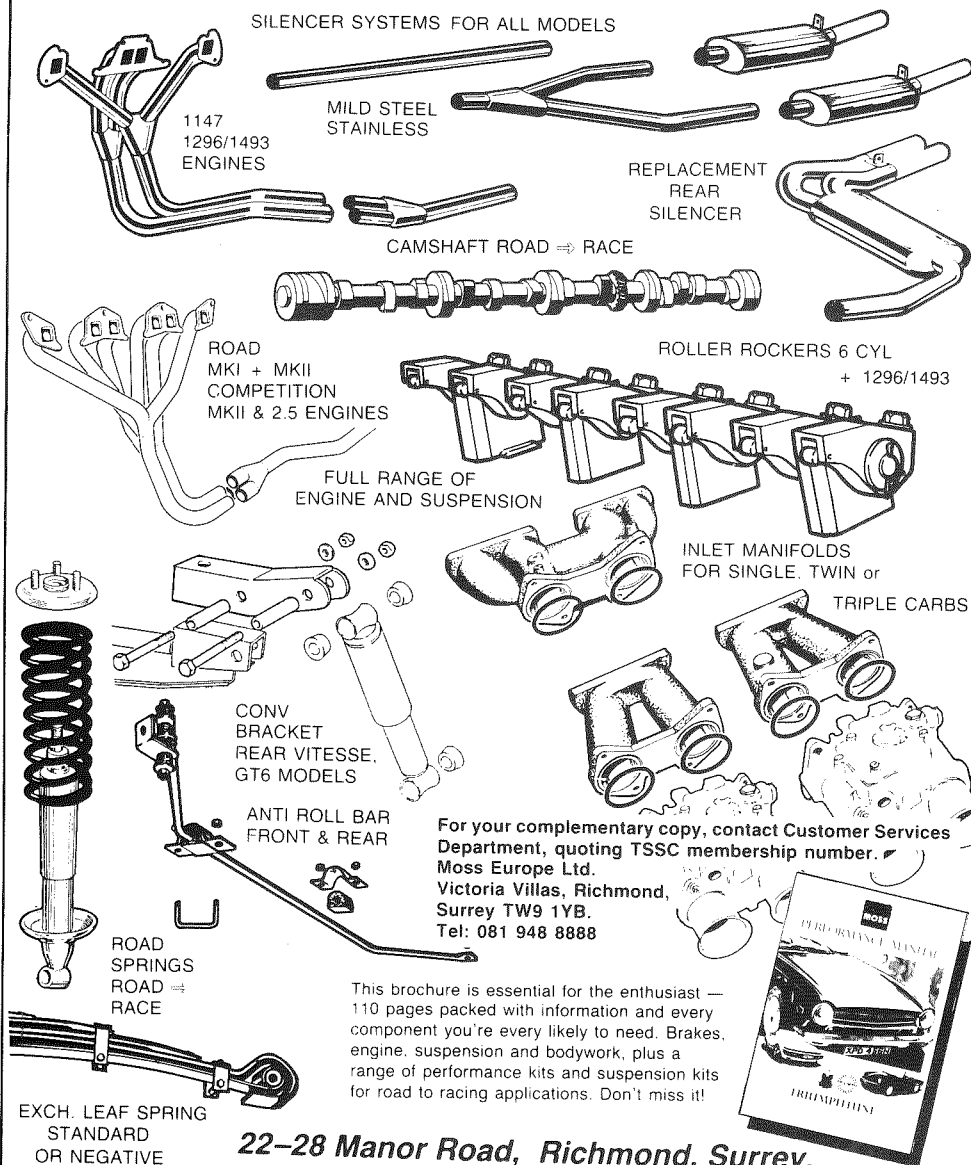
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SLIPPIN'

FRESH from our - er, ahem - success on the Mini Miglia a couple of months earlier, my brother and I entered my wife's red 13/60 (permission granted again), in the Illuminations. This rally business is a piece of cake, we thought — let's show them all how it should be done. **WRONG.**

The Illuminations is, indeed, a Classic Rally, put together with slick organisation by Morecambe Car Club, and even in the days of 'proper' road rallies, was considered to be something of a tough event. I am pleased to report that the Classic Illuminations is just as tough, if not more so.

Pre-event scrutineering on Friday, Special Tests and regularity sections during the day on Saturday, and more Special Tests coupled with a time control road rally on Saturday ensured that this was going to be a full weekend. To round off the event, more special tests on Sunday morning, before a traditional Sunday lunch at the Midland in Morecambe, ensured over 24 hours of competitive motoring. This was a class event, meals were included in the entry fee and at signing on, every competitor was issued with a rather natty red sweatshirt advertising the event and the events sponsors, Pye Motors (dorF dealers). The T.S.S.C. had a good turnout. John Woolley/Nick Wright (Vitesse), Alison Woolley/Helen Evans (Coupé), Tim Burgess/Bruce Crabtree (Vitesse 6), Tommy the Triumph, Alex Back/Judy Quinn (12/50) and Alan Pettit/Steve Harris (GT6).

Nonetheless, my brother was not put off. 'Don't worry', he said, 'no point doing 100mph in the wrong direction!'

Somehow, I wish he hadn't said that . . .

and

The level of preparation of virtually every car entered was immaculate, as we surveyed the scene. Then it was our turn to be scrutineered (successfully, I might add!).

'By gum!' said the Scrute, 'this is a Group N Herald!'

'Group L, actually', I replied, '— it hasn't made it as far as Group N . . .'

... my brother pointed out that perhaps he COULD give me his details if I removed both my hands from his throat . . .

Noise Test: 'Rev it up, then', said the man with the meter. 'I am doing', quoth I. 'Oh, I suppose you've passed then . . .'

Driving from Scrutineering and Noise to Signing On, it was dark and raining VERY hard. I had the day before re-fettled the brakes and they were fine. I stopped at a junction. The Granada Ghia behind did not . . .

CRUNCH . . . a fine start to the rally, I thought. As I discussed the situation with the driver of the offensive Granada (calmly, I thought), my brother pointed out that perhaps he COULD give me his details if I removed both my hands from his throat . . . still, no real damage to me, about £600 worth to the Granada! Quite fair.

Saturday morning dawned — wet. Special Test 1 on the Promenade was a bollards-and-stop-astride-the-line again, with

a bit of reversing thrown in, as were most of them.

Absolutely fabulous fun — any nervousness was quickly burnt up.

Rather like my clutch. Isn't it odd how a clutch can go from being good for months to completely useless in exactly 1 min 13 seconds? From Test 1, my wife's unfortunate 13/60 sounded like a Daf Variomatic — and we still had Hardknott Pass,

SLIDIN'

Winstor Ford (where were you, Mr Hamilton?!) and another 17 Special Tests to do . . .

John Woolley was unfortunate

after setting second quickest time on Test 1, the diff blew on Test 2, but John being John was not too bothered about it really.

On Test 2, we were only 4 seconds off a top-ten time in the Variomatic Herald (there again, so were half the field . . .) and so we went on, trading times with Allison Woolley and Alex Back, going well in the 12/50. We were, however, dropping pot fulls of time to the extremely amiable Tim Burgess in the Vitesse 6. Tim was going well despite being concerned about his water pump at the start.

Chris Sheridan

We were also dropping clock-fulls of time to Alan Pettit in the GT6, but nonetheless, at lunch, Tommy the Triumph was again leading class 10 for Post Historics

(a class which included an Aston Martin DB5, Datsun 240Z, Cooper S, etc) so we were not doing too badly in a by now brake-less Variomatic 13/60. Visions of another pot flickered before my eyes.

We were looking to consolidate our position with the navigation/-regularity part of the event, despite the fact that we did not have a trip-meter like (almost) everyone else. My brother's prophetic words 'Don't worry, no point doing 100mph etc', came to mind as we struggled to plot Saturday afternoon's herringbone regularity section. We both had a couple of goes, and and got four completely

... I wanted to get the picnic hamper out ...

different routes. The problem was, we knew where we SHOULD be going, and none of the four routes were even in the same compass direction! I'm not blaming my navigator you understand — if I couldn't do it also, it must be BAD!!!!

We toyed with the idea of following someone else and minimising our losses, which we did, but as we were by now perilously close to going OTL, we decided to just cut that part of the route out — in the process we found (I think!) Mr and Mrs Bob Westgarth, Cumbria Area TSSC organisers, viscidiously lurking around a corner, waiting to stamp our card! It was somewhat re-assuring to find you, and a bonus to find that you are TSSC.

... Tommy the Triumph just engaged a lower gear, variomatically of course — and plodded on ...

I wanted to get the picnic hamper out, I was so overjoyed but my slave-driving brother insisted we drive on, to accidentally find two or three more controls. I was even more confused to find that we were only 1 minute 30 seconds behind our schedule at one of them, and actually EARLY at the next! Regularity is hard enough, it appears, without being totally lost as well. Still, we crossed Winstor Ford and even Hardknott Pass (followed by Alex Back) with no problems despite the constantly variable clutch 'slippin and slidin'.

Over the particularly hazardous Hardknott Pass, however, my erstwhile companion did comment that all the 'Big Drops' at the side were on his side ...

Of the TSSC mob, Bruce Crabtree was keeping Tim Burgess very close to schedule, and Judy Quin was doing a similarly good job for Alex Back. Allison Woolley and Helen Evans were having about as much fun as ourselves (i.e. lost), whilst Alan Pettit was having a few route problems, but at least they appeared to find the right road eventually. ... Into the night rally, a time control event which was just paced about right and again over some er, interesting roads. I thought the inclusion of the very rough Melling White, an odd choice. Whilst Tommy the Triumph just engaged a lower gear — variomatically of course — and plodded on, the Lotus Elan behind us was not too enthralled by it, I think!

Then we wrong slotted. I got the car bogged down trying to turn round, stalled and lost all power (the spots had drained the battery again — I must fit an alternator ...). After a few minutes Tommy sprang to life again and we rejoined the correct route (although during our excursion, we did find a rather nice looking pub which was, unfortunately, closed ...). From there on, we kept pretty much to time for the next few controls, before — AT LAST! — the Daf

derived — now not even CONSTANTLY variable clutch decided that 'enough was enough' and exploded, stranding us adjacent to the M6 (fortunately!!!).

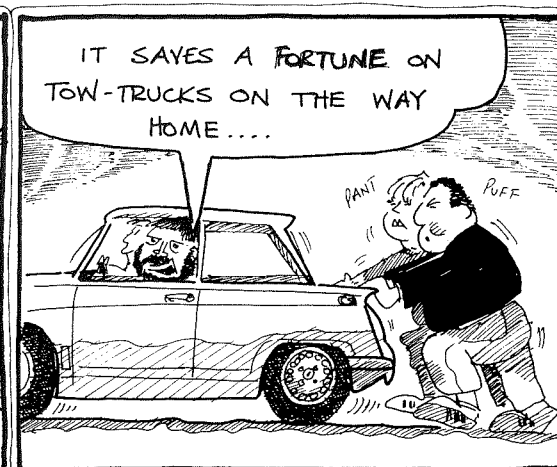
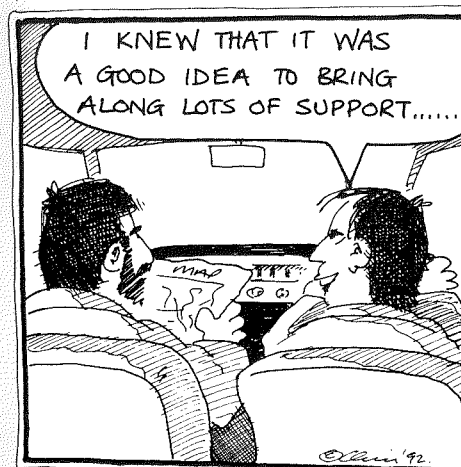
And so it was that we missed the second half of the road-rally, all of the tests on Sunday, but more importantly we missed Sunday lunch! Instead, we woke half of Bury through being delivered home by Mad Max at the wheel of an R.A.C. recovery vehicle at 4.00am Sunday

... amazingly
Tommy the
Clutchless Triumph
was classified 64th
overall and 5th in
Class 10 — out of
70 finishers!!

morning! My wife was not pleased ... particularly as her 13/60 was now immobile ...

The TSSC Mafia? Well, Tim Burgess/Bruce Crabtree finished an excellent 2nd in class and 10th overall. Allison Woolley and Helen Evans came home 5th and 7th in class, whilst Alex Back/Judy Quin were 43rd overall and are one place higher in class at 6th. Alan Pettit/Steve Harris retired somewhere around tea with a blown engine — obviously the excellent Beef in Beer proved to be too much of a temptation at the 'tea halt'!!

Amazingly, Tommy the Triumph was classified 64th overall and 5th in class 10 — out of 70 finishers!!



Nonetheless, our appetite has not been dampened, and we will definitely try to contest the Illuminations again next year — when the Vitesse is built, with a proper clutch! Congratulations to Allison, Alex and especially Tim for finishing

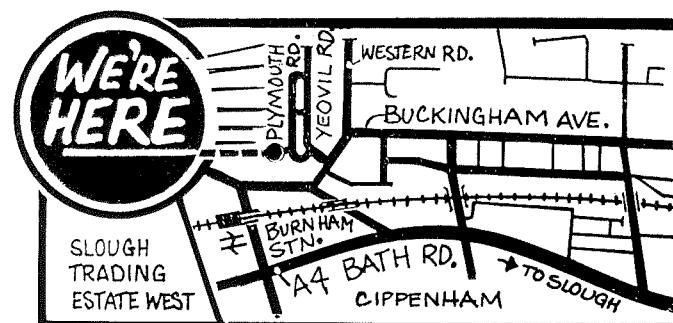
an extremely difficult event, and commiserations to John and Alan, no doubt you will all appear in forthcoming editions of Tommy the Triumph!!

Finally, to Lindy and Chris — if you were there to support us — SORRY! ○

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Tommy the Triumph

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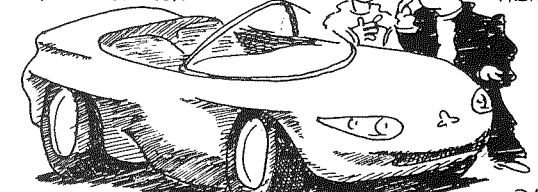
WELL, IF YOU THOUGHT THAT THE OLDSMOBILE ANTHEM WAS A SMART CAR, THEN HERE'S ANOTHER ONE



THE MITSUBISHI HSR III IS WHAT IS CALLED AN "ACTIVE SAFETY TECHNOLOGY CAR"!

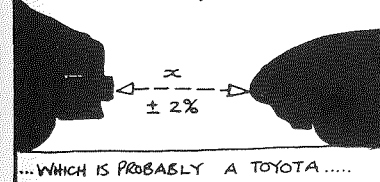
FAIRLY BRISTLING WITH ER... ER... WELL, ADVANCED SAFETY TECHNOLOGY...

WELL, THIS LOOKS PRETTY SAFE...



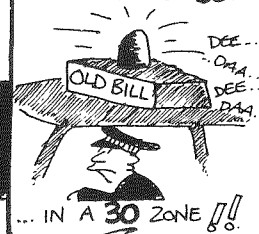
BUT DOESN'T IT LOOK... ODD?!

FOR EXAMPLE, ITS ACTIVE HEADWAY SYSTEM MAINTAINS A CONSTANT DISTANCE BETWEEN IT AND THE CAR IN FRONT....



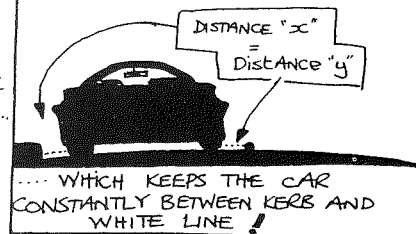
...WHICH IS PROBABLY A TOYOTA....

BUT OF COURSE, THIS CAN BE SOMETHING OF A DISADVANTAGE IF HE'S DOING 60....



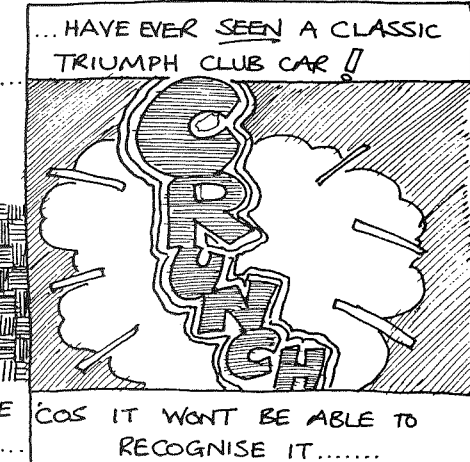
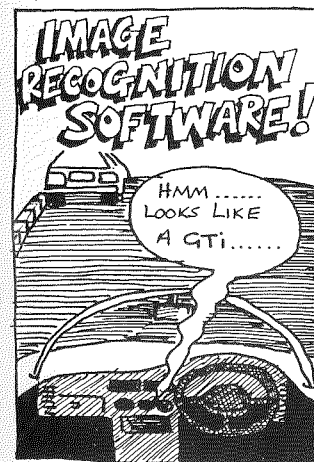
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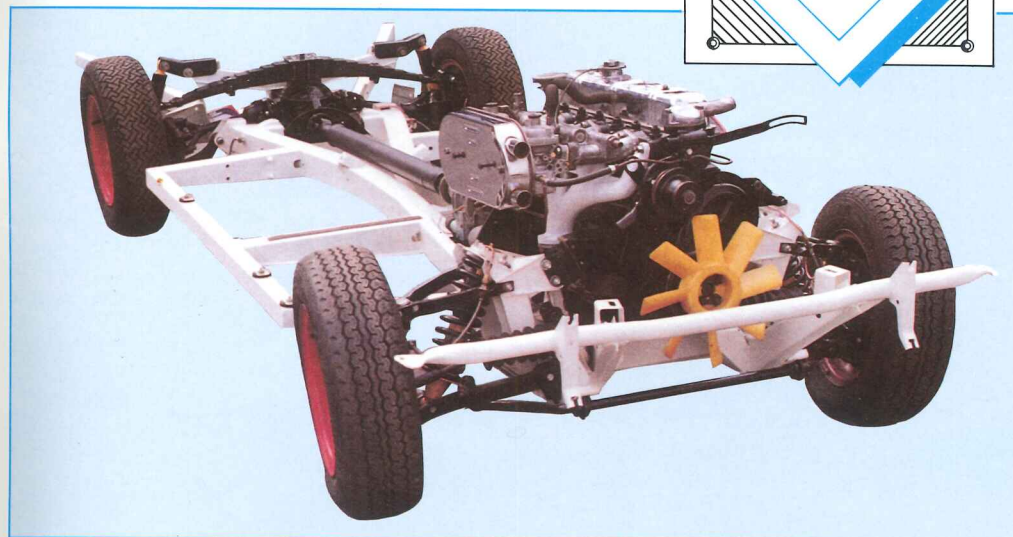
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