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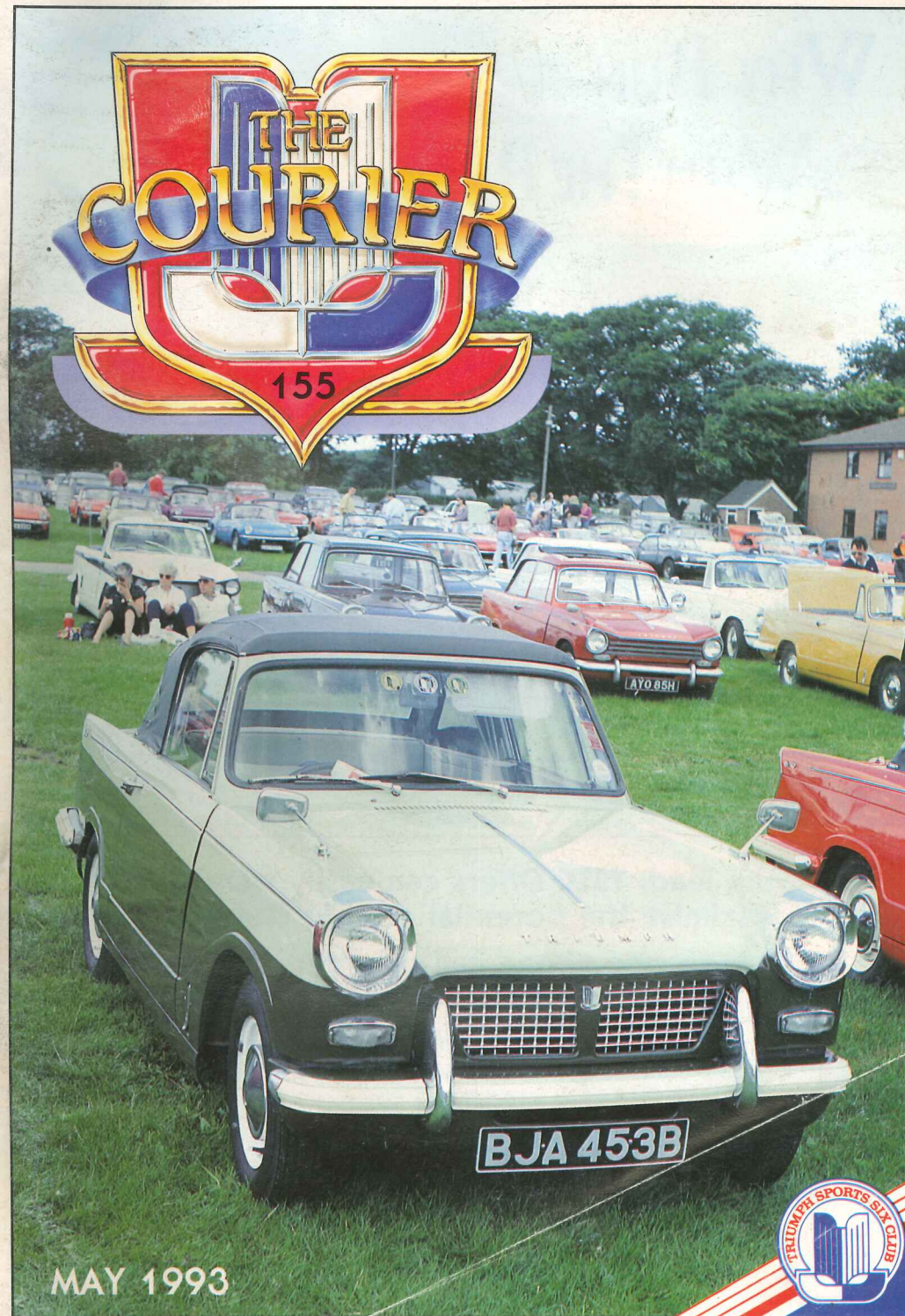
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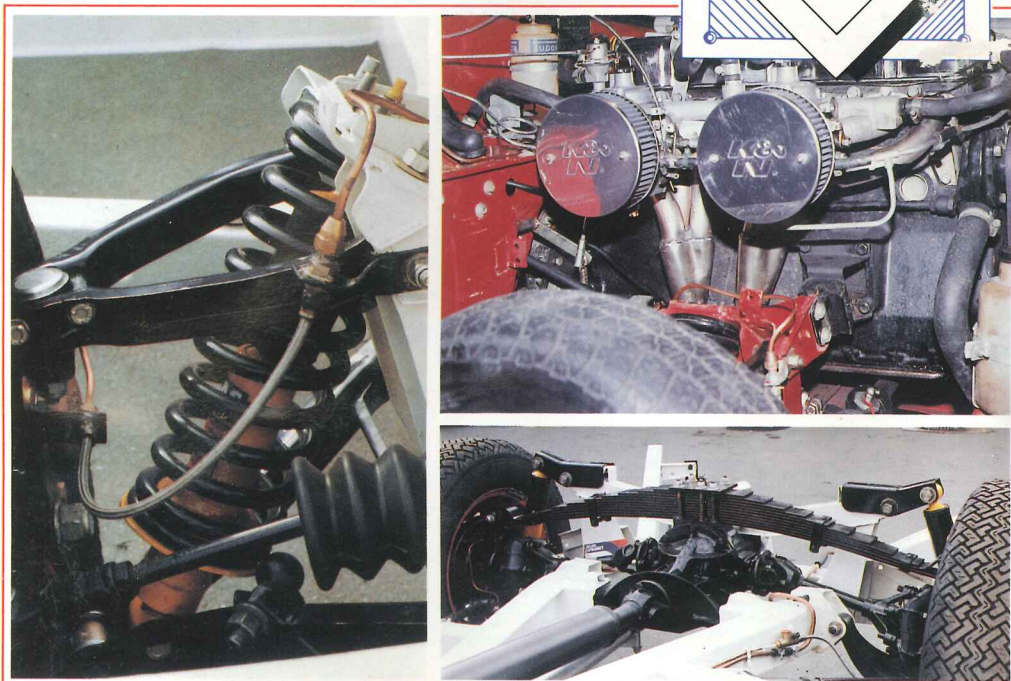


British Sports Car Centre



MAY 1993

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THE COURIER

The Official Monthly Magazine of

5657 1993
Club members

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Tel: 0604 405416

COMMITTEE MEMBERS 1993

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

For a full list of TSSC Officials see page 82

© Triumph Sports Six Club Ltd 1993



Cover shot
Herald
Stafford
International
Pete Williams.

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

T.S.S.C.



Calendar



THIS 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.

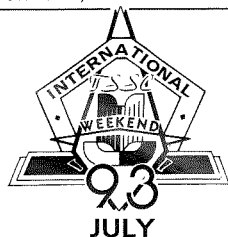
OFFICIAL NATIONAL AND LOCAL EVENTS T.S.S.C. ORGANISED

MAY

8/9 SAT/SUN — SOUTH OF ENGLAND MEET. Leatherhead Leisure Centre. Contact Mike Crewes (Area Liaison).
8/9 SAT/SUN — QUILTON PARK CLASSIC CAR SHOW. Manchester/Cheshire Areas. contact Lindy Veitch (0565) 830250.
23 SUNDAY — NEW FOREST RUN. Contact John Snook (0425) 274193.
29/30/31 SAT-MON — ELAN VALLEY WEEKEND, organised by Cotswold Area, contact Phil Williams (0242) 233135.

JUNE

5/6 SAT/SUN — NOTTINGHAM AREA 1ST ROBIN HOOD RUN. Papplewick to Nottingham Castle. Contact Robin Bagrell (0302) 571886.
5/6 SAT/SUN — TATTON PARK CLASSIC CAR SHOW. Manchester/Cheshire Areas. contact Lindy Veitch (0565) 830250.
6 SUNDAY — BRAEMORE WESSEX VEHICLE PRESERVATION MOTORCADE. contact Trevor (0202) 546582.
13 SUNDAY — NORTH EAST AREA HOLY ISLAND RUN/BBQ/CRICKET. contact Graham Holt (091) 371 1577.
11-13 FRI/SUN — WEST MIDLAND HAMPTON LOADE RUN WEEKEND (WEST MIDS. AREA) Contact Peter Clarke 021 351 4287.
12/13 SAT/SUN — COTSWOLD '93. Chedworth, Glos. organised by Cotswold Area, contact Phil Williams (0242) 233135.
13 SUNDAY — BROCKENHURST COUNTRY SHOW. Contact Trevor (0202) 546582.
20 SUNDAY — BEAULIEU CLASSIC CAR SHOW. Contact Trevor (0202) 546582.
20 SUN — MIDSUMMER MOTORING LEGENDS. Whitebread Hop Farm, Paddock Wood, Kent. Club stand by S.E. London Area.
27 SUNDAY — 5TH DERWENT VALLEY PEAK RUN & CON-COURS. Contact Anthony Richardson (0332) 735460
27 SUN — BROMLEY PAGEANT OF MOTORING. Bromley, Kent. Club stand by the S.E. London Area.



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

25 SUNDAY — WEST MIDLANDS MEGA MEET. MOXHULL HALL HOTEL, SUTTON COLDFIELD. Contact Peter Clarke 021 351 4287. AUGUST

AUGUST

8 SUNDAY — LEICESTER NATIONAL — STANFORD HALL. LEICS. Camping on Saturday 7th.
13/15 FRI/SUN — NORTH EAST AREA WITTON CASTLE CAMPING WEEKEND/BBQ/CONCOURS. contact Graham Holt (091) 371 1577.
15 SUNDAY — WEST MIDLANDS CONCOURS (M.C.C.) SHARDLOW MARINA, CASTLE DONINGTON. Contact Peter Clarke 021 351 4287.
15 SUN — CLASSIC SPORTS CAR SHOW. Whitbread Hop Farm, Paddock Wood, Kent. Club stand by S.E. London Area.
22 SUN — ANGLIA TRIUMPH SHOW. Shelford Rugby Club, Cambridge. contact Josie Ratcliffe (0480) 493414.
22 SUN — 12/50 OWNERS — THE SUNSHINE ROOF RUN. starts Chatsworth House, Derbys. finish at National Tramway Museum at Criche. contact Brian Millington (0226) 242634.

SEPTEMBER

4/5 SAT/SUN — INTERNATIONAL SPIRITFIRE WEEKEND. Beekesbergen, nr Tilburg, Holland.
5 SUNDAY — 12TH ANNUAL NORTH YORKS MOOR CONCOURS AND CONVOY RUN.
5 SUN — WORCESTER AREA CONCOURS. Avoncroft Museum. Bromsgrove.
5 SUNDAY — 12TH ANNUAL NORTH YORKS MOORS CONCOURS AND CONVOY RUN.
26 SUN — KEMPTON PARK SHOW. Club stand by S.E. London Area.

NATIONAL & LOCAL EVENTS TSSC INVITED

MAY

1/2 SAT/SUN — HAYNES CLASSIC TOUR, starts from Hyde Park Promenade — Blackpool and Motor Museum at Sparkford. Finishes at the Top Gear Classic and Sports car Show at N.E.C.
1-3 FRI-MON — BBC TOP GEAR CLASSIC AND SPORTSCAR SHOW. NEC, Birmingham
3 MONDAY — CHARITY RACE DAY SHOW AND CAVALCADE. Sporting Bears Motor Club at Kempton Park.
3 MONDAY — VINTAGE & CLASSIC VEHICLE RALLY. Sewerby Park, Bridlington, East Yorks.
9 SUN — THE 1993 COLCHESTER CLASSIC VEHICLE SHOW. Colchester Institute. Sheepen Road, Colchester.
9 SUNDAY — 4TH ANNUAL JAGUAR SPECTACULAR AND CLASSIC CAR SHOW — Chatham Grammar School for Boys, Maidstone Road, Chatham, Kent.
22/23 SAT/SUN — NORTH EAST WHEELS SPECTACULAR CAR SHOW. Gasforth Park Racecourse, Newcastle upon Tyne.
27-31 THURS-MON — KNEBWORTH COUNTRY FAIR. Knebworth House, Stevenage, Herts.
29/30 SAT/SUN — SCOTTISH NATIONAL VINTAGE & CLASSIC SHOW, Springwood Park, Kelson.
29/31 SAT/MON — Tom Rolt Rally, Tywyn, nr Aberdylf, Gwynedd.
30 SUN — CHARITY CLASSIC CAR SHOW — Sandringham Park Estate, Norfolk. By kind permission of Her Majesty the Queen.
30 SUNDAY — NORWICH UNION RAC CLASSIC RUN. Various starting points finishing at Silverstone.

JUNE

5/6 SAT/SUN — MOTORCADE '93. Saturday Road Run and Auction, Sunday — Vintage and Classic Vehicle Show. Braemore House, Fordingbridge, Hants.

6 SUNDAY — MOTOR MART/AUTOJUMBLE. Avon Park Raceway, Stratford on Avon (provisional).
12/13 SAT/SUN — ULTIMATE SPORTS & KIT CAR (SOUTH). Avon Park Raceway, Stratford on Avon.
13 SUN — CLASSIC CAR SHOW LEICESTER. British Shoe Corporation, Sports Ground, Sunningdale Road, Leics.
13 SUN — LONDON-BRIGHTON CLASSIC CAR RUN. Starts from Syon Park and Norman Park.
13 SUNDAY — BINGHAM FESTIVAL OF TRANSPORT ANNUAL CLASSIC CAR SHOW. Bingham, Notts.
13 SUN — AUTOGLYM CLASSIC ROADSHOW. Lauriston Castle, Edinburgh.
19 SAT — CORBY CARNIVAL & CAR SHOW. Corby Boating Lake Showground, Northants.
19/20 SAT/SUN — LE MANS 24 HOUR RACE. 2 & 3 day packages. UK agent Val and Alan Peters. 0908 311956.
19/20 SAT/SUN — SANDOWN PARK INTERNATIONAL COLLECTORS' CAR FAIR, Sandown, Exhibition Centre, Esher, Surrey.
20 SUNDAY — MOTORING NOSTALGIA WEEKEND. Beaulieu Commemorative Cavalcade.
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.
27 SUN — BARFIELD SPORTS AND CLASSIC CAR SHOW. Barfield School, Runcold, Farnham, Surrey.

JULY

2-9 FRI-FRI — RALLYE INTERNATIONAL DES ALPES. Geneva-Geneva. Switzerland, France, Italy, Germany and Austria. Cars pre 1971.
3/4 SAT/SUN — STANDARD MOTOR CLUB 34TH NATIONAL RALLY. Stanford Hall, Lutterworth, Leics.
10/11 SAT/SUN — 1993 BEXLEY SHOW MOTOR CAVALCADE. Danson Park, Welling, Kent.
17/18 SAT/SUN — S.A.V.E. RALLY. Dalmeny House, nr Edinburgh.
18 SUNDAY — VINTAGE LONGLEAT WILTSHIRE TOUR. Cars up to 1949-85 mile scenic tour.
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.
1 SUN — COVENTRY ROAD CAVALCADE. 90 GLORIOUS YEARS. Standard Motor Club, thru. Coventry City Centre.
4-8 WEDS-SUN — 1993 VTA NATIONAL CONVENTION, hosted by Tyece Triumph Club of Washington, held in Seattle, Washington, U.S.A.
8 SUN — TRIUMPH SPORTING OWNERS CLUB NATIONAL DAY. Shugborough Hall nr Cannock, Staffs.
16 MONDAY — MOTOR MART/AUTOJUMBLE. Avon Park Raceway, Stratford on Avon (provisional).
21/22 SAT/SUN — 2ND BRITISH SPORTSCAR RALLY. Longleat Park, Wilts.
22 SUNDAY — ULTIMATE SPORTS AND KIT CAR (NORTH). York Raceway, Melbourn, Yorks. (provisional).
22 SUNDAY — BIRMINGHAM TO WESTON SUPER MARE CLASSIC. Cars up to 1973. 155 miles route.
28-30 SAT/MON — HIGHCLERE CASTLE COUNTRY FAIR, Highclere Castle, Newbury, Berks.
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.
25-27 SAT-MON — MERLIN CLASSIC TOUR OF WALES. 3 day, 320 miles scenic tour. Cars up to 1973.

OCTOBER

2/3 SAT/SUN — SPORTS & REPLICA SHOW. Telford Exhibition Centre, Shrops (provisional).
8/10 SAT/SUN — CIRCUIT OR IRELAND RETROSPECTIVE RALLY. starts in County Antrim.

NOVEMBER

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

BILL SUNDERLAND

Comment



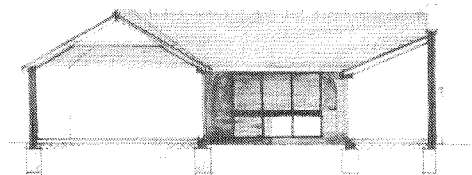
AFTER nearly a year of proposals, counter proposals, the Club has now obtained full planning permission for our development of the Club HQ.

On April 16th 1993, possibly the most important decision was made regarding the future of the TSSC. The above date was the Harborough District Council Planning meeting and after discussion we achieved the result we wanted. Had it gone the other way, the Club could have been looking for a new home.

The expansion shown here in diagram form, gives the Club HQ the extra room required, much more room for you, the members, to see. Over the next twelve months the project will be completed, and in late 1994 we should also be in a position to open up the Club's technical and video library, giving even more to see when visiting the Club HQ.

South of England meet

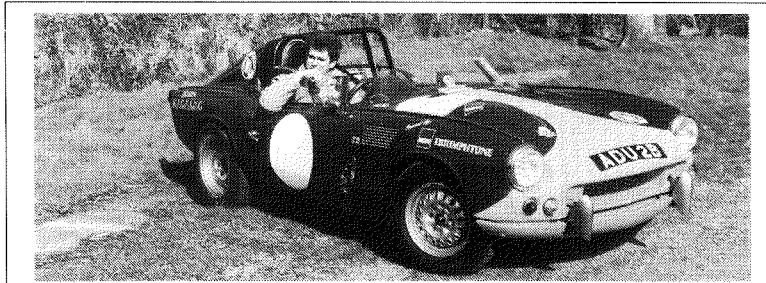
This will be the years first event to which we bring all the Club's goodies. It takes place on 8/9th May and we hope to see many of you there. We will have TSSC Offers, Regalia, Triumph Bookshop and TSSC Insurance and Valuations, all at the show, along with a strong trade presence. This will undoubtedly get 1993 off to a flying start.



Plans go through

MACAO G.P.

I recently wrote about us preparing our Spitfire along with Moss/Triumphune and John Kipping.



The result was completion within 12 hours of shipping to Hong Kong. On just a small sample of road testing — it was great!. My comment 'a pleasure to be alive'. Much will follow in subsequent Couriers from Peter Williams and our far east driver, John Thomason.



STAINLESS SYSTEMS WANTS YOU!

TO receive a free cover from Stainless Systems, you must own a car which is representative of your club.

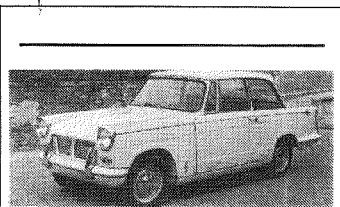
The first two members from each club who respond to this offer, and whose cars meet our

standards, will receive a car cover free of charge (one outdoor, and one in-garage).

There is only one condition, you must supply Stainless Systems with a set of photographs, and negatives showing the cover on your car.

The photographs are needed for our advertising in your Club magazine. If you are interested, telephone Stainless Systems on 0933 410851. Be quick, there is sure to be a rush. ○

The Dinkys are on me



£634 Real Herald cost £634 new and might fetch £2500 now.

By **MARK SOLOMONS**

DINKY toy fanatics are now paying more for their models than they would the real thing!

Grown-up collectors are forking out thousands for cars and lorries that would have cost them only a few shillings in the 1960s.

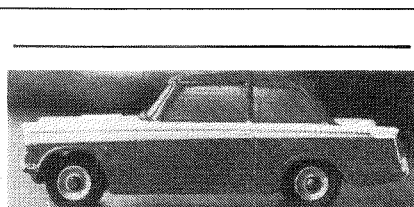
A Triumph Herald made in 1966 sold for £2,887 at an auction in Guildford, Surrey. Experts say the real car would fetch just £2,500.

And an anonymous West Country collector paid £4,620 for a six inch long Foden truck — a new record for cars and lorries — the equivalent of £770 an inch. Many people still have their old Dinkys in a box in the attic.

AGM '93

Following this year's AGM, we were informed by the Club's solicitors that all motions put at the AGM need to be published in the Courier along with the meeting agenda, rather than non published within 2 weeks of the meeting as has been carried out in the past. Peter Williams, Gen. Secretary. ○

TOYS FETCH MORE THAN REAL THING



£2,887 The Dinky Herald sold for about 13p in 1966 and fetched £2,877 at the auction.

The Sun, Saturday March 27, 1993

But there are valuable tips on what may or may not be worth a fortune, according to expert Jon Baddeley of top auctioneers Sotheby's.

Collectors are mainly interested in Dinkys made between 1932 and 1969.

They like them in mint condition and still with their original cardboard boxes. And the rarer they are the better. But Mr Baddeley said: "When my children get a toy, they proceed to destroy it — toys are for playing with."

"Collectors want them in mint condition. And that can be the difference between £500 or £25.' Highest price ever paid for any Dinky was £5,000 for an Avro Vulcan jet bomber in 1991. ○

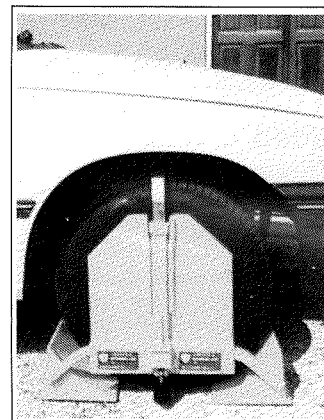
CONCOURS UPDATE.

Two typo errors were present in Dave Beardsley's report in News Review. The opening para. should have read:- 'By their nature, completely unrestored cars will continue to diminish in number as more cars need restorative work to keep them on the road, where they belong'. Apologies to Dave and I hope this makes his report clearer. Ed. ○

Top Quality Wheel Clamps for Your Classic

I believe that there is a genuine and relatively inexpensive way to secure all types of cars, ancient and modern.

I am convinced that immobilisation of a vehicle is the only real deterrent to a thief and that the fitting of a wheel clamp is the best and simplest security system for any type of car, caravan or trailer.



The clamp that I sell is the original and still the best. It is made in England to the highest standard, is used by the Metropolitan Police and has the approval of the Home Office to British Standard 5750.

The model range is easy to use and will fit any type and size of wheel and tyre.

Prices range from £75 to £235 plus VAT. All prices include delivery anywhere in the UK. LIONWELD WHEELOK clamps are delivered in a strong cardboard box which can be used to store

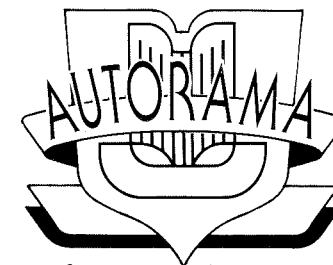
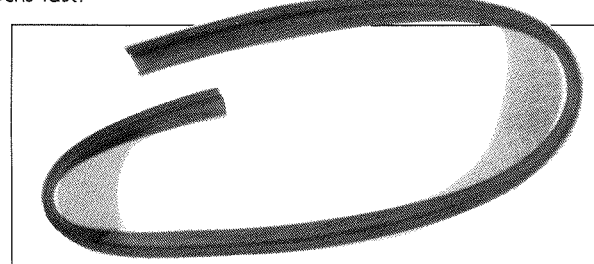
or transport the device. In a special security report by *Auto Classic Weekly* last year, the Lionweld Wheelok was found to be the best for its range, quality and effectiveness. Two determined attackers couldn't get the better of a Wheelok, even after half an hour of trying. . . . For further information, please telephone Peter Bennett on 0606 882281. ○

. long awaited news

FOLLOWING numerous requests, Six Spares have remanufactured the rubber header rail seal for Herald/Vitesse saloon and Herald Coupé models.

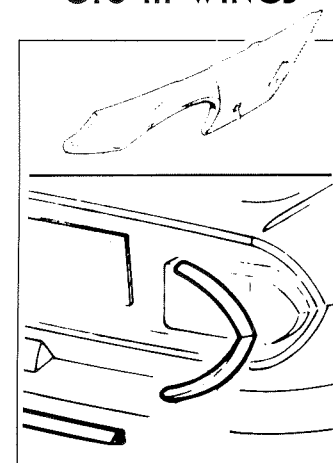
Re-made from an upgraded rubber to aid longevity and will not absorb water as the originals tended to, so it should be more hard wearing and offer a better water-tight seal. The seal comes cut to length but members should cut to shape each end as required.

This seal is available in limited quantities at a special members price of £9.90 inc. VAT. Ring Six Spares on 081 892 0141 whilst stocks last. ○



In and Around the Trade Scene

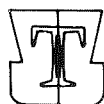
LATEST FROM HERITAGE
SPITFIRE IV/1500
GT6 III WINGS



INFORMATION now from Rimmer Brothers of Lincoln of the latest Heritage items.

Now in stock are the 'Horse-shoe' rear trims in chrome or black finish to suit Spitfire IV/1500 and GT6 III. Rimmers price £17.75 inc. VAT and also now re-made, Heritage front wings for Spitfire IV/1500 and GT6 III, Rimmers price £23.44 inc VAT. As Heritage parts these items should soon be generally available through the trade. ○

MEMBER OF THE YEAR AWARD



HE Member of the Year Award is awarded annually to the Member who has done something significant for the Club or other Members.

The actual award is a painting of a Rallye Herald and was commissioned several years ago by Fay Presto, a Club Member and Entertainer.

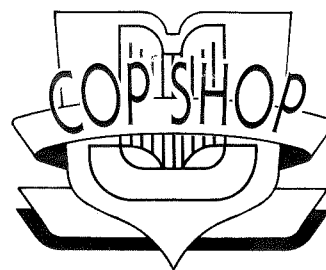
The recipient for the award is chosen by the Council of Management and presented with the award at the Club AGM.

This year Shaun Ogbourne, the Swindon Area Organiser was chosen as Member of the Year, but he was working for the Club at the Bristol Classic

Car Show on the weekend of the A.G.M. and so was unable to receive his Award.

The Award was presented to him at the April meeting of Swindon Area.

Below, Mike Crewes (Area Liaison Officer) presents Shaun Ogbourne (Swindon Area Organiser) with the Member of the Year Award. ○



Mike Crewes

WHEN you applied for your driving licence, part of the application form required you to state whether you were or had ever suffered from any relevant disability or any prospective disability.

This is covered under Section 92 Road Traffic Act 1988, where relevant disability means any prescribed disability or disease likely to cause the driving of a vehicle to be a danger to the public. A prospective disability is any other disability, or one which is not yet dangerous, but may become so. The Secretary of State must not refuse a driving licence application on account of any relevant disability if the applicant has passed a relevant test and the disability has become worse, or if the applicant satisfies any such conditions as the Secretary of State may make. If such a disability is found and the type of vehicle to be driven is limited, then the Secretary of State must serve notice on the applicant to that effect.

Under Section 93, if the Secretary of State is satisfied, at any time after an inquiry, that a licence holder is suffering from a relevant disability, he may serve written notice on the licence holder revoking the licence. On receipt of a revoked licence, the Secretary of State may grant

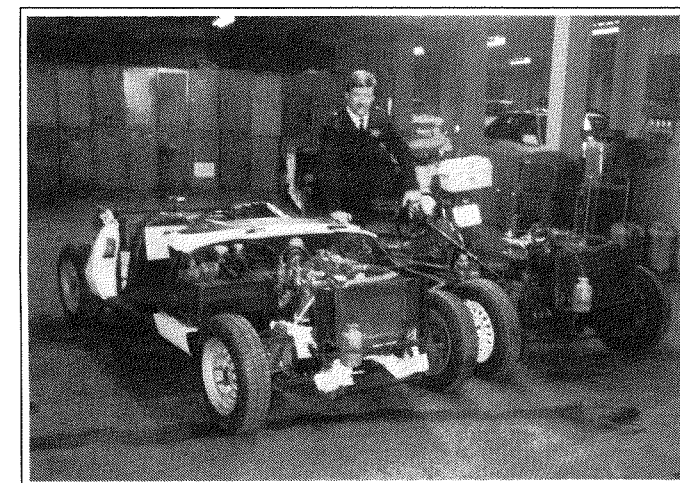
a further licence for a determined period, free of charge. When a licence is revoked it must be returned forthwith to the Secretary of State. If a licence holder becomes aware of a disability or a worsening disability, he must, under Section 94, inform the Secretary of State also, if he has a disability which will extend past three months, the Secretary of State must be informed.

ARE YOU FIT TO DRIVE?

If he fails to notify the Secretary of State, then he commits an offence. The Secretary of State may require a licence holder to attend a medical either with a specified GP or officer of the Secretary of State. The Secretary of State must defray any fees or other reasonable expenses. If a licence holder is refused Insurance on medical grounds, the Insurer must notify the Secretary of State, under Section 95, of all the licence holders details.

Section 96 (1) deals with eyesight. If a licence holder cannot comply with the requirements as to eyesight, then he is guilty of an offence. The requirements provide for corrected vision. (i.e. you can wear spectacles or contact lenses to take the eyesight test.) Sub-section (2) gives a Constable power to test a driver and sub-section (3) makes it an offence to refuse a test.

So there you have it. If you think that you may have a disability that may affect your driving, consult a Doctor. If you are not safe on a road, then neither are your passengers or the other road users around you. We have all heard stories about the 'silly old codger that shouldn't have been driving' — make sure that you are not in that group, irrespective of your age. It's too late once the accident has happened, act now and be safe

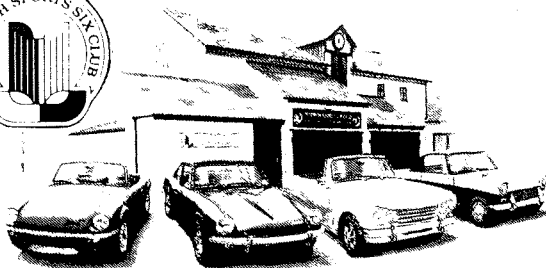


Mike Crewes with 2 MkIV Spitfire chassis's at the Metropolitan Police Traffic Patrol Training School Used for demos on vehicle construction. The white one is driveable, the other just a rolling chassis.

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 a S.A.E. ○

DROP IN AND SEE US

9-5 Monday to Friday, 9-1 Saturday



Leave M1 at Junction 20, take A427 to Market Harborough. We are situated on right side of road just before leaving the village of Lubenham.

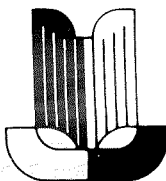
TSSC HEADQUARTERS



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SPITFIRE - HERALD - VITESSE - GT6

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We can fix dents,

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

FROM A STRAIGHT SERVICE TO A FULL RESTORATION, call MIKE to discuss **YOUR** car's needs.

M. W. RESTORATIONS, Saffron Walden, Essex.

0799 41556

Call any time, or visit for an on-the-spot quotation.

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Herald



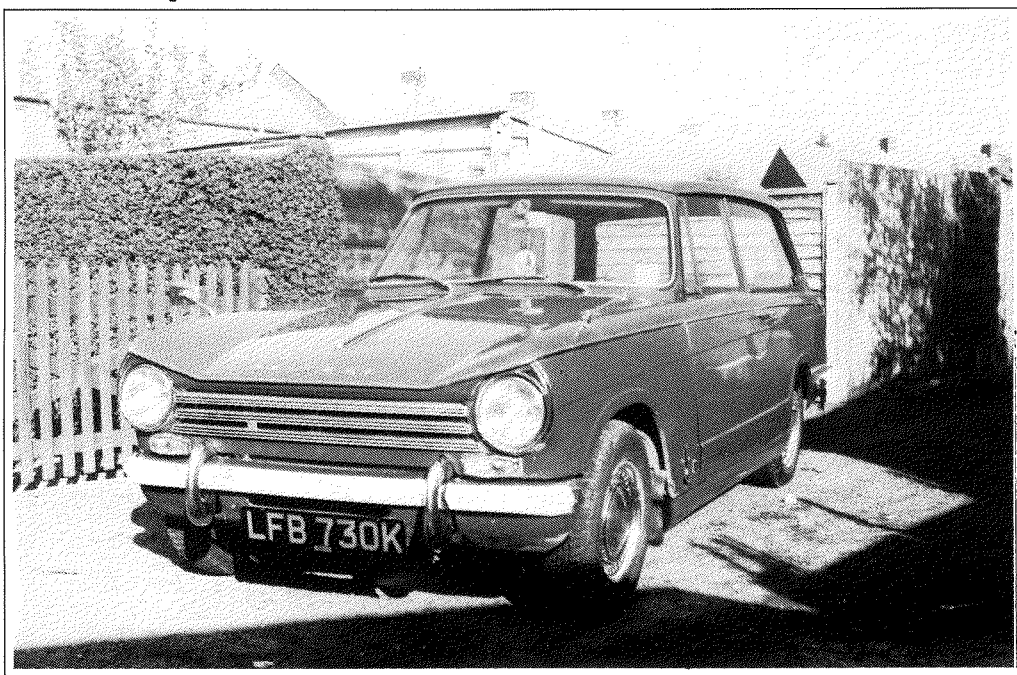
13/60 Register Phil Willson



THIS month we start at the end. To be more precise, Dave Beechey of Coventry has written in with a photo of his Valencia Blue 13/60 estate which just happens to be the newest Herald on the register.

It carries commission number GE83425SC - just 8 from the end of production. Dave is a long standing club member who is obviously dedicated to 13/60's since this one and a convertible form the family transport fleet. The car is more or less original but having covered around 100,000 miles the engine has been replaced by a MkIV Spitfire unit.

Dave also mentioned that he had seen a photo in the local press recalling the day that the last Herald left the production line. He is trying to locate this picture which it may be possible to show in a future edition of the "Courier".



The newest Herald?

I am currently spending quite a lot of time studying and sorting the register forms, and the first thing that I have learned is that production did not proceed in a logical numerical sequence. I had naïvely assumed that Messrs Triumph started with commission number GE1, body numbers 1EET (estates), 1GET (saloons) and 1RET (convertibles) and engine number GE1 and proceeded with assembly in a nice logical order. But this is far from the truth, it appears. For example, the lowest number engine, GE23, is fitted to commission

number GE977. The next lowest, GE43, appears on commission number GE658. Another example is where we have two consecutive body numbers, 2796GET and 2797GET, but fitted to cars with commission numbers 227 apart.

Looking at these facts, and many more like them, I must admit that I find it very difficult to understand what kind of production and stock control system was employed.

Was it totally chaotic or was there some kind of method in their madness?

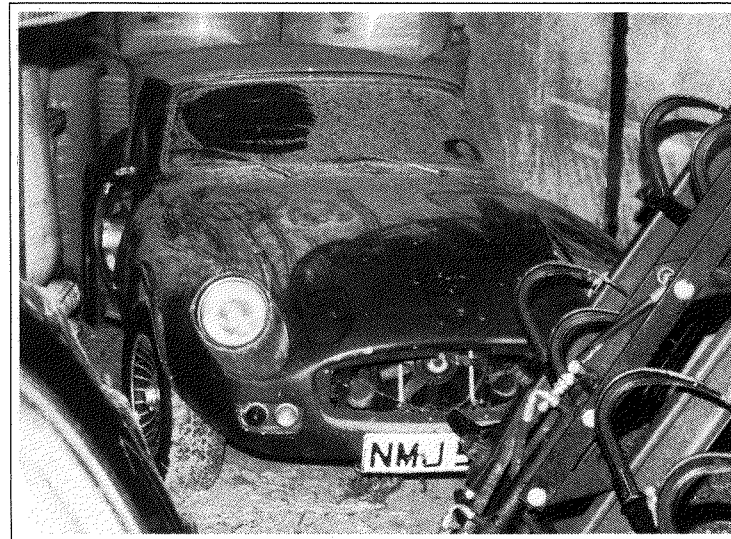
At some point I shall publish a list of the oldest and newest of the various types that appear on the register and to do this I shall assume, unless anyone can prove otherwise to me, that production proceeded in commission number order. The one difficulty with this assumption is that I don't yet know how the numbers on the Belgian assembled cars fitted in with the main sequence.

Of course, to confuse poor me even further many of your cars are of the pick'n mix variety with 1200 chassis, Vitesse bonnets, Spitfire engines etc. but which are still 13/60's because that's what it says on the badge!! But at long as you're all having fun, who am I to complain. Anyway, please keep sending in those IVR forms (see last month) and confuse me even more.

That hardy perennial 'The Last of the Summer Wine' has recently had a repeat showing on the old goggle box and many of you must have seen the red 13/60 convertible in its famous supporting role.

**Is anyone out there familiar with this car
- registration number WRH132J? Is it in
the club? Is it a member of Equity?**

The Vitesse Register article in the March issue mentioned Phil Denham who, being of like mind to myself (poor guy), owns an old London Routemaster. In February I just happened to be in sunny South Wales and dropped into see Phil, his bus and his car and spend an interesting hour or two looking them over (no, not Phil. I'm not like that, really!). I know this has nothing whatsoever to do with the 13/60 register, but in the back of one building, behind 43 cows, a threshing machine and a manglewurzel dibber was a very dirty and unloved looking GT6 based Vincent Hurricane. An ideal candidate for 'Off the Straight and Narrow' in Practical Classics. Actually I understand that it does belong to a club member and I do hope that he can get it back on the road some day.



I've spent many intensive hours recently trying to finish the underside of the 12/50 body so that I can reunite it with the chassis. It is incredibly time-consuming if you want to do a reasonable job and it has brought home to me that such work requires real dedication.

**I am at home most
evenings between 7
and 9, but I do have
other commitments**

Certainly the time and money spent is most unlikely to be reflected in its value should I wish to sell it. My plan is for the car to be roadworthy for the International in July, but sometimes I have my doubts. In the meantime my 2500S continues to decay and I am desperate to get that back on the road.

Finally, I must say something about the telephone time slot against my name at the back of this magazine. I am at home most evenings between 7 and 9, but I do have other commitments which mean that I cannot guarantee 100% attendance. Occasionally I even like to go to a local area meeting or, more likely, I could be running the free taxi service for the kids.

If you do telephone when I'm not around you will normally be given a day or time to try again, so please bear with me.

I hope to see some of you at the SEM. I promise to talk to anybody who a) owns a 13/60, b) buys some of my junk, sorry, surplus parts or c) buys me a beer. ○

Left: Not a 13/60.

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Andy Jones's 1200 MkI saloon the oldest 1200 on the road? The powder blue and white saloon was registered on the 1st May 1961 and has the commission number GA2182DL, engine number GA2463HE and body number GAT822.

I do have records of four earlier commission numbers on the register, GA460DL (?GAT3061?, non original engine) — D. G. Eaton; GA1815DI (GAT581, GA2029HE) — K. P. Seymour; GA1821DL (engine number GA1869HE) — K. G. Mulhall; GA1870DL (engine number GA2228HE) — P. J. Dorward. Are any of these saloons still in regular use? Let me know.

Andy's saloon which is in daily use, has a number of unusual 'intermediate' features reflecting its early position in the production run. The rear interior trim goes up to window level (as 948) and has 1200 type vertical stripes. The coat hooks are 948 type.

OLDEST 1200 SALOON ON THE ROAD?



Andy Jones's early 1200 MkI.

Grilles are fitted on the bulkhead heater intake, the Phantom Grey trim is 'complimented' by Wisteria ashtrays and door handle/window winder surrounds.

The gear lever is the 948 pear

shaped one but in black rubber (these are rare and are usually replaced with plastic ones as the rubber can get sticky in hot weather.

The carburettor is the early Solex B3021C-5. Externally one

TRIUMPH



Herald REGISTER

Chris Longhurst

piece rear light 'triangle' trims are fitted.

OLDEST 948 CONVERTIBLE?

Another 'mystery' is a 948 convertible reputed to have the commission number 0006. Convertible commission numbers start at (Y), 5632 (CV). 0006 is probably an error.

Mistakes were often made in transferring old log book numbers to DVLC computers with 0 and 6 and 5 and 5 being commonly interchanged.

The owner is not in the Club (and did not appear to want to join). The car is in the Durham or Darlington area and

is usually parked outside.

If any member has information please let myself or Allan King (Bradgate, Dorothy Well, Portinscale, Keswick CA12 5RQ) who informed me of the car know. ○

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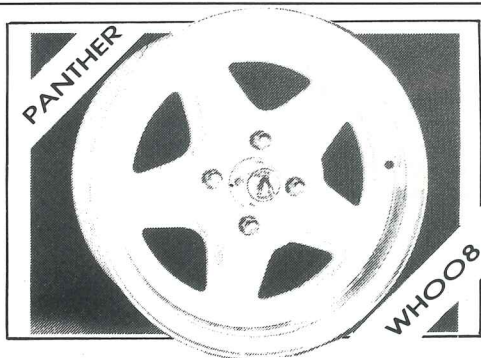
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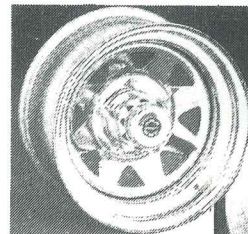
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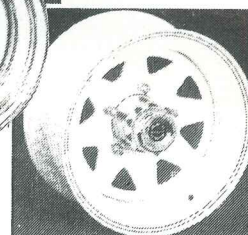


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TRIUMPH TRIUMPH TRIUMPH

GT6

REGISTER Jasper Bacon

Next (overpage) is CEH 298H is just a little special, with a TR6 engine, three 40 DCOE Webers, SAH head and many G.R.P. panels, Phillip Norton of Colchester uses her for a road car, commenting that

*she isn't very refined,
but performance is
'at least as good'
as the 3.8 E type that
he owned many
years ago!*



IT'S bad news time this month, as the sheep have made me redundant, their owner is retiring from farming amidst a bundle of bureaucratic 'red tape' that is farming at the moment.

My future is uncertain, but one thing is for sure, I'll be moving away from Wevelands Farm, together with all its useful sheds full of five years worth of accumulated Triumph bits! So I hope to see you at the South of England Meet at the members autojumble!

Continuing on this note, this probably means that I'll have to step down from my position as GT6 secretary, a job that I've enjoyed doing, although I probably haven't given it the time it deserves, so if there is anyone who would like the job, please contact the club office, you don't need to be a technical whizz kid, enthusiasm is the name of the game!

Therefore it is time to catch up with some of the photos that have been sent, starting with JRO 355 K, proudly showing off her sports twin exhaust and rear anti roll bar. She belongs to Harold Eric Amschl of Milton

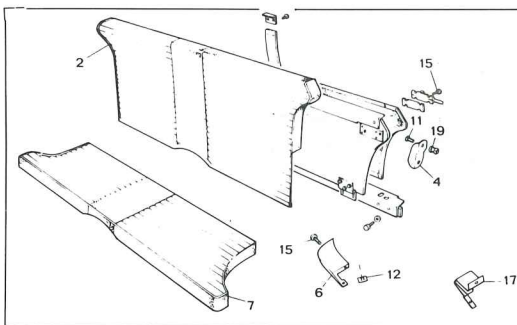
Keynes, who purchased her from GB Sportscars in 1990 who re-imported her from the States. JRO 355K was originally despatched to the States in 1973.

Next up is BOK 568 K, apparently she's due for a rebuild, needing a roof job, usual place, where screen meets roof, the clutch is slipping and the brakes are seized on! No wonder! Chris Ray is the owner, the letter is dated April 92, so have you got her on the road yet Chris?





Some time ago I had a couple of enquiries about fitting the rear seat kits that were a factory option, into GT6s. A few weeks ago Bernard Robinson sent me some fitting instructions, as used by the factory, which show the bracketry involved.



In short, the seat cushion is foam covered with leather cloth, and has no stiffness. the backrest (squab) has a hard back to it, which hinges on the support for the rear floor boards, the bottom six inches (or so) of the squab is flexible, allowing it to hinge down, missing the backs of the rear seats. The brackets are provided for the shoot bolt to support the squab when it is up and a further two

KIT CONTENTS		
Item	Description	Quantity
1	Fitting Instructions	1
2	Squab assembly complete	1
3	Bracket squab support R.H.	1
4	Bracket squab support L.H.	1
5	Bracket trimmed squab support R.H.	1
6	Bracket trimmed squab support L.H.	1
7	Cushion trimmed assembly complete	1
8	Stud	1
9	Setscrew	1
10	Rivet	10
11	Setscrew	4
12	Nut	8
13	Washer plain	4
14	Washer lock	12
15	Setscrew	8
16	Bracket spacer R.H.	1
17	Bracket spacer L.H.	1
18	Screw S/T	4
19	Nut Lokut	4

brackets are supplied to support the squab when it is in the 'down' position, i.e., to stop it from going down too far. A central restraining strap is supplied to stop the squab from bumping about in the down position.

Now, with these in place, there's ample room to carry two sheep in the back of that GT6! O

ANDY ROSE



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TRIUMPH VITESSE



THE REGISTER MAC REYNOLDS

Staying with lady Vitesse drivers this month... the second feature is yet another 'steering lock' Vitesse... this photograph of YJU 355 J was sent in by Hazel Stuart (Wimbledon), Hazel's father purchased this very attractive looking MkII convertible just over three years ago.

First registered, 21st May 1971... originally Yellow, she is now a gleaming Signal Red... with rather interesting looking wheel trims setting her off... am I to mention about her being parked on double yellow lines...??

NO COMMENT...



I. The first feature this month belongs to Ann Savage of Bovey Tracey in Devon. It was her father who purchased JFJ 5E in Exeter on the 10th June 1967...

... JFJ being a 1967 2 Litre saloon finished in Conifer Green with a red interior... chassis number HC5156DL... it was handed over to Ann's care in 1975, it has been driven regularly throughout its life, but has still only covered 75,000 miles.

Ann comments that it's in good condition and mostly original... she goes on to say that very sadly, due to family reasons she is going to have to part with JFJ... no panic Ann... I'm sure we can find her a good loving home...

Ann Savage's 2 Litre Vitesse.



David Shead (Bournemouth) dropped me a line and asked me to mention a piece of kit he has recently fitted to his... (shock, horror, apologies)... Jaguar... but he is going to fit one to his 'Vitesse'... it's called a fuel dynamic unleaded converter, he quickly goes on to say that it was against his better judgement, and he was very sceptical of the claims made... but (IN CAPITALS), he says 'IT REALLY DOES WORK, ON FITTING IT, THE CAR WAS NOTABLY MORE RESPONSIVE, AND RAN MORE EVENLY, THERE WAS A DEFINITE INCREASE IN POWER (TRUE).

This is where it acts as a fuel pressure valve, over 1500 miles I weaned the Jaguar onto unleaded

Supergreen... the fuel economy rising by 15/20% with no ill effects on the vehicle'... the kit comprises of a cylinder 6 inches long by 1 1/2 inches in diameter... fitted in the fuel line... it's covered by a full guarantee in case of damage to the engine... cost is approx. £80 for a Vitesse (price varies according to engine size). The person to contact if you want more information is a Mr Micheland on 0258 857194... David says to him it's money well spent... anyone any comments to make? Any one else had one fitted... (on their Vitesse...).

While you all still have your pens in your hands... this month's plea comes from the Rev. Leslie Edge (Glasgow) who has recently purchased a white MkII convertible (with o/d) registration number VHR 921J... and wants to research her past history... anyone ever owned her?? Anyone know anything about her? Let me know, I'll pass it on...

A tip I have to pass on from a member... (sorry, no name, I jotted it down hurriedly on a scrap of paper...) is to replace the Solex carbs on a 1600 Vitesse with Strombergs... apparently it improves miles per gallon... not a bad thing with unleaded four star now at £2.65 a gallon... talking of the price of things... for the model collectors amongst you... did you see in the National Press the Dinky Herald that sold for £2,887 at an auction at Guildford... I collect Dinky/Corgi... Herolds/Vitesses... but not quite at that price... the Herald was in red/white... is that rare? Could someone let me know... I'm very interested why it realised such a high price...

On the subject of collecting... not wishing to be a bore... I'm trying to complete my own personal collection of Couriers... (for history/interest/research)... so if any of you have any of the following numbered Couriers spare... could you please let me know (and the price)... 1, 2, 3, 8, 9, 11, 12, 13, 15, 77, 78, 79, 81, 82, 85, 86, 87... on the same lines, if anyone wants a photostat of any unavailable articles... drop me a line with your requirements... and I'll see what I can do...

Moving on to the subject of unavailable items... I see in the March/April Newsletter from Six Spares (Twickenham) that they are now stocking the aluminium tread plate finishers for the Vitesse/Herald... They say the finishers are virtually identical to the originals in design and come with screw holes ready drilled... available only as pairs, priced at £18.80 inc VAT... if interested, phone Bill on 081 89 20141.

In last month's Register, I asked for any information regarding the chassis numbers actually found stamped into the chassis... it was raised by David Blackburn (Northants)... David has since written to say that one of the local members... Ian Stewart removed a chassis plate off a scrapped MkII Convertible

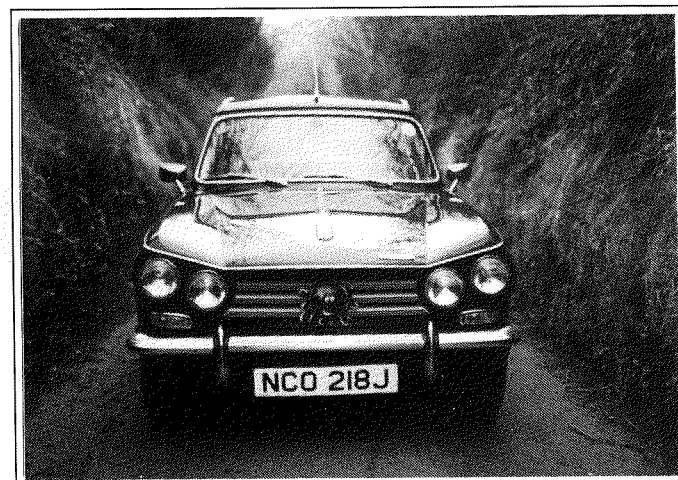
(weep, weep...) which was GB367917... so now we have two 1970 convertibles both with GB plates on the top of the front outriggers... appears to be normal... but why?

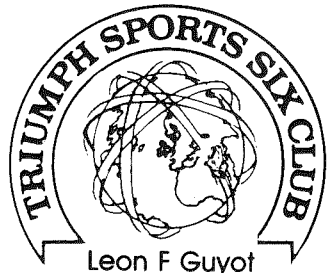
To finish this month... have you taken your nose off? I have... here's a photo with NCO wearing hers on the day... for Comic Relief this year I cycled (in a team) on a tandem... from Lands End to Davidstow (where I work) a total of 80 miles... raising £210... slightly saddle sore afterwards but great fun... well, not so much fun as driving a Vitesse...

Thanks, take care, cheers...

P.S... STOP PRESS... the first featured car, JFJ 5E... I have just learned, has found a new home here in the South West... with John Williams (Camborne)... so I will be able to keep an eye on her when John brings her to our local meetings, and I understand that John is returning to Bovey Tracey sometime next year for JFJ to be used for Ann's daughters wedding, should make a great photo... JFJ bedecked in ribbons,

I look forward to it





Leon F Guyot

INTERNATIONAL LIAISON SECRETARY

NOT a great deal to report this month, my postbox has been strangely silent! As indeed has my poor old Herald, its engine still in many pieces, due to problems obtaining parts, specifically original Vandervell main bearings in the correct oversize (+020") part no. 140111.

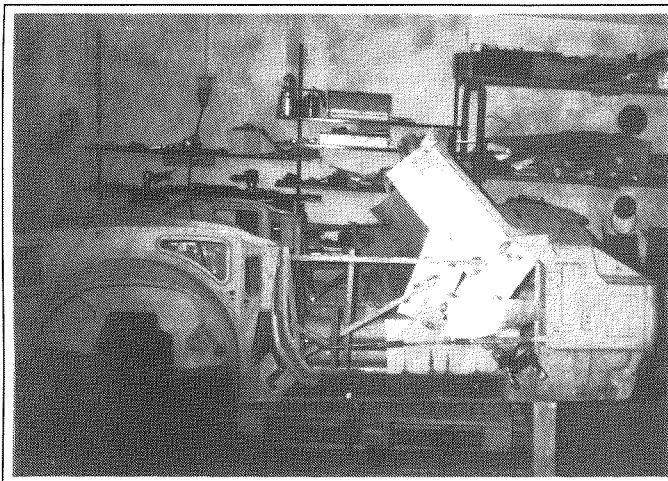
At the time of writing (9th April) I still don't have any, so if anyone reading this does, please call me urgently! Vandervell bearings were original equipment for all our Triumph cars and are renowned to be of far better quality than the only alternative Glacier bearings.

I'm also rather concerned about the seemingly excessive price of 1200 pistons compared with the price of pistons for our other engines, in fact it is fast becoming uneconomic to rebuild 1200 engines. If pistons get much more expensive, the suppliers will destroy their own market, as owners look for cheaper alternatives, which bodes ill for our cars and our club. However, I will do my level best to get my Herald back together for the South of England Meet on 8th-9th of May. I did receive a few photos at the last moment from TSSC HQ!



First off is this rather nice looking Vitesse 2 Litre MkII convertible seen in Bridgetown, Barbados by member H. J. Bailey (81/3138) from Greenford, Middlesex. That's all the info that I have been sent, but I'm informed by one of my work colleagues that it was probably registered in the St. Michael district of Barbados — Is this the only MkII convertible in the West Indies?

Next up, the club had a renewal? from a member in Finland? whose signature is very difficult to read but might be Juham Riensant or similar. He enclosed some photos of his Spitfire rebuild, the best of which are reproduced here (and overpage).



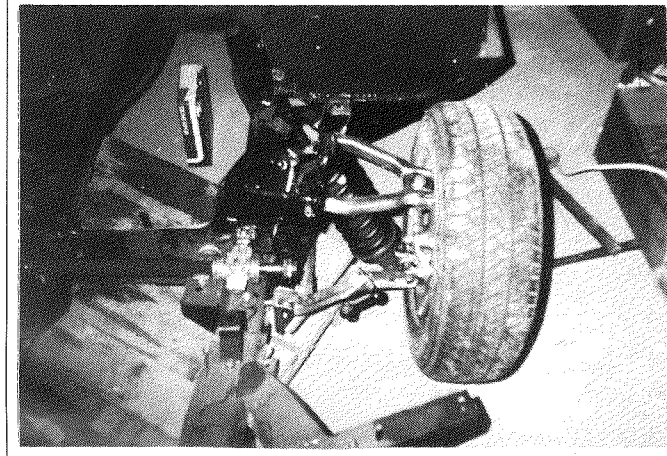
He briefly tells us that he owns seven cars, consisting of two Spitfires 1500s, one Herald 13/60, and no less than four Herald 1200 convertibles! Well, wherever/whoever he is, he certainly seems to have the right idea . . .

Now, a message from The Jersey Classic Vehicle Club, from their Secretary, Garry J Priest writes about their Summer Show. Apparently they have almost 100 members owning a wide and varied selection of Classics including Triumphs — The aforementioned Summer Show is to be held on August Bank Holiday Monday and should be quite a grand event, with Autojumbles, side shows, motor displays of Classic and Vintage cars, motorbikes, military vehicles and even an old fire tender. There will be refreshment tents, displays from local people such as the Territorial Army, Police etc. All TSSC members are most welcome to attend.

For further details, please contact The Secretary, Gary J Priest, by writing to him at 197 Clos Des Stables, St. Brelade, Jersey JE3 8GH. Tel: (Home) 0534 47100 or at work (Le Riche Auto Restorers (CI) Ltd) on 0534 864073. Sounds like a good event!

LATE NEWS: - I've just had a fax from TSSC Portugal (Jose Henrique Marques), who tells me that their Third National Meeting took place from 3rd-4th April 1993 with no less than 21 Triumphs putting in an appearance (Congratulations to them, as they have 20 members on the Club computer!).

Despite the typically 'British Weather' Jose believes this weather occurred because they all love their British cars so much, they all drove north to the centre of Portugal, and after having lunch and driving 150 miles, they arrived at 'Museu Do Caramulo' a charming museum that combines



excellent works of art and magnificent cars, in fact, this is the best museum of its kind in Portugal.

On the Sunday they climbed (in their cars) up to the highest peak of Portugal where many people go for the skiing — the magnificent Triumph convoy was enthusiastically applauded by all the people along the road and at the resort. All TSSC members participating enjoyed the weekend immensely (photos in a future report), and are anxious for more of the same, the next is planned for this June, with a trip to the South of Portugal. N.B. If any members are planning to drive to or visit Portugal, please contact Jose and let him know — International Liaison really works in the TSSC!, which leads me rather neatly on to the start of the story of my Journey around the Globe in search of special People, Cars and places Triumph



AROUND THE TSSC WORLD IN '40' DAYS

Leon F Guyot

MY meeting with Australian members Carl and Tracy Grady on their honeymoon visit to 'The Mother Country' back on 8th June 1992 first planted the idea in my mind to undertake a World-Tour visiting them and other TSSC member along the way.

As my plans developed, I remembered that the TSSC ex-kent Area Organiser from the early 80s, Lyn Lee had emigrated to Australia some eight years earlier, but where? Needless to say, I couldn't remember! But one phone call and I discovered that she was presently located in an Italian

restaurant in West Wickham, Kent, whilst over on a short visit to see her family — small world! A couple of days later saw a small but select group of TSSC ex-West Kent Area members sitting in our old meeting place at The Grasshopper Inn, Westerham with our 'old leader', Lyn, who regaled us with tales of the formidable fauna and flora of the Southern Hemisphere, including giant poisonous spiders, snakes and seas full of deadly jellyfish, man eating sharks etc. Thanks for that Lyn! Very encouraging, but I'm not that easily dissuaded! After deciding on my Round The World route taking in as many TSSC countries as possible and after writing to TSSC contacts worldwide and planning my leave from work to give me the maximum continuous time off, meaning no time off, from the Stafford weekend until mid December 1992! I booked the flights on 30th June 1992 with Trailfinders of Kensington, thus committing myself to the trip, not to mention paying for it in full, on 30th October 1992. There was much planning still to do for my first foray outside Europe. I got an Australian VISA from the London Consulate free and valid for one year, having to give names and addresses of two friends in Australia.

There were many other details to consider, quite apart from my having to obtain a considerable amount of lightweight clothing and equipment, including decent Gortex walking boots, this led me to the YHA adventure shop in Kensington, where I equipped myself with all the wonders of modern material science, including Nylon 66, Polyester, Lycra, Spandex, Meraklon, Vibram, Gortex, Fleece, PTFE, Cambrelle, Cordura, Silmond, Sorel, Tactel and Pertex! then came NN Diethyl Toluamide and Mepyrasime Maleate for the Mosquitos, then the jobs against Polio, Tetanus, and Hepatitis A.

I bought myself a powerful SW radio and an International Travel Plug Adaptor (very worthwhile) and due to increasingly restricted funds, I managed to borrow a 75 litre backpack and thoroughly waterproofed it with NikWax and attached a Union Jack on top.

To keep me occupied on the long flights, I got some paperback books from local charity shops, which were surprisingly heavy — No Passportout for this intrepid Phileas Fogg!

As the departure date drew ever closer, I'd contacted everyone that I could think of that would wish to meet me by post, phone, FAX and courier magazine. I'd also managed to bore my long-suffering colleagues rigid at work whilst making them green with envy! I had to wait until 30th November before ordering my dollars (Hong Kong, Australian, New Zealand and U.S.A.) and my travellers cheques, because that was my pay day. I must admit that it was a very close run thing financially, but I certainly chose the right year not to take my 'summer' leave in the U.K., as we didn't actually get one in 1992!

I managed to negotiate a good deal with my local camera shop by buying my film in bulk, just a couple of days before I left.

SATURDAY 12th DECEMBER 1992 — THE BIG DAY

4.30am and I looked at my Herald, heavily secured against theft for the last time for five weeks and by 5.00am my father was taking me down a dark M4 motorway toward London's Heathrow Airport, 5 degrees Celsius and starting to snow.

My back pack was passed over to the tender mercies of Alitalia and the infamous Heathrow baggage handlers. I was told I would see it again in Hong Kong! Hmmm. The enclosed passenger walkway at Heathrow may look very smart and modern, but in order to board

flight AZ0287, an Alitalia DC9-80 (I-DAW5) names 'Aosta', required to walk across the tarmac and climb up the stairs through the tail of the aircraft — how quaint!

I couldn't help but notice that I had a boarding pass proper to some Mr. Kwan, but I'd got this far and I wasn't telling them now The entry door as shown on the boarding passes didn't exist either?

By 9.20am we were taxiing out to runway 27 Right holding area, finally reaching the runway by 9.35am and ready for take off. We reached cloud level by 9.39 and flew over London reaching the Dartford River crossing by 9.44. I think that 'Super-80' had darn good acceleration!, with the English coast around Dover appearing by 9.48 and the Belgian coast, near Ostend by 9.55am.

The next passenger was reading The Guardian newspaper and I noticed 'Senna's eyes on Indycar opening', won't Senna leave poor Nigel Mansell alone? I picked up a Telegraph magazine and saw a photo of the aftermath of the Schiphol airport 747 tragedy, I put it down again, and looked for that Uscita Di Emergenza again, and wondered exactly how far above Zurich we were?

By 11.15 we began our descent, ears popping, towards The eternal City of Rome, and at 11.30 we landed on the rather bumpy runway, it felt like the Romans had built it!

Our flight crew told us it was now 12.30pm, Italian time, the first of many time changes on this trip. Walking across the concrete to the transfer bus it was noticeably warmer than England with bright sunshine, but a rather chilly wind blowing. I was glad of my fleece jacket.

The very competent Alitalia crew told Transit passengers to proceed to the check-in for the Hong Kong flight.

In the departure terminal at the Alitalia check-in desk, a non English speaking woman told me that she wasn't Australian, so I joined the motley collection of travellers beside Gate 35 and noticed that the Hong Kong flight goes on to Seoul, Korea afterwards.

I also had a little wander up and down the rather boring concourse of the departure lounge, had a look at the quite ridiculous 'Duty-Free' prices of silk ties etc, identical ties can be bought in London for much more sensible prices.

The incredibly youthful Carabinieri, they looked about twelve years old, wearing large hats with smart gold badges and carrying evil looking Ouzi? type guns also left me quite unimpressed.

After queueing for fifteen minutes behind twelve Korean men all called Mr Lim or as the Alitalia lady called them, Mr Lim 1, Mr Lim 12.

I finally discovered that I didn't actually have to check in again despite the instructions of the Alitalia man at Heathrow!

By 3.10pm (Italian time), our aircraft had taxied up to Gate 35 and I noticed that it was one of the new McDonnell Douglas MD-11 (DC-10) aircraft with the wing tip vortex generators. This aircraft was named after the opera singer 'Nicola Paganini'.

and he had the window seat on the port side of the aircraft, just ahead of the wing, I was wrong on both counts, for he was actually Greco-Australian and a Director of a sewing machine company from Melbourne and was merely very tired and not nervous! I certainly learnt a lot about sewing machines on that flight!

I'm not sure if the piped Muzak throughout the aircraft was worse than that in the departure lounge? Perhaps not.



An announcement was made (late) and in Italian, telling us to commence boarding Flight AZ1752 which actually started (late) at 3.50pm, this time I got my own boarding pass!

After locating my seat, I noticed that the passenger beside me who I thought may be English, appeared nervous to say the least,

*Continued
next
month*

the Triumph Mk4 1500 Spitfire Register JOHN THOMASON

T HIS months heading photo is sent in by Damien Campbell of Crowborough, East Sussex, and features his pride and joy, a 1971 White Spitfire MkIV.

Over the past few years, Damien has undertaken a programme of improvements and modifications to produce a well finished and personalised Spitfire. The following is a summary of the work:-

Oct. 1991. Bonnet wing repairs, inertia seat belts fitted.
Dec. 1991. Replacement passenger door, new clutch.
May 1992. Wire wheels, electric fan, radio cassette fitted.
May 1992. TSSC wood rimmed steering wheel.
June 1992. Solid American walnut dash fitted.
Oct. 1992. Sills, bottom A post, lower rear wing and floor panels replaced.
Nov. 1992. Re-skinned drivers door, new battery.
Dec. 1992. New differential and rebushed rear spring.
Jan. 1993. Replacement wind-screen gutters.
Feb. 1993. J type o/drive gearbox fitted, new carpets and rear tyres.

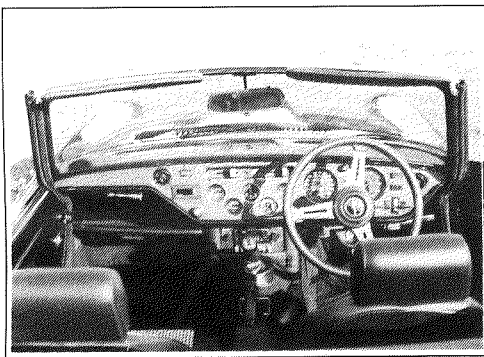


CUSTOM SPITFIRES — PART II

This month we'll look at some of the more drastic ways of modifying a Spitfire and this can be broken down into 3 key areas, the interior, the engine bay and the body.

Interiors.

Starting fairly simply, one of the easiest ways to personalise the interior is to fit additional gauges and switches, and I gave a few pointers in my article in Courier 123, Sept, 1990. However you can go over the top as shown in Fig 1, such that the interior looks more like that of the plane than the car!



seats with Java green (body colour) piping, wool carpets with matching piping, a roll over bar and a fire extinguisher with safety in mind.

Staying with burr walnut for a minute, other interior items which can look well in burr walnut if treated correctly, include door cappings and the radio console/gearbox bridging piece.

Another popular change to really add a touch of class to the interior is to make and fit a polished burr walnut dash as shown in Fig 2 (over page) sent in by Richard Swan of West London. Other changes Richard has incorporated into the interior include leather

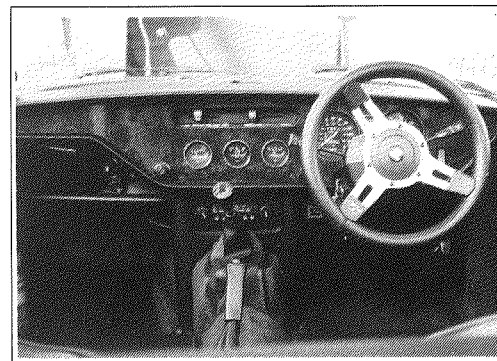


Fig. 2.

Figure 3 shows another alternative, spotted at one of the Spitfire Internationals at Arcen. The white colour coding even extends to the heater controls

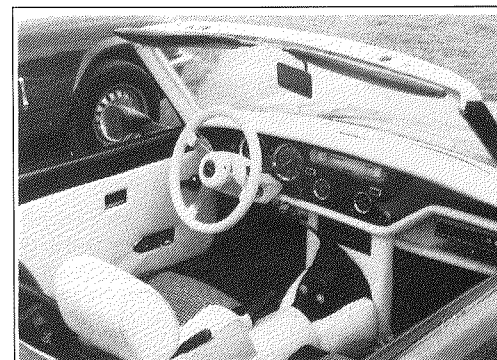


Fig. 3.

and parcel shelves. Although very striking, the practicalities of keeping it all clean must be in question!

Engine Bays

The most obvious and most common engine bay modification to the Spitfire, is the fitment of a Triumph 2 Litre or even 2.5 Litre 6 cylinder engine and this was covered in my article in Courier 120, June 1990.

Richard Swan has chosen to stick with the original 1500cc engine of his Spitfire but introduced a number of modifications. Figure 4, which includes a modified cylinder head and camshaft, twin 40 Weber carbs, Piranha electronic ignition, a tubular extractor manifold, a Pierburg electric fuel pump, an oil cooler, a high output alternator, a wide US specification radiator, an oil cooler and a

Citroen CX electric fan to keep it all cool.

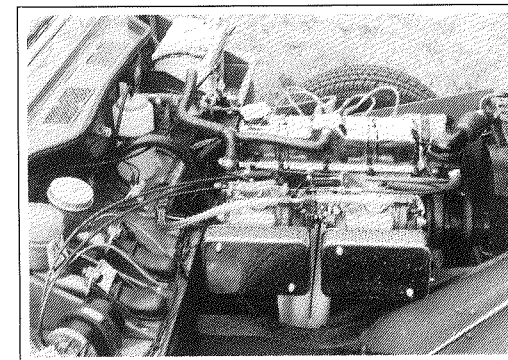


Fig. 4

To keep the car on the road, Richard has had fitted, front and rear anti roll bars, Koni front and Spax rear shock absorbers, Vitesse front and rear brakes operating on Austin Princess ventilated discs at the front, rotoflex rear suspension and Wolfrace alloy wheels with 185/60 tyres. All in all quite a modified car!

Other Triumph engines that I know have been successfully fitted to the Spitfire include the slant Dolomite 1850cc engine and 2000cc Dolomite engine (photos and info please!).

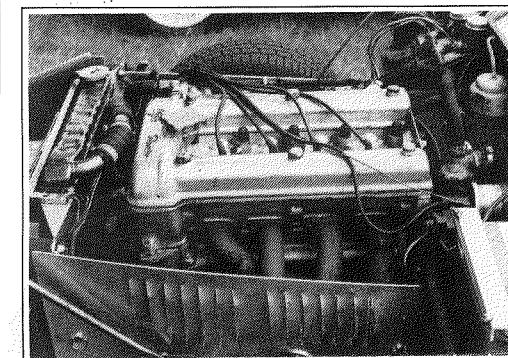


Fig. 5. Alfa Romeo twin cam engine.

Needless to say there have been a number of Triumph engines fitted to the Spitfire over the years. A typical example is the 2 Litre Alfa Romeo twin cam engine fitted to a Spitfire 1500 that featured in Courier 127. Although, as with most non standard engines, extensive modifications were necessary to get the engine to fit, the end result looked very smart with the twin alloy cam

covers, not to mention the performance! Other non standard engines that I have seen fitted to the Spitfire include a Toyota Celica twin cam, a Ford V6, a Rover V8 and a Jaguar V12! In the case of the latter the owner had made no attempt to produce a bonnet bulge, instead just cut a rectangular hole in the bonnet through which the V12 protruded!

Bodywork

A number of fibre glass bonnets are available (eg. figure 6) which can be used to instantly transform the appearance of the Spitfire with faired in headlights, although they are only suitable for fitment to the earlier Mk Spitfires.

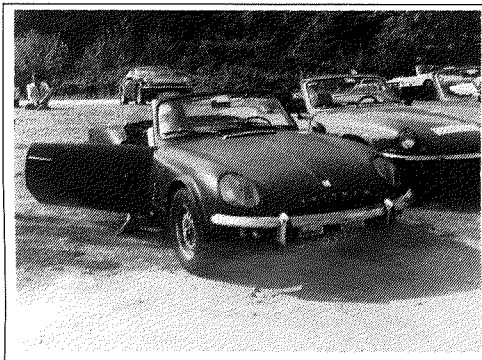


Figure 7 (below) shows a MkIII Spitfire spotted at a Spitfire International sporting a rather unusual air intake! Unfortunately I wasn't able to find out what was under the bonnet.

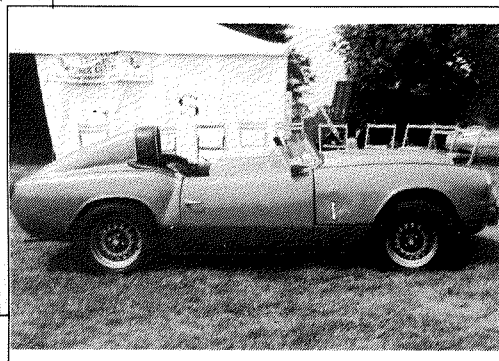


Fig. 7.

An increasingly popular conversion to earlier Mk Spitfires is the reproduction of the famous Macau Spitfire. One of the more well known examples of 'Quasi', the Club's 1962 Spitfire MkI that was converted in the early 60s by amongst others things, the addition of a hump (hence its name) and a wrap round perspex windscreen (figure 8, opposite).

The car has been rebuilt several times since this photo was taken

(Above) Fig. 6.



Right. Fig. 8.

about 10 years ago, the most recent rebuild in Jan/Feb in preparation for the car to actually race at Macau, more next month!

A more modern day version of Quasi is shown in figs 9 and 10 (next page) which features a highly modified and very well finished red Spitfire MkIV. . . .

Note double bumper effect, integral spoiler with vents for brake cooling, the flared wheel arches accommodating the 5½J wheels and the non opening doors that have been cut down.

At the rear, the boot lid has been split such that only the LH side opens and the rear edge has been built up to create an integral tail spoiler (note its



FIG 9

Further suggestions on customising the Spitfire can be found in the June 1982 issue of Street Machine which was reproduced in Courier 105, March 1989.

If members have photos and details of other Custom Spitfires or unusual engine conversions etc, then I'd be pleased to hear from them. My thanks to Richard Swan and Damien Campbell for the information on their cars. ○

Fig. 10.

Finally, figure 11 shows probably one of the most customised Spitfire that I have seen, photographed here at Goodwood a number of years ago. Again I am afraid I have little information on the car except that it had a 6 cylinder engine and that it was originally a MkII Spitfire!



FIG 11





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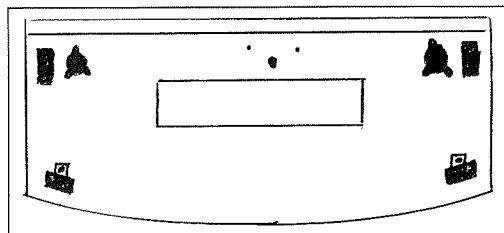
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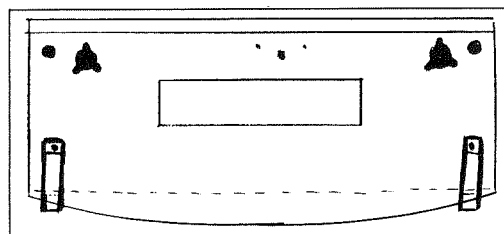
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TRIUMPH Spitfire REGISTER Brett Dennis

THIS month we shall take a look at the Spitfires bottom, the rear valance for all early Spitfires are exactly the same shape, the difference between models is where the cut-outs are for lights, bumper irons etc.

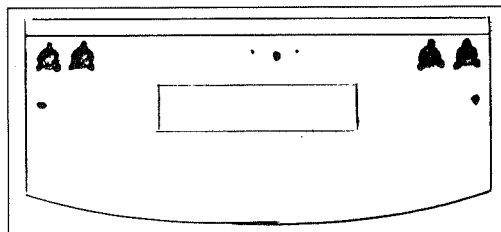


No. 1 shows the rear valance for an early Spitfire MkI up to 14196FC. The four elongated holes are for the rear quarter bumper irons. As you can see the lower bumper irons go through the valance. Why did they change the design? It could be that the sealing rubbers let water into the boot, so it was changed so that the bumper irons bolted to the underneath of the boot floor therefore not needing to go through the rear valance.



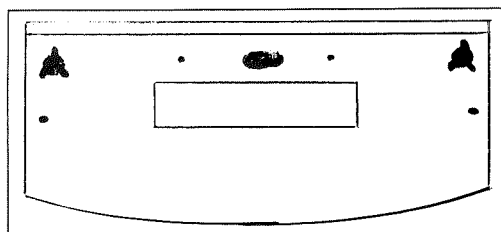
No. 2 shows the valance used for MkI Spitfires from 14196FC and up to the end of the MkII Spitfires. Here I have shown you the lower bumper iron

fitted underneath the bottom floor. Also the top bumper iron was changed. It was made shorter so that only a bolt now passed through the valance to stop water penetration I suspect. Both MkI and MkII Spitfires had only indicators and number plate lights as standard, a reversing light was sold as an extra in kit form. This was the same kit that was sold for the Herald/Vitesse, with the instructions showing you where to mount the reversing light on the rear valance of a Herald?

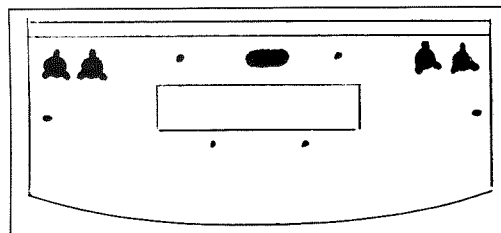


No. 3 (left) shows the valance for a Spit MkIII. You can see the indicator holes have been moved over, this is because there are no overriders on the tail end.

Next to them are the holes for the reversing lights. Speaking of reversing lights, if you use Auto Sparks wiring loom, the rear half of the loom is the same for the MkI, II, and III, meaning reversing lights are there if you want them. So then all you have to do is cut the holes out which are the same shape as the indicator holes. The rear quarter bumpers have been raised to just below the lights for American safety laws.



No. 4 (above) shows a late MkIII Spit valance from 75000FD. Late MkIII's had a one piece reversing number plate lamp body. The reversing light was recessed into the valance in the top centre.

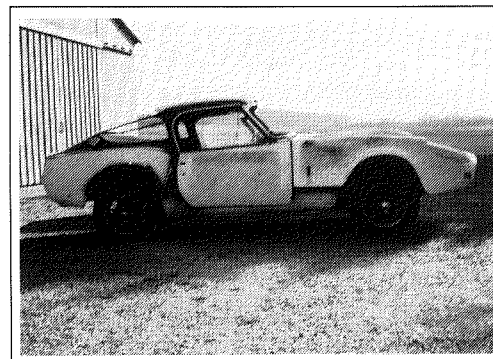


No. 5 (above) shows the valance fitted to American Spitfires from FDU 75000. This one is the same as No. 4 but has extra holes for extra lights (anyone out there with a photo showing the difference?), also

there are two more holes for the larger number plates fitted to the American cars.

I have one of these American rear valances for sale. You can use the extra holes for fog lights or you can weld them up. If you are interested, please contact me.

At the moment only No. 2 valance is remanufactured. A pattern valance is available, which has no holes cut in it. Be careful with this panel as it has a lot of ripples in it. Always go for an original panel if you can find one..



I have received a letter from Ivan Souverain from France who is rebuilding a 1966 MkII Spitfire which is equipped with a fibreglass hard top and bonnet (below) from APAL (Belgium) and he is looking for information about the kit. Can anybody help?

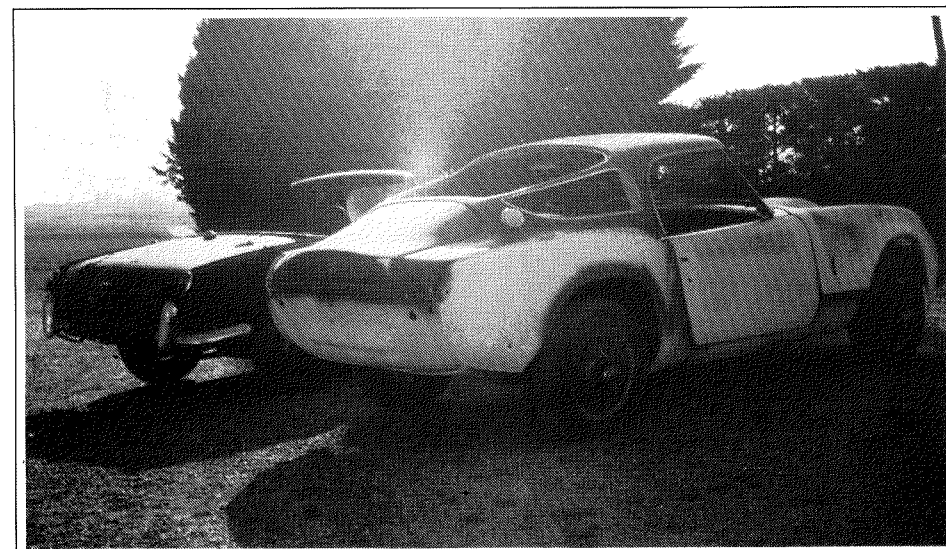


I know that the hard top was also made in Italy by FIBREPAIR as the article shows (Courier, April 1990, No. 118). The only difference I can see is the position of the petrol filler cap.

I seen quite a few Spitfires around the Colchester area. Do you own one and if so, we would like to hear from you about the car history. The registration numbers are:-

FJH 143G (MkIII), JUB 738L (MkIII?)
KKE 176W (1500), NCF 16R (1500)
JTU 898T (1500), MPE 927L (MKIV)
FRX819T (1500), GVW977T (1500)
XCF 192K (MKIII)

That's all for this month. Please phone with any questions. That's what I am here for. ○





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Boot 'T' handle and keys HERALD, VITESSE, SPITFIRE III/III	£12.34
Boot lock assembly SPITFIRE IV/1500	£14.69
Tailgate handle, and lock assembly GT6 III	£14.69
Tailgate handle, and lock assembly GT6 III	£14.69
Boot latch/striker assy SPITFIRE IV/1500, GT6 all	£8.52
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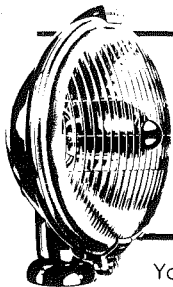
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CAST your mind back a few short months ago, to the series of articles on Spitfire/GT6 full floor replacement.

You may recall my informing you then of a company who although unknown to most of the membership (as they only sell direct to the trade) are in fact the manufacturers of most of the replacement and repair panels available to the Spitfire owner today. Richard Taylor of Steelcraft was most concerned that as my article showed a few problem areas with fitting and construction with their panels, invited me to the factory to discuss improvements and give me a tour of the manufacturing process.

So, armed with the Club 'Box Brownie' I gladly accepted his invitation. After a welcoming cup of coffee I was taken down on to the factory floor.

As Steelcraft are very much a hands on 'craftsman' made operation, Richard felt I should show the guys actually making the panels what the problems I had were.

In the article I showed how to complete the front floor cross members to original spec by adding the anti-crush brackets as shown in figure 1.

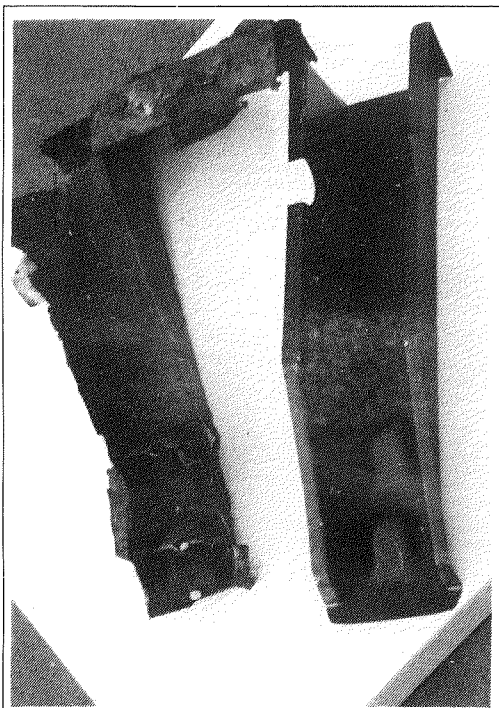


Fig. 1.

These brackets were missing in the panels as supplied. True to their word, as can be seen in the accompanying photograph, Steelcraft have now

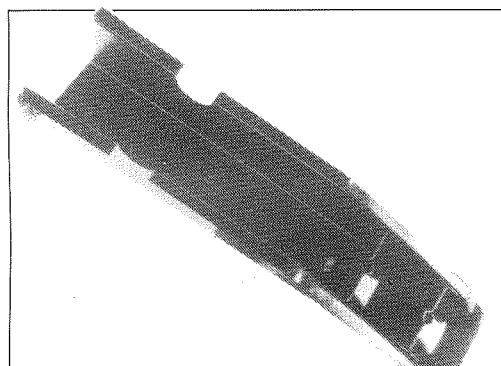


Fig. 2.

A direct result for a TSSC publication and it's nice to know here's one manufacturer who will respond to a given problem.

Now if I may, I will show you quickly through the manufacturing process.

Shown here is how all pressed panels start out, as pre-cut, shaped flat sheets.

This is in fact a Spitfire doorskin.

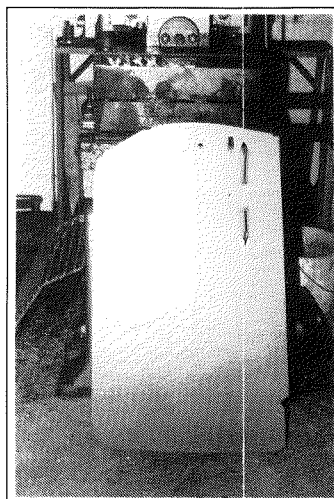


Fig. 3.

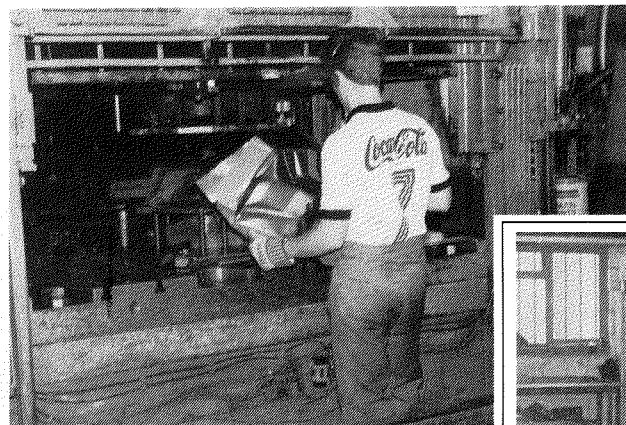


Fig. 4.

These sheets are then transferred to the forming press, which forms the flat sheet between two steel tools.

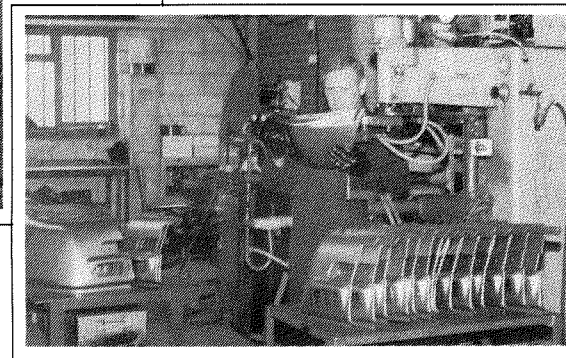


Fig. 5.

After 'clipping' the excess material, if two panels are required to make up one 'whole' as in these front quarter valances. These are then spot welded together.

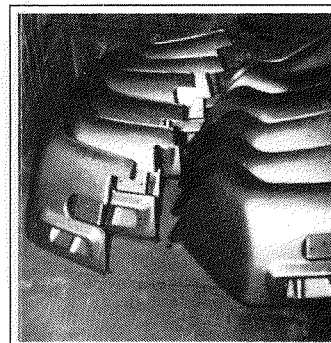


Fig. 6. The end result! Completed front quarter valances prior to cleaning and painting.

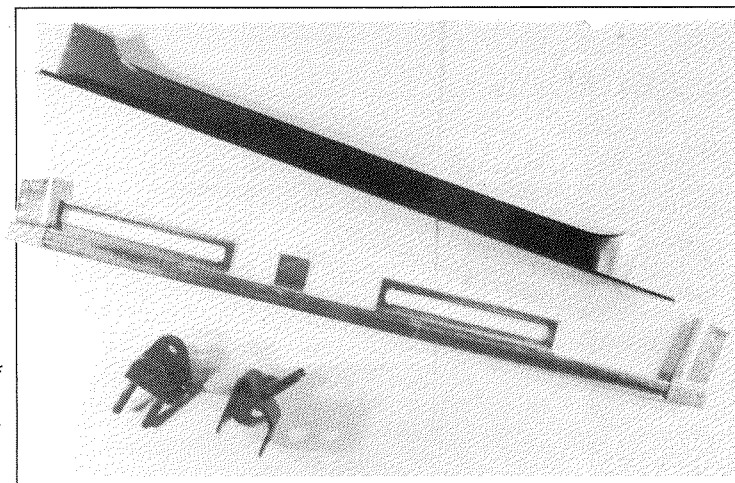
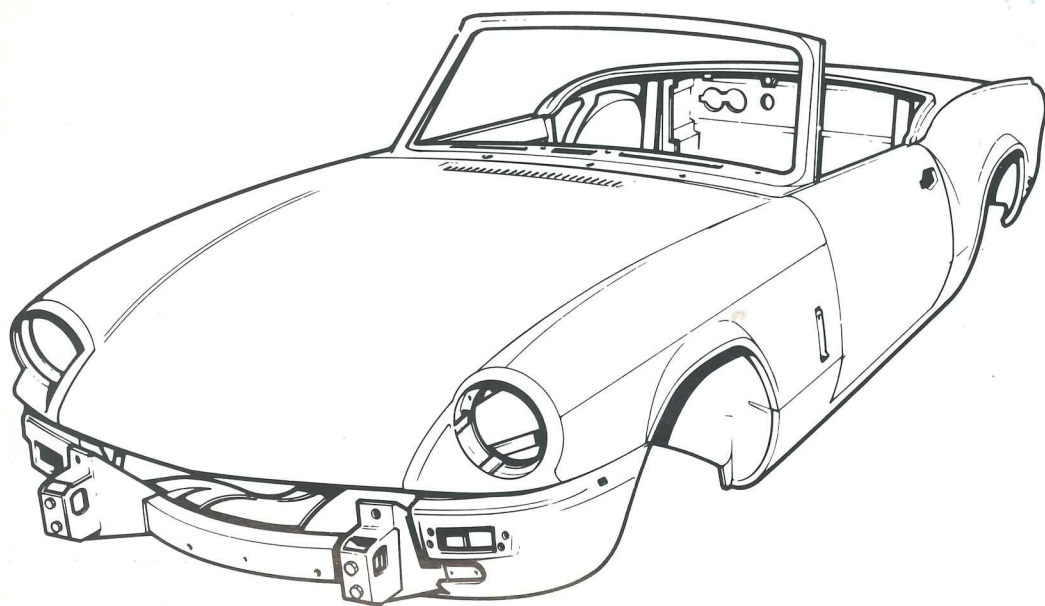


Fig. 7.
Just some of the latest items now re-made by Steelcraft.

That of course was a very simplified tour of the production process. As much tooling preparation has to be done before all this, Steelcraft are actively pursuing the manufacture of new panels all the time and along with the new crossmembers shown above (fig. 7), are some of the latest products on offer. The range they currently produce is of a high standard and is also quite comprehensive comprising of well over 50 items from wheel arch repairs through sills and complete boot floors, all to original

specification, so the next time you are ordering your rebuild panels, the chances are they may have come from Steelcraft.

Obviously the future for the Spitfire looks very bright indeed and I came away with one conclusion, that is, if you combine the Steelcraft range of panels with what's available from say, Heritage, then by my calculations by manufacturing around about another twenty complete panels, you should be able to order this PTO



..... well I only asked!

..... Many thanks to all at Steelcraft for their welcome and the keen interest shown in improving our cars and I will keep everyone up to date about new products as they happen, through 'Aurorama'. As to the above drawing, let's hope someone else reaches the same conclusion fingers crossed!

Bernard Robinson

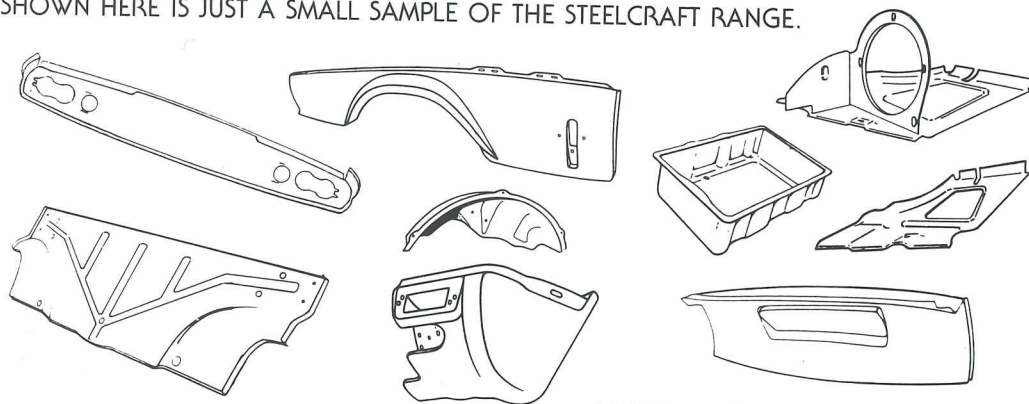


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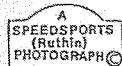
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Swansea Motor Club
Classic Rally of the Vales 28th December, 1991



HISTORIC RALLY CHAMPIONSHIP VITESSE

Tim Burgess



I have been campaigning my Vitesse 6 on various rallies for the past two years with a fair degree of success, I have decided to take the plunge and contest the Historic Rally Car Register's Autostorica Historic Rally Championship this year.

There is a growing band of TSSC cars in historic rallying — witness Chris Sheridan's report of the Illuminations Rally in the February '93 issue (thanks for the mention Chris!) and there seems to be a general interest in rallying 'our' cars, so I thought I'd share my experiences of preparing a car by trial and error and educated guess on a small budget.

After doing two rallies in my every-day car, a 1966 MGB GT (yes, I know, sorry), I decided I should have a car specifically for rallying — especially after going off the road in Wales and wiping out one

front wing. The basic problem was that it had to be reasonably cheap and yet still competitive.

After much fruitless thought and classified searching, I read an article about John Woolley's Rally Vitesse and my choice was made.

Within a month I was the proud owner of a 64 Vitesse 6, white with black stripe, CPJ 850B.

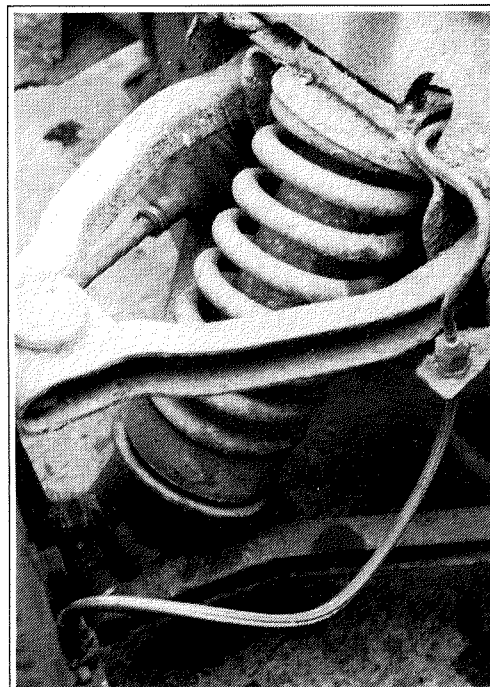
By doing all the preparation work myself, I planned to keep costs to a minimum allowing funds to be used for parts and events rather than professional services. I began by stripping the interior of seats (sold on to a Herald owner), carpets and sound-proofing. I managed to buy a pair of competition seats and full harness seat belts second hand through Motoring News for £80.00, a bit shabby but usable. I can't emphasize enough how much bucket seats aid fast cornering — the extra control they give helps both driver and navigator to concentrate 100%. I also installed an overdrive gearbox. This was the biggest single expense at £450.00, a large slice of budget, but I reckoned the extra ratios would be essential on rallies and make it a more usable road car.

All advice on competition preparation says you should make a car handle and stop properly before increasing power. Therefore I turned to the suspension next. I bought a set of Spax gas adjustable shocks through TSSC Offers — excellent performance at a reasonable price. Some people say Konis are better and maybe they are, but you can't adjust them in position and anyway I couldn't afford them.

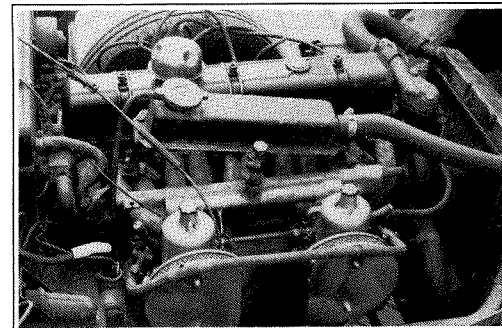
... these changes ... reduce body roll enormously, stiffen the car all round and make it very positive to drive ... and easily out-handles the MG ...

I experimented for some time with two different coil spring rates and different spacers, finally settling on 480lbs with 1.25" spacers. At the rear, there are several tweaks possible. All of them designed to give negative camber to the rear wheels, improving grip and reducing the tendency to tuck-under. I went for the simple solution — a decambered leaf-spring, £60.00 from Triumphtune.

These changes, with the shocks set to stiff at the rear and stiffer at the front, reduce body roll enormously, stiffen the car up all round, and make it very positive to drive. It grips well, is very 'chuckable' and easily out-handles the MG. Fortunately, when I bought the car it had a set of 5 1/2" alloy wheels on it, not very 'period', but strong, light, legal and allowing larger (175/70) tyres.



Front suspension: showing spring, 1 1/4" spacer and aeroquip brake hose.



Engine with twin 1 1/4" carbs.

At this point Bruce Crabtree (my navigator) and I set off for CPJ's first outing on the Yorkshire Historic Road Rally. Coming down steep lanes off the Dales, we discovered that our totally standard brakes just weren't up to the job, although the suspension was — it kept us on the road when we hurtled into corners too fast because of complete brake fade. Still, we somehow managed to win the event outright — a truly amazing result on the car's debut. I decided to keep a log book recording how the car performed, any problems and so on, so that I could look back and see if I was making progress.

(Continued next month)

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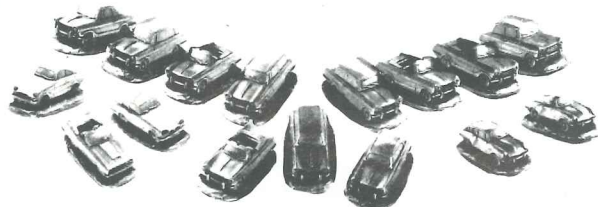
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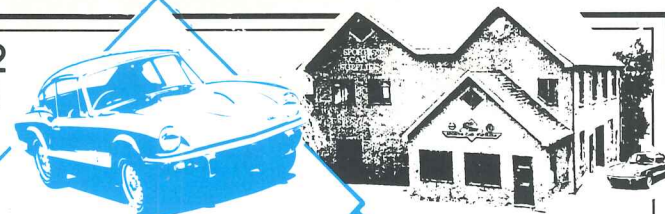


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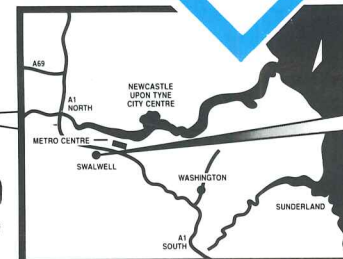
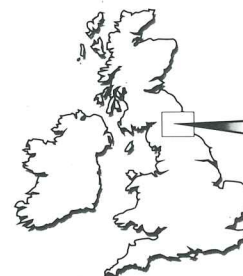


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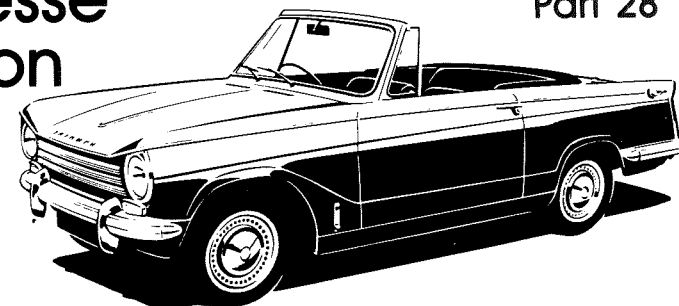
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Herald/Vitesse Restoration

Part 28



Final Trimming Out

Peter J Williams

THERE are such a lot of final trim and ancillary items to be fitted as to not be able to cover them all here but I hope the shots below give a number of useful tips and a flavour of the pace of the action as the car neared completion.

lines has been covered previously but one decision I did make and not covered then was to use stainless steel bolts and screws in fitting many of the ancillary items in and around the engine bay.

These are quite expensive but do lend a very classy effect with the long term benefit of not rusting.

As per the seat cover fitting, presented in previous articles, all the upholstery trim shown being fitted in this article was obtained through Newton Commercial. At the start of the rebuild all I could have looked forward to was either refitting the old trim, scouring autojumbles for a few better pieces or having trim individually made. And, as I wanted to add a touch of class to the car by fitting red rather than original black trim the job was going to be doubly difficult. The launch of the Newton Commercial Herald/Vitesse trim range, for me at just the right time, was therefore a real bonus. Thanks to Richard and Vera Newton's investment in these products we can all have the opportunity to revitalise the interiors of our cars and I for one am indebted to them and other like-minded manufacturers of new, original specification products for our cars. They all deserve our support.

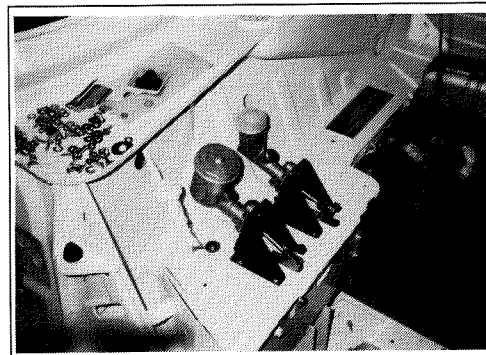


Figure 507. Fitting the clutch and brake fluid

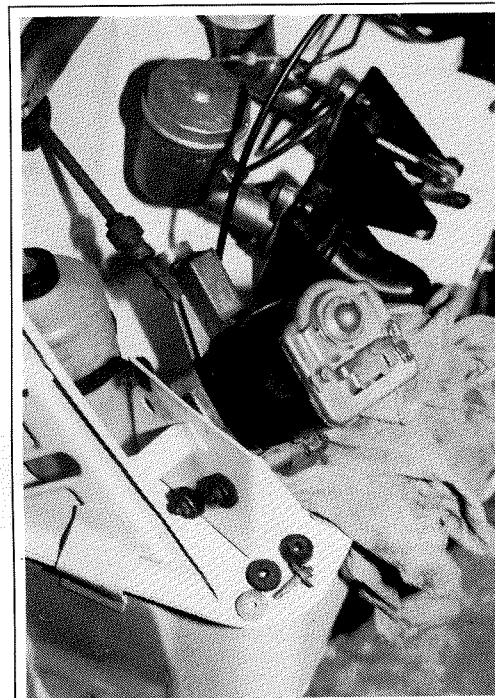


Figure 508. Windscreen wiper motor going on. Then followed by all the other bulkhead items

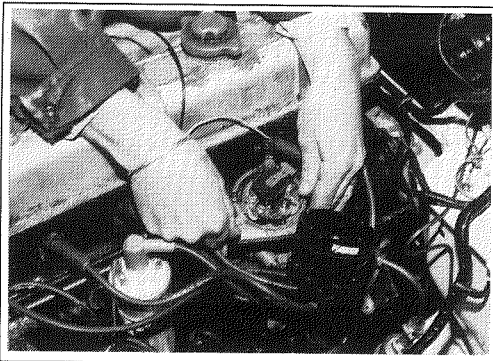


Figure 509. On went the manifolds; Club, semi-sports stainless steel exhaust and carbs. In went the fuel tank (don't forget to fit the nearside rear overider first) and new fuel pipes, radiator, dynamo, wiring etc. etc.. With a TSSC Offers ignition set in place the distributor was clamped not quite tight into position and the timing set. Fluid levels were checked and then, 'Gentleman start your engine' was heard. Well it didn't. Not quite.

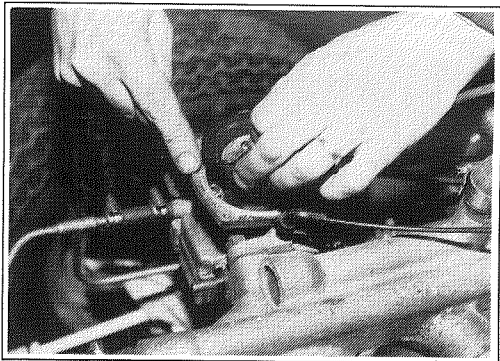
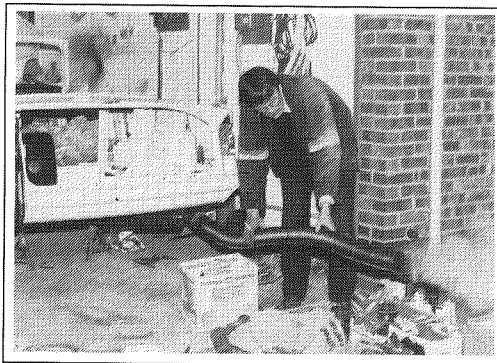


Figure 510. It's always good to have someone else around to help at times like these and in this case Courier editor Bernard soon found the problem. What it turned out to be was that the carburettor rubber diaphragms weren't seated properly. It was a matter of a few seconds to relocate the diaphragms in the correct manner with their rubber tabs sitting snugly in the slots in the carburettor bodies.

Figure 511 (top next column). Once this was sorted it didn't take long for the engine to break into life after over three years inactivity. Greeaaat!!!!!! (The exhaust extension isn't a new Club Offer to amplify the sound but a



device to keep the exhaust fumes from filling the garage.)

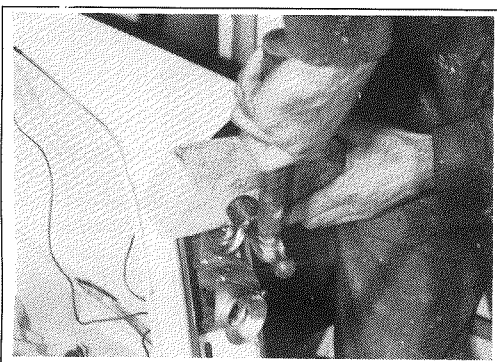


Figure 512. With this psychological spur behind us more of the trim swiftly followed on, here the top of the rear wing 'Vs' are being tapped into position...

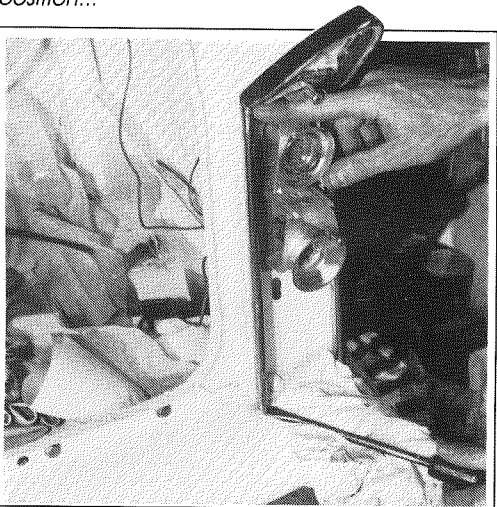


Figure 513. ...after which the vertical trim pieces were levered into a matching position.

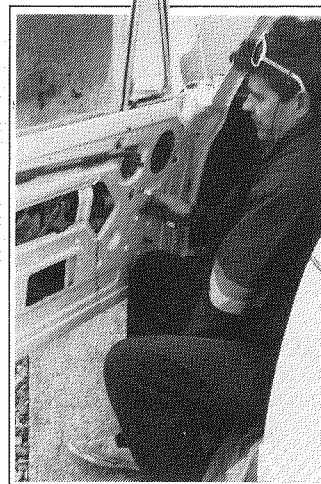


Figure 514. If not done already final repositioning of the doors, quarter light frames...

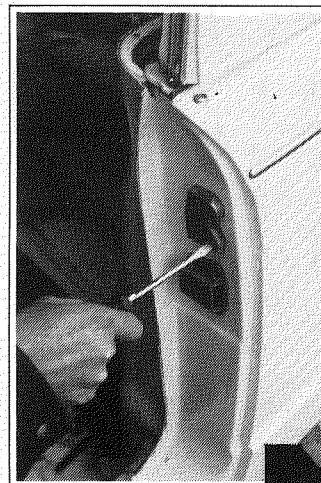


Figure 515. ...and striker plates should be made and the main door hinge bolts fully tightened. (For more details on body fitting see Part 23). Not shown here but previously carried out was the pop rivetting in of new side trim clips and the rolling on of the stainless steel side trims.

Figure 516. For a bit of variety, attention moved now to the rear where the seat belts were slid through the rear side trims and bolted and clipped into place.'

As discussed above, the trims were supplied from the then just launched Herald/Vitesse trim range by Newton Commercial.

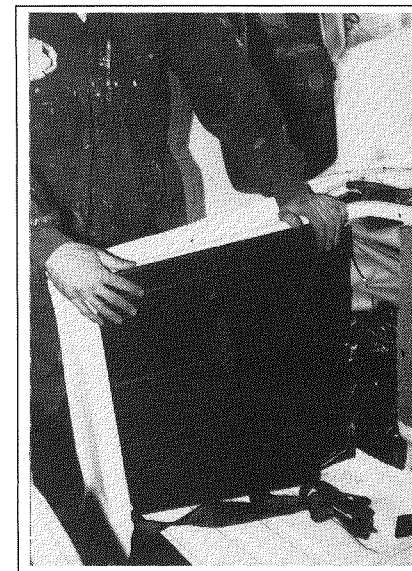
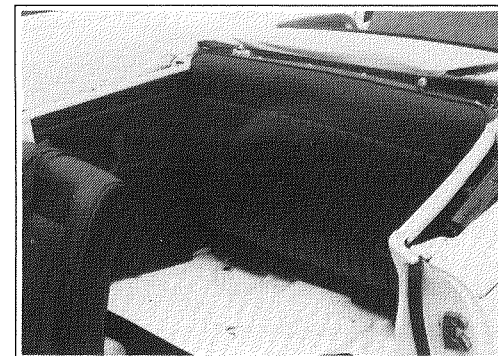


Figure 517. The rear seat back was then fixed in place. At this stage, refit the metal trim channels to the top of the side trims and rivet in the hoodwell cover popper clips. The interior trim was



later completed with the fitting of the rear seat base and a set of Newton Commercial moulded carpets which fitted really well and like the rest of the trim are to be highly recommended.



Figure 518. Make up a hook tool similar to that shown here (I made mine out of a flattened length of copper fuel pipe - but a length of stiffer metal would be better) and fix both the inner and outer door top seals in place.

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GT6 Mk3 Poor.....£55
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GT6 Mk 3 Sound.....£275

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As above but tatty from.....£50

CHASSIS

GT6 Mk3 Rolling Chassis.....£195
Spitfire Mk3 Chassis sound.....£88
Spitfire 1500 Chassis sound.....£85

GT6 Rear seat conversion (tan).....£65
GT6 Pair tan seats.....£75

BODYTUBS

GT6 Mk 3 Very sound.....£550
Spitfire 1500 Restorable.....£200
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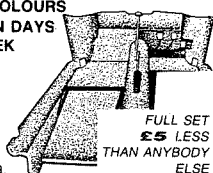
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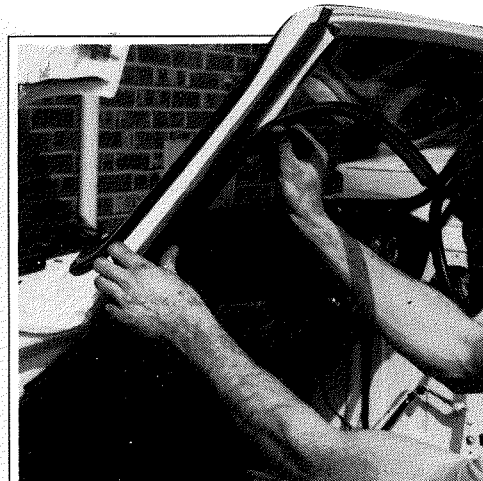


Figure 519. New door aperture seals were then stuck or clipped into position.

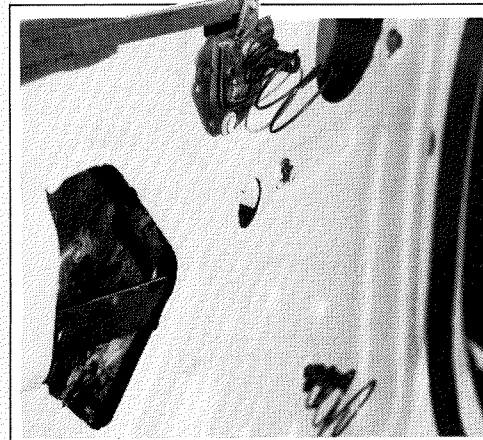


Figure 520. The internal door handle springs were then fitted - smallest end into the door ...

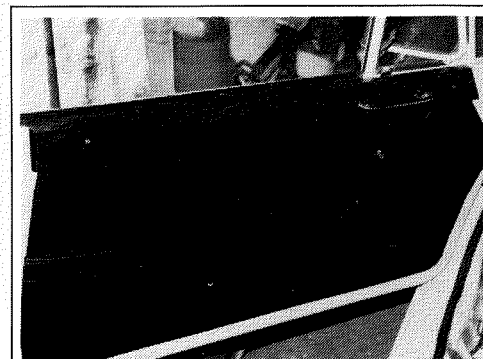


Figure 521. ...and the door trims clipped on. Fitting the wood cappings followed.

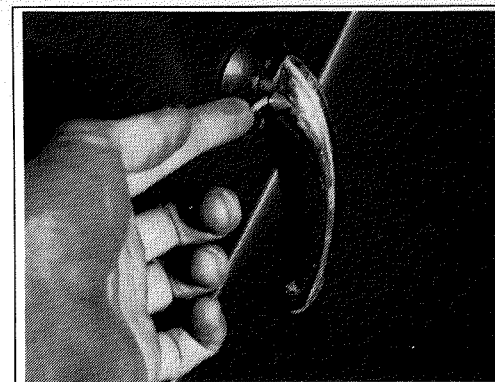


Figure 522. All that was left then was to offer on the escutcheons and handles and slide in the retaining pins.

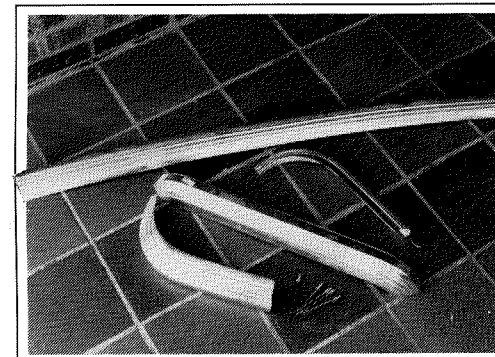


Figure 523. Part of the set of new bumper trims and long rivets obtained by scouring various autojumbles and Courier ads over the years. The pair of front corners actually came from the automjumble at the Triumph Spitfire Club of Holland's annual Spitfire Weekend.

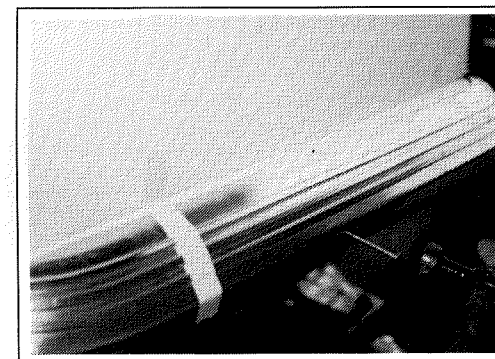


Figure 524. To fit, the trims were held in place with masking tape prior to marking and drilling the holes required...

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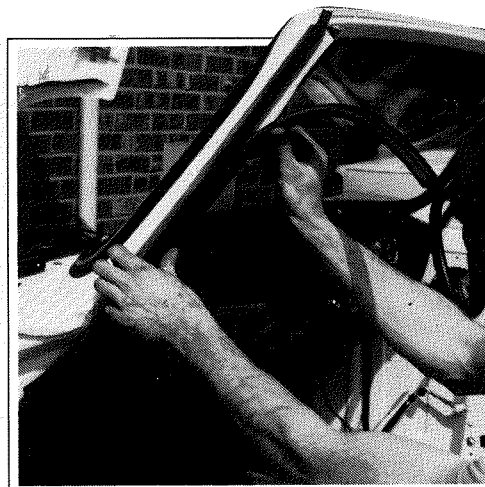


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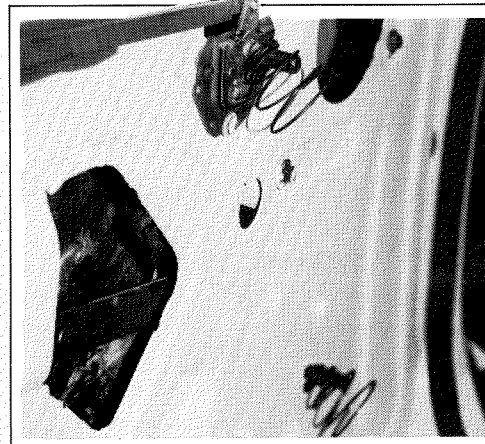


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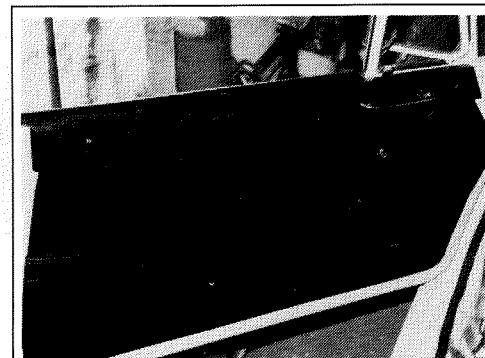


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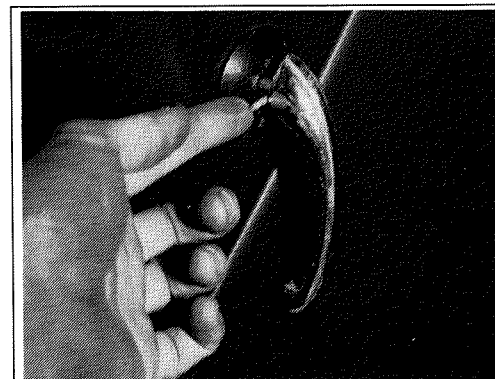


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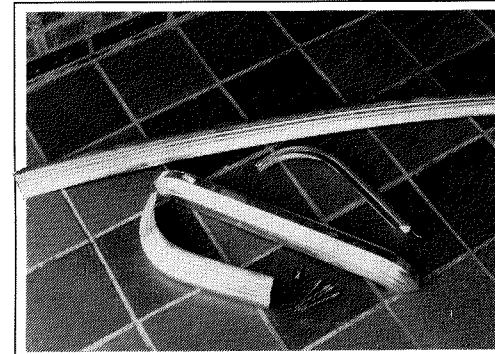


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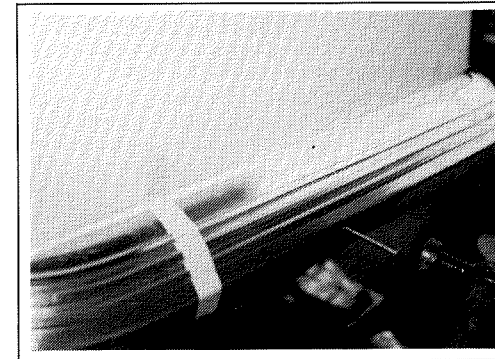


Figure 524. To fit, the trims were held in place with masking tape prior to marking and drilling the holes required...

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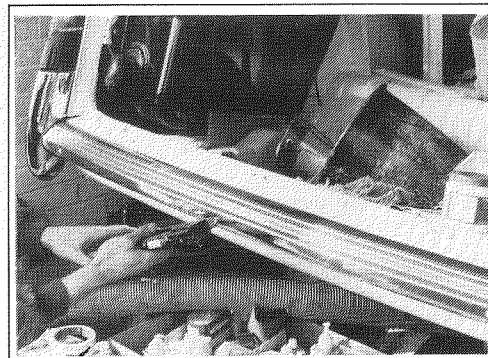


Figure 525. ...after which the pop rivets went in - with quite a bang. Make sure that the rivet gun doesn't bounce back onto the job and scratch the trims.

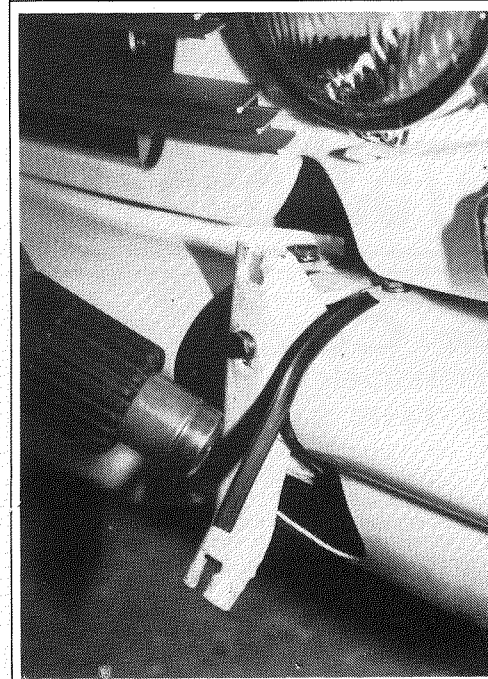


Figure 526. These rubber trims can be quite fiddly to fit but warming with a hot air gun and bending to shape while cooling helps a lot.

Next Month:
The Final Conflict.
Adding up the cost
both in time and
money.

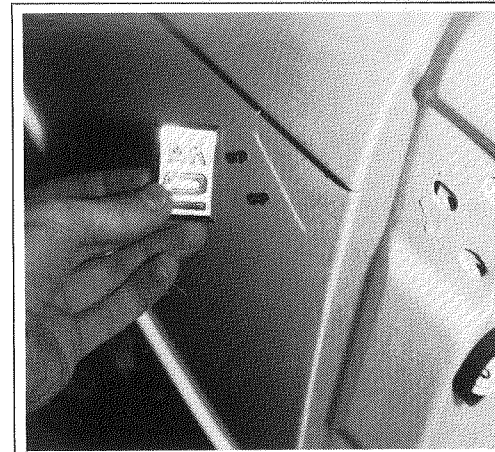


Figure 527. The correct way to use the simple plastic badge clips is to push the plastic clips into the panel and then the badge into the clips - both operations done from the outside of the panel.

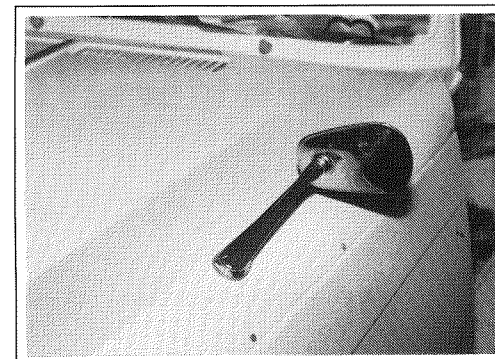


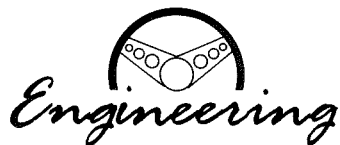
Figure 528. I've a great liking for swept back mirrors on the Vitesse and these were fitted earlier, the holes being punched with a Q-Max cutter as featured in an earlier bodywork article.

Many other trim parts including front wheel arch rubbers; other badges; door, bonnet handles and other chromework; lights and rear boot panels, wheels and tyres were of course also fitted along the way but there just isn't space to show everything and in any case none of the operations present any real difficulty.

Some other painting was also finished off such as using aerosols to respray the rocker cover silver.

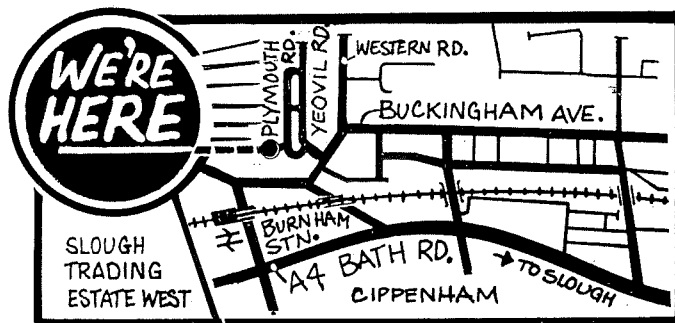
This really is the time in the rebuild to enjoy to the full as just around the corner is the first drive. O

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As well as supplying standard systems for all Club cars, we also supply sports exhausts for various models which are more free flowing than the Standard System giving an increase in power and a more sporty exhaust note.

The latest editions to the Bell range are the performance manifolds which are available for Spitfire III/IV/1500 4 cylinder and GT6 MkI/II/III 6 cylinder cars.

The manifolds are constructed from 304 high grade stainless steel, not to be confused with the cheaper tubular manifolds that are on the market.

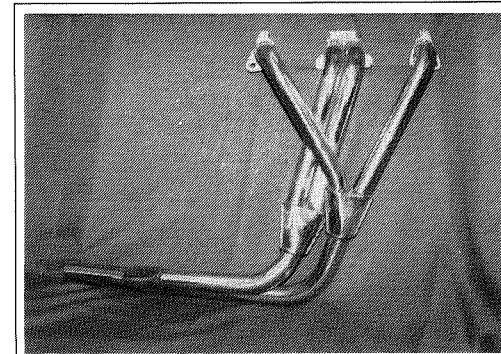
As well as greatly improving

WHICH SYSTEM AND WHY

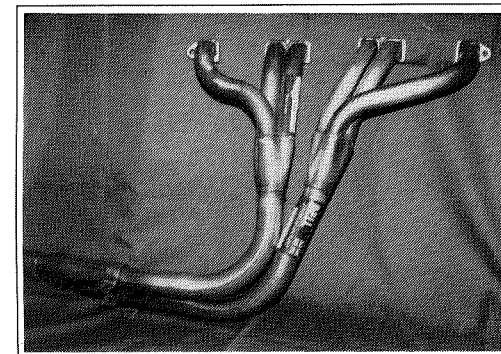
performance, the manifolds also re-juvenate your engine bay, giving a clean and shiny finish to an otherwise dull and dreary side of your engine.

The photos here show the three manifolds that are available.

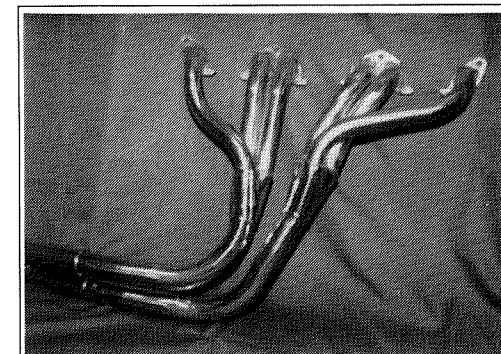
*Spitfire III,
IV & 1500.*



*GT6 MkI,
Vitesse MkI*



*GT6 MkII/II,
Vitesse MkII.*



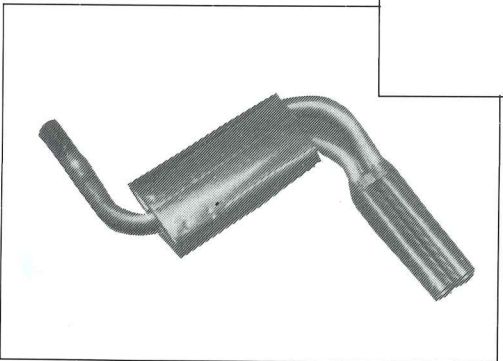
For those who want to change to a stainless steel system but want to keep the car as original as possible **THE STANDARD SYSTEM IS IDEAL.**

This system is made to the original specification where possible and retains its original exhaust note. The pipework diameter is compatible with the original system so if a back box is all you require, it will fit to what you have on the car already. Pictured here are three examples of Bell Standard Boxes.



Spitfire 1500.

For those of you who want better looks and a sporty exhaust note without dramatically changing the layout of the system, the Club supply a **SEMI-SPORTS SYSTEM**, this system comprises of a shortened or larger bore back box, with twin pipes out of a single transverse box for Spitfire (a-la-GT6) to provide a more free flowing system which creates a deeper, more rorty exhaust note. Pictured here are three examples of these boxes.

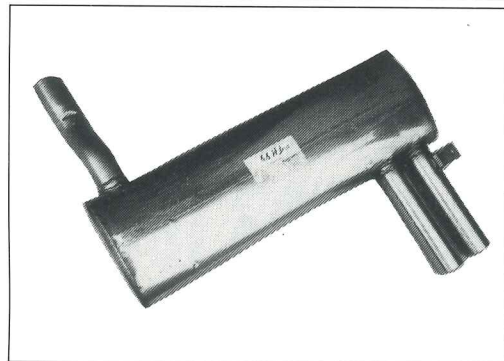
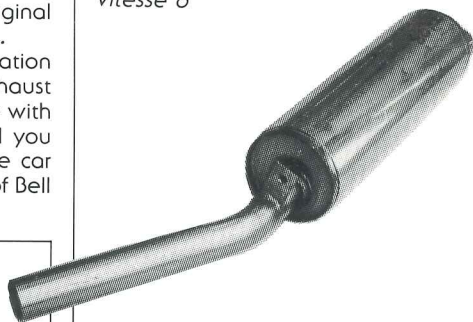


Spitfire IV/1500.

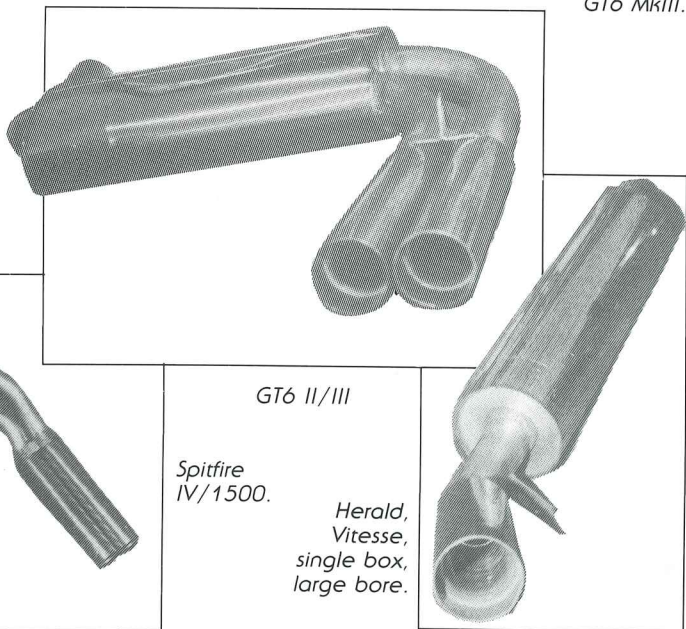
GT6 II/III

Herald, Vitesse, single box, large bore.

Vitesse 6



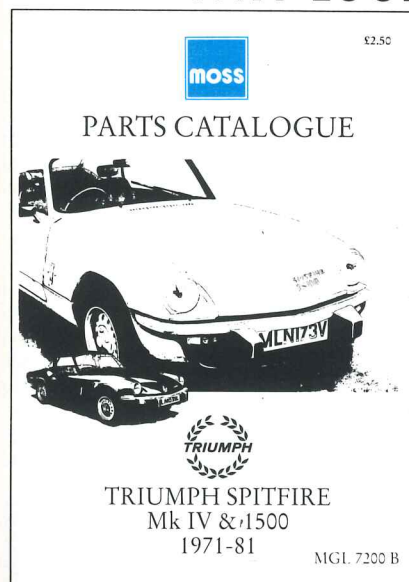
GT6 MkIII.



THE ORIGINAL



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Moss Europe are proud to announce the publication of the definitive new parts catalogue covering the Triumph Spitfire MkIV and 1500 vehicles.

This 100 page fully illustrated catalogue will be THE most comprehensive and accurate parts list ever produced for the MKIV and 1500 models (USA models excluded). The product of a year of intensive research and development, it is undoubtedly the most detailed Spitfire parts catalogue available. Produced to the usual industry leading standard, the catalogue is packed with over 95 original and newly drawn illustrations, a full colour interior trim section, ten pages of quality accessories and the usual technical tips and injections of humour that are now the trade mark of all Moss Europe publications.

With a dedicated price list, this catalogue is set to become the 'bible' for Spitfire owners across Europe. Spitfire owners may obtain their complimentary copy by returning their completed coupon to the Customer Services Dept, Moss Europe, Victoria Villas, Richmond, Surrey, TW9 2JX. Tel: 081 949 8888, Fax: 081 940 0484.

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AL PARTS SPECIALIST

Finally, a brief explanation of our most popular system, the **TWIN BOX FULL SPORT SYSTEM**.

This system has a totally different layout, comprising of a central 'Y' pipe which splits into two just before the differential carrier, with two large bore back boxes which protrude centrally from the car.

This system will fit to either a Standard Manifold or the Manifolds that the Club offer.



system much louder. This can in turn exceed legal limits. With Bells systems you are guaranteed the box quality and your ears won't suffer as a result.

Taking a Spitfire MkIV for example, fitting a Full Sports System and a 4-branch manifold has been shown to give a power increase or around 11% therefore boosting the BHP to the same output as a 1500 Spitfire (Ref. Courier 133 July 1991 and 134 August 1991, John Thomason 'Exhausts Exhausted'). Although we have not got any official figures for the 6 cylinder manifold with the full Sports System at the present time many members have expressed that quite a substantial power increase is given, especially mid rev range.

I would also like to point out that all of the manifolds available will fit all three types of systems although they are ideally suited to the Full Sport System.

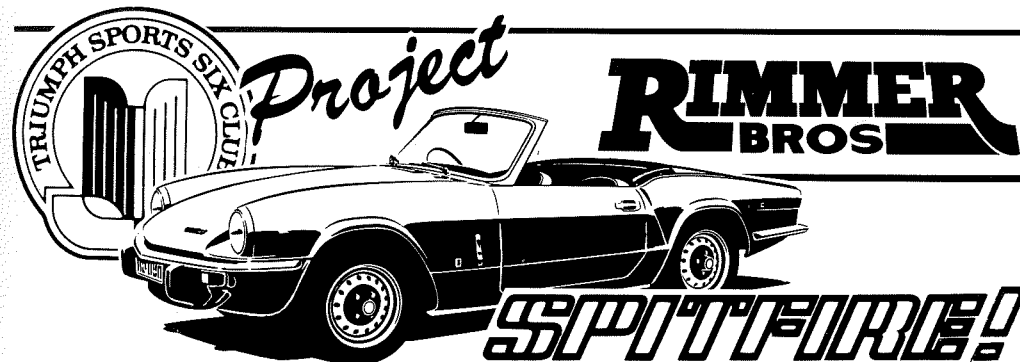
As a short end note, all of the afore mentioned exhausts and manifolds are always held in

**REMEMBER
YOU ONLY
FIT 'OUR'
SYSTEMS
ONCE**

stock at TSSC HQ, if you are still uncertain which system will suit your particular car, or have any queries on these systems, please feel free to either pop in to see us or give me a ring, I will be pleased to hear from you. ○



On similar systems the noise output can sometimes increase over the years, making the



PART THREE TUB REMOVAL

LAST month we showed what was involved in preparing a Spitfire tub for removal from its chassis. Removal now is quite straightforward. I should now point out that the actual lifting should be carefully thought through.

Many hands make light work as they say. This was certainly the truth in our case. Although not seen in the final photographs, our tub was lifted by four people (this I believe should be the minimum number required unless your neighbour is Jeff Capes!).

You can, if you have the room, lift the body the workshop way with block and tackle (see diagram) but whichever way you do the lifting make sure everybody is safe to do so.

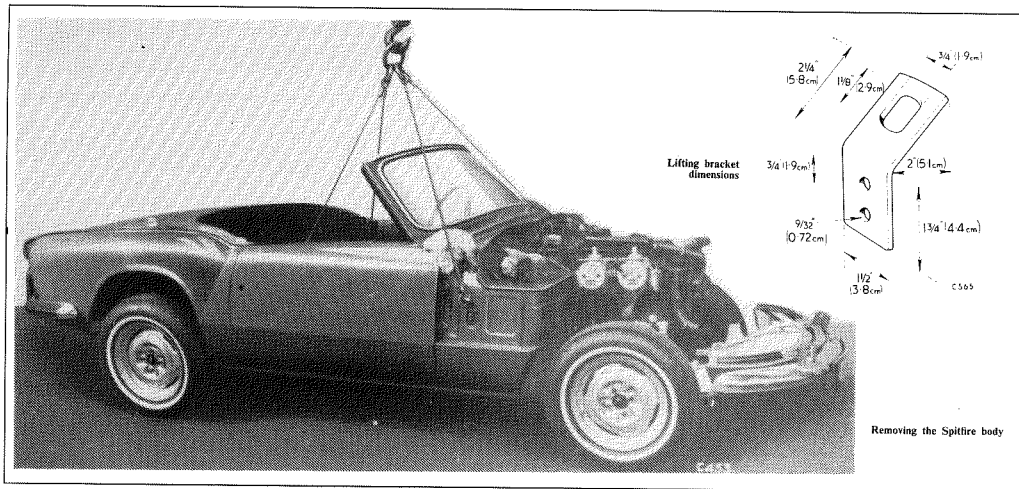


Fig. 1. Kermit before



Fig. 2 and after its removal.

Another important point is to remember is that unless your sills are sound as ours were, that unless you brace the door gap, you could **FOLD** the tub instead of lifting it. Welding in a brace between the A and B post should solve this problem for you.



Shown above is the Workshop Manual method of lifting with block and tackle. Yes, it's an early Spitfire, but the later manuals don't show this. The

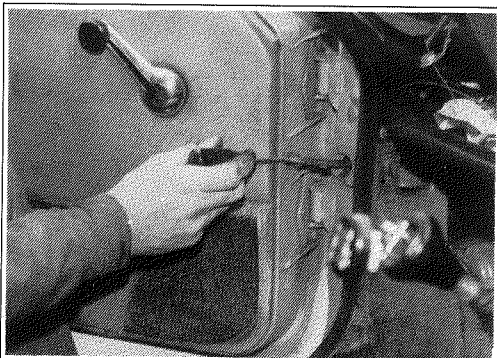
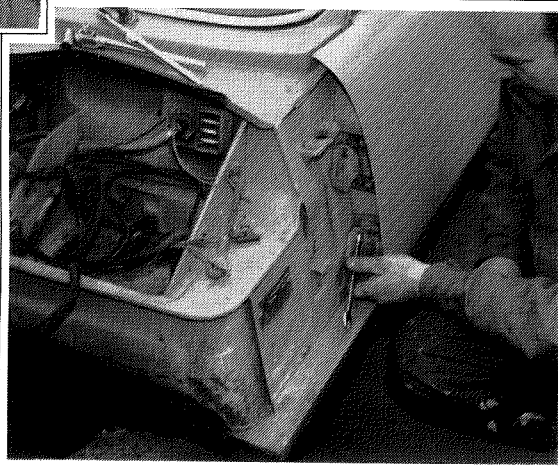


Fig. 3. . . . the doors, easily overlooked are the door check links. John is pointing to the rivet which secures these to the door. Grind, or using a small hacksaw, remove the rivet head and push the link back into the A post out of the way.

Fig. 4. Close the door and undo the six door hinge bolts. Once undone, carefully open the door and remove. Get a good grip on the door as you will find it deceptively heavy, so be careful not to drop it, then find a safe place to store it. Protect the glass.



procedure described is thus

Make up two lifting brackets to the dimensions shown.

Remove the bonnet catch bracket and secure the lifting brackets to the body.

Protecting the body against chaffing, attach lifting tackle to the lifting brackets and to the safety harness eyebolts adjacent to the rear wheel arches. Lift the body clear of the chassis.

The more you remove from the tub, the lighter it becomes. As we had the manpower, we removed the minimum, starting with . . .

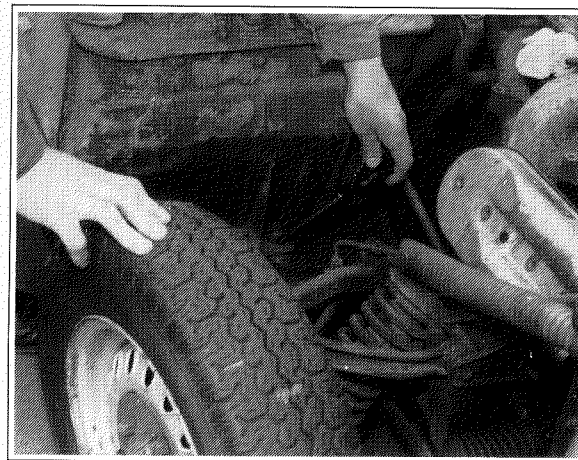


Fig. 5. The first bolts which attach the tub to chassis to undo, are located on top of the front outriggers, which John is pointing out. These are exposed to the elements and so can be badly rusted. Prior treatment with easing oil helps. A good quality surface drive socket is a must to prevent rounding the head off, be careful as these bolts can shear.

Fig. 6. The next pair of bolts are located inside the car on top of the front footwell.

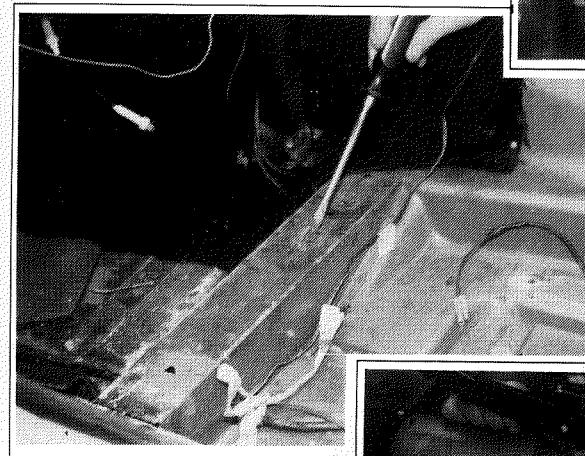
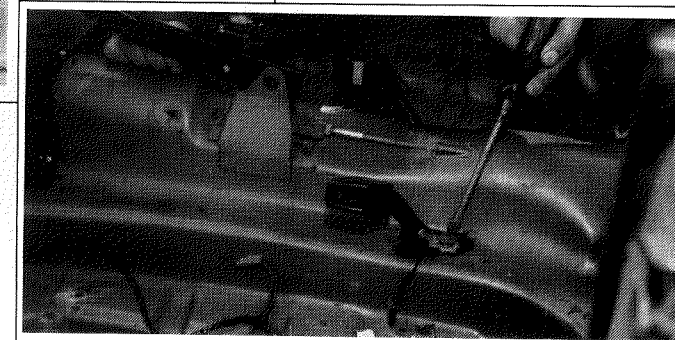


Fig. 7. Remove next, the bolts on each of the front floor cross members. John is pointing these out. These bolts are different lengths, so put a note in the storage tray to remind you which one goes where.

Fig. 8. The manual does not describe the removal of these seat belt anchorage bolts, so don't overlook them as they do connect to the chassis. Disconnect the loom for the seat belt warning light as well.



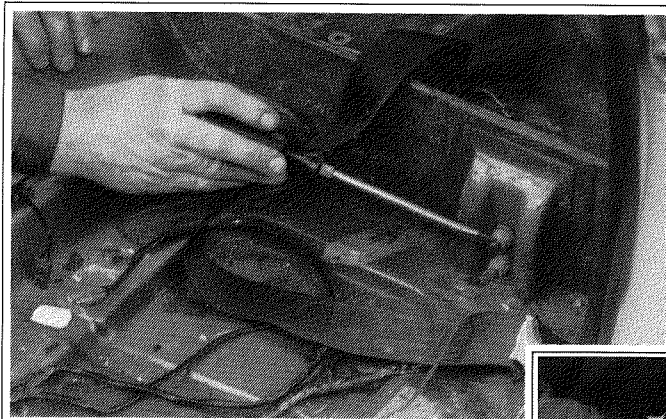


Fig. 9. Last month we showed the tie bar removal from the hub. The two nuts here, once removed, will release the tie bar bracket. Remove this complete with the tie bar. This will stop the tie bars fouling and prevent the body lifting.

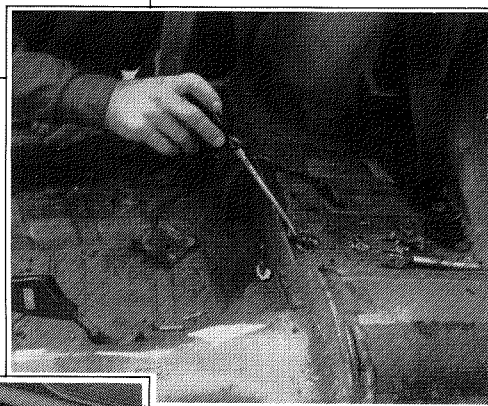


Fig. 10. The next set of bolts are hidden. They can be found on top, behind the heel board.

As John is indicating, you will have to chip away the sound deadening material around the head of the bolt and large penny washer before you can remove them.

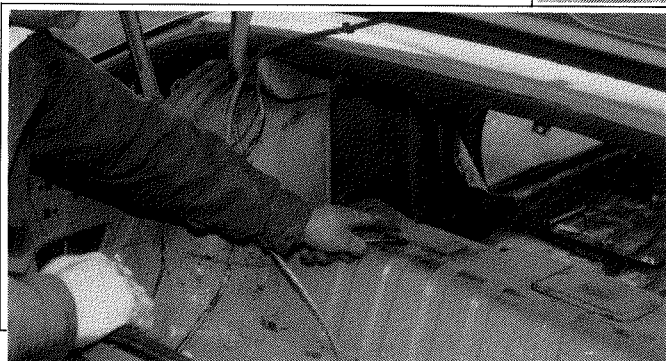


Fig. 11. Now you can see why the tank was removed.

The next pair of bolts are hidden under it. Remove the large rubber grommets



Fig. 12. using a long reach socket, remove the last pair of bolts. The body tub is now unbolted from the chassis. Go round each corner of the car and lift. This breaks the seal to the chassis and if it won't lift, you've missed something.



Fig. 13. As I said before, to lift the tub clear, there were four of us, but someone has to take the photos!

Once we were happy, the tub would lift, we started by lifting the rear and pulling it back a little.

SAFETY NOTE
DON'T RUSH, TAKE YOUR TIME, CHECK EVERYONE'S HAPPY AT EACH STAGE. USE GLOVES TO PROTECT HANDS.



Fig. 14. As can be seen, you can then rest the tub on the rear wheels. Remember to chock them, to stop the chassis rolling out. Resting the tub on the wheels gives your team a breather too. Lift the front to level the tub, then with two people, lifting at the rear arches and two at the front corners. Lift and walk the tub back away from the chassis.

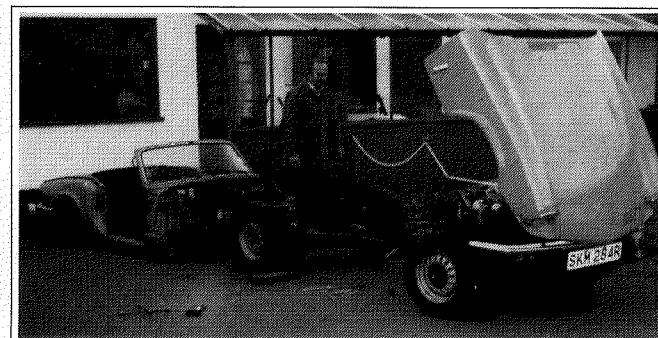
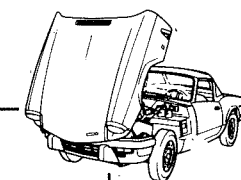


Fig. 15. And there it is. One tub removed. In actual fact, this job can be done in less time than it took to write the article. It is also the 'Point of no return', the restoration of the car is also laid out in front of you!

NEXT MONTH
STRIPPING OUT THE SHELL



Pen To Paper

MY daughter recently gave me her Herald 13/60 estate, which had received absolutely no loving care in the four years she owned it.

I was also bequeathed a number of mint condition Courier magazines and as I had the misfortune to break down on an evily lit road on a pitch black night, I felt hazard lights were a necessity.

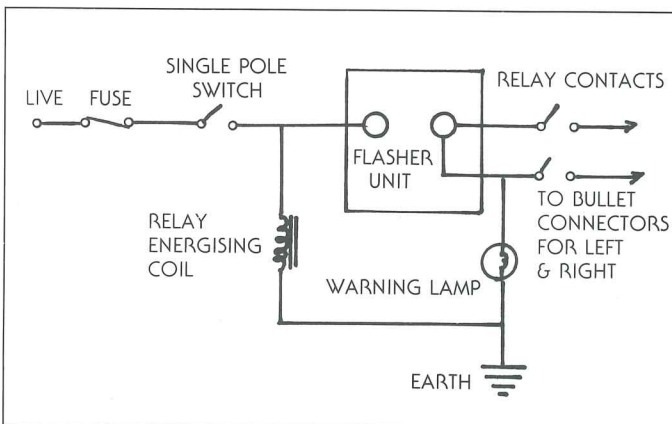
I had already found David Herriman's article of July 1989 and then came across the letter from Matthew Thomson of September 1989. I felt that I was home and dry, but alas, Tandy failed me with the supply of a suitable switch and I was quite unable to find one.

The solution I felt was to use a multi-contact relay with a simple, single pole, single throw switch. The relay was obtained inexpensively from Bull Electrical of Portland Road, Hove for £1.00 plus VAT (ref BD52) although regrettably their post and packing charge is £3.00. I obtained a flasher unit from Transpeed, also of Portland Road, again at reasonable cost and as it was a two contact variety, it simplified the wiring.

The pins on the relay can be a bit confusing, but I had a meter with a continuity function, otherwise a hook-up with battery and bulb, or a neon tester, will give the correct contacts to use when the relay is engaged. I could find no Lucar connections to fit the relay contacts, so I soldered everything together on the kitchen table, which left only the flasher wires, the live and earth, to be shortened and bullet connected in the car. The flasher installation on the estate seems to be the same as the Spitfire, halfway down the steering column.

The final circuit differs somewhat from its predecessors, so it is shown below.

Eric Kempshall



13/60 CONVERTIBLE LTP 99G — ANYONE REMEMBER THIS ONE?

HAVING sold my Fiesta, I have been looking for and have managed to buy, a Triumph Herald 13/60 convertible (in British Racing Green). Registration LTP 99G.

Unfortunately I need to get a student loan to repair properly the unseen rotten chassis rails (an excellent company called SW Classics is currently doing this!).

Also because we (my stepdad and I) wish to get the car to a very good standard eventually, I need to try and find out more information about its history. Does anyone remember this car? It has had nine owners! so someone may remember. Any information on the car or any help/advice that 13/60 owners can give a young enthusiast would be much appreciated.

Phil Palmer

A VERY YOUNG BUT VERY SKITTISH 1500 CAN SOMEONE PLEASE HELP?

I PUT pen to paper to thank you for the excellent standard of articles and information that appear in the Courier and to ask for some advice if possible.

I became a 1500 Spitfire owner in September last year and joined the TSSC shortly afterwards (I know, the wrong way around?). My Spitfire is very young, 80 which is just as well as I have to use it daily for transport to work and back — a round trip of 80 miles a day! still, it manages it with excellence, with only minor shortcomings.



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SPRING TRIM MADNESS

Door Casings - State Model & Colour

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Vitesse	56.00
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Vitesse	99.00
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Colours & Duck to Order	

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Front Seat Kit-Spit/GT6	90.00 pr
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Rear Seat Kit-Her/Vit	105.00

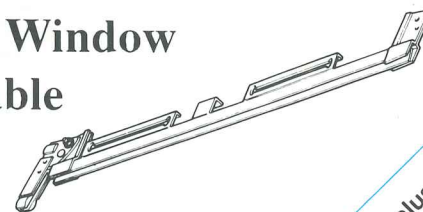
Seat Recovering Service

Front Spitfire/GT6	165.00 pr
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Customers own units usually required	

Roll Over Bars (Not Spit Mk III)

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NEW - Spitfire Bottom Window Channels now available at £26.50 each



Please note this is metal part only.
Plastic ends must be reused.

Phone for FREE
catalogue,
stating model reqd.

All Prices inclusive
of VAT
carriage extra

One thing that has been of concern is how light the traction appears to be on the front wheels, although they are correctly set up and have correct tyre pressures, tracking etc. I have found by experience that it is very easy to lose traction and lock the front wheels into a skid even with only the minimal amount of rain/grease/ice on the roads. If anyone can advise a particular type of tyre or set up that might help, give the best grip on the roads where the great British weather is at work, I would be very grateful.

Thanks for a great club. ○

Mike Robins

... thought a skim of filler would make them look OK ...

AT present I am restoring a 1973 MkIV Spitfire. Whilst repairing the bodywork, I noticed the gutter rails, under the boot lid, at each side, were looking a bit moth eaten.

I cut out sections and replaced them with new metal and thought a skim of filler would make them look OK but when I had finished, they didn't look as good as I had hoped for. I then thought, no, do them properly, get some replacements.

I phoned around but there were none to be had. I was told that the part was obsolete. I did manage to find a supplier who thought he had a set but only to find out that they had been sold the day before! Isn't it always the way. No choice, I would have to make my own.

Some mild steel strip was the right thickness, so I shaped and welded some sheet onto it in an attempt to simulate the original profile. I welded them on to the

bodywork but I still wasn't very happy with them when the job was finished. I would have to think again. Whilst I was doing this, I thought I would get on with something else.

... If only I had found the wreck before, ...

Recently I was very pleased to note that John Hills were remanufacturing them so I quickly ordered a pair and as soon as they arrive I will fit them so I can get on and leave that problem behind. A very time consuming problem.

A little while ago I went along to a nearby breaker's yard with another couple of club friends. Of course I'm always looking out for Spitfires but they aren't usually to be found in scrapyards (I'm very happy to say). However in looking around, one of my friends found a Spitfire. I was very excited but when I got closer there was only a very rusty rear end section, nothing to be had. On closer inspection I found the gutter sections to be intact and in good condition especially considering the condition of the rest of the 'car'.

If only I had found the wreck before, but I suppose new parts will be better in the long run, so well done John Hills.

John Arnold

... Aesthetically, the Tristan is an eye catcher ...



JUST every now and then, a novel and innovative idea come onto the market to fill a long-awaited need. The Tristan convertible kit from Triumphscene is one such example.

As an owner of a Vitesse (saloon) since 1971, and owner of my current car since 1976, when it was five years old, I have longed for the opportunity of motoring in a convertible. Buying one is the obvious, though not so simple answer, but one of the problems or investing considerable time and money on maintaining and improving a cherished vehicle is that one is often loathe to take a chance and sell it on.

So, the introduction of the Tristan kit is quite timely.

Fitting is simplicity itself, and praise must go to Triumphscene for the finished quality of the components. The use of a hoop and T-bar is a very practical idea, and gives the whole vehicle an assured

solidity — you can really feel the firmness in the body when you grip the hoop. The powder-coated finish on the steel parts is excellent, as is the general fit of the product on the vehicle.

Aesthetically, the Tristan is an eye catcher. The all-black look goes well with Valencia Blue, and the stainless steel side finishers, despite some disparaging reports, happen to sit extremely well with the chrome wheels on my car. Whenever I park in or out of town, people stop and look. Some take their time in looking over the car, and those who know, realise that it's not a standard fitment. That's good! Who the hell wants to be like everybody else?

Having owned the car for so many years, I always have to smile at those who suddenly declare, 'Ah, I used to have one of those!'. My usual answer is, 'Yes, so did I ... but I kept mine!'

One thing's certain though, with a convertible, my super-duper, microwave alarm with automatic cut out, is an absolute must to warn off those with an uncontrollable desire to reach into the cockpit.

What I would say, however, is that the one down-side to the Tristan kit is the rather primitive set of instructions from which one is obliged to work (hope you get my revisions, Paul!). The preamble to these pre-supposes that the fitter possesses a degree of practical know-how. To this, I would add ... 'and a considerable well developed telepathic ability' ... but seriously the re-working of the instructions will make a major difference to first-time fitters. The two aspects which have impressed me greatly about the whole Tristan concept have been Triumphscene's policy of continual improvement and the accessibility of Paul Smethurst, the managing director.

In the first instance, Triumphscene are entirely 'up-front' about the need and desire to further develop and improve their product (lack of acceptable quality in the finished articles from one of their outreach manufacturers has caused them to recall and replace all hoods), and their commendable policy of continuous development means that the customer benefits. Undoubtedly, though, I was most impressed with the personal interest and concern shown by Paul Smethurst, who showed himself willing to discuss my problems or queries about the fitting of the kit, and who has welcomed all feedback (good and bad!) on the suitability of the product.

Well done to you, Paul! And, thanks for a great idea. ○

Jon Burton

... the theft had made me realise the need for additional security ...

AS some of you may have read, a not very nice person (I used up a lot of words before finding any that could be printed) stole my much loved 1974 Spitfire MkIV.

The Club very kindly put a notice in the last magazine, so if you see it, give me a call, but to be realistic the chances of finding it are a bit remote. Like a lot of Club members my Spitfire was more than just a car. I knew a lot about its history and had spent a lot of time and money on it, it looked very smart and tidy. The thief left me with a great feeling of 'how do people have the right' and 'if I ever get my hands on him'. If any member has suffered the same experience they will know exactly the feeling. However life goes on and if I stay bitter for too long 'THEY' have won again.

The theft has made me realise the need for additional security

and I have investigated several gadgets. A lot of these have limitations, especially when you consider a very 'loud' Spitfire was taken from my drive when I was in the house. 'Krookloks' that fit either the steering wheel or gearstick are limited. The 'Nightstick' that is fitted across the steering wheel is supposed to be good but again I would not have thought it would stop a determined thief. An alarm system would certainly alert me but they do seem to go off at odd times and how many passers-by actually take notice. Wheel clamps look a good idea but must be very inconvenient to use especially when it is raining. A security post for the drive would be another good idea. Don Baldry's security device that was featured in the March edition of The Courier also seems to be a good idea.

Which one should I choose or shall I use the lot? If I do that it will take hours to get in and out of the car. Convertible cars do have their disadvantages but it does seem a sad state of affairs when you have to take these measures, let alone being penalised with increased and lost insurance premiums, when after all I am the innocent party.

Home made security devices have been suggested including wiring up the whole car to the mains to any would-be thief is fried. Leaving a Pit Bull terrier in the car has a certain appeal especially if the thief gets inside. However my favourite device is a gadget that lets the thief sit in the car and as soon as he tries to steal it a large pointed shaft comes up through the seat and staples him to the roof or hood. The thought of the last device has cheered me up a lot, but, **keep an eye on your car.** ○

Matthew Arnold

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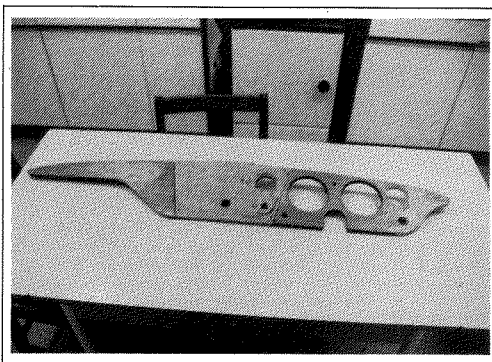


Paul Fraser

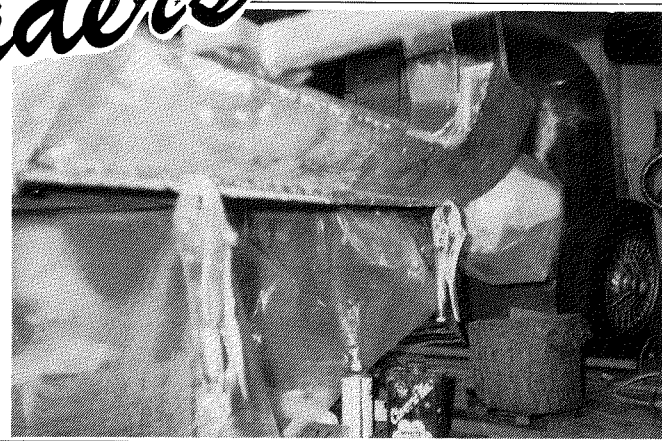


It is like adult Mecanno putting a Triumph together, and now it was time to start the body. The colour was to be BRG, and it was no easy task deciding what shade of BRG to use. I finally selected that used by International Paints for their Japlac range.

This oil based paint was used extensively on the chassis and underneath the car with a cellulose match for the interior. But I am going too fast. I had at this time taken a deep breath and paid £170 for a Machine Mart Clarke 100E MIG welder. These are excellent DIY equipment, but in another life I want to be able to use a gas outfit as



well. MIGs do not like pitted, paper thin metal, no matter how clean. But persevere, I joined



A TALE OF 2 SPITTIES - PART III

the back half from the MkII to the front half of the MkIV. In fact I overlapped the floor panels and made a cover plate to reinforce the join. In effect I hope I have doubled the strength of the floor immediately in front of those radius arm pivot brackets.

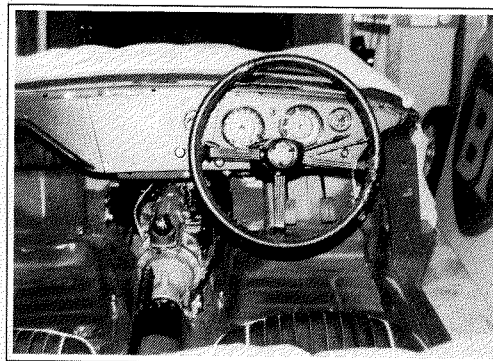
BODYWORK

Fitting the bodywork took many happy hours, remember, this is a time when spirits should be lifting, the car is going back together and you should be working in the dry and perhaps it won't be too cold! I did not have the usual set of bodywork molegrips in all their shapes and sizes, I had just 2 standard vice grips but I did have the garage wall and a load of wooden blocks and struts to wedge everything in place before I pop rivetted the panels into place prior to welding. I lifted the sections in by myself and carefully lined up everything before going firm. The doors add a fourth dimension to this lining up business so be patient and do not invite family and friends to help and hold, this is a job for you and your foul mouth alone. Marrying up a MkII rear end to a MkIV front and fitting a 1960s go-faster plastic bonnet from a MkI inevitably meant that gaps were more than Honda would accept for its Legend. I ruthlessly removed rusty metal but did not cut away all the old sills where the metal was sound, so I have been able to improve strength in some places which has perhaps made up for my welding performance. Please do not forget, **GOGGLES, EAR DEFENDERS, MASK AND GLOVES.** The body is on, the doors are off again and awaiting preparation for spraying, as is the bootlid. It is more fun to leave holes for T-R-I-U-M-P-H letters and Spitfire script until

later, you will get more satisfaction by drilling through the filler after final painting and not having the drill bit scoot across the panel. Like labelling there is a right way and then there is a wrong way.

WHAT WERE THE CAR'S SPECIFICATIONS TO BE?

I fitted a 3.89 rear axle from a MkIV as I wanted a high top speed for least revs, the overdrive means that I can do 60mph at a bare 3,000rpm. The car is light enough, no hood or windows, for adequate acceleration. I also fitted the Dolomite 1300 head with the larger inlet valves as I wanted the engine to 'breathe' more easily. Why may you ask? It was my upbringing I guess. Clarke's scrapyord in Grantham duly obliged and I invested in having the valve seats refaced. A 4 branch exhaust manifold is on my Easter shopping list. I also fitted a new camshaft to the engine which I was lucky enough to find cheaply at an autojumble.

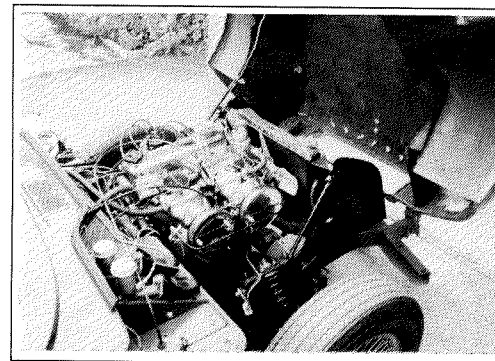


When I bought ABT 857B I was offered a chance of picking some new spares from a heap in a corner of one of 'Arthur Daley's' sheds, it was like a Christmas lucky dip and I obtained a new fuel pump, but sod's law prevailed when I came

to fit it as the cam arrangement was not Spitfire, but like nearly all car parts from our period, most things interchange and an old cam was soon mated to the new pump housing. I decided to use the MkIV 'electrics' and alternator, so armed with various Triumph wiring diagrams, but of course, not an exact copy for a MkIV, I slowly wired up all the electrical components, testing each circuit in turn, and grinning like a Cheshire cat at each success.

It's time I pontificated and discussed the philosophy that says 'if it ain't broke, don't fix it'. It makes no sense not to carefully strip everything down and re-assemble with new bushes, brushes, or whatever. You will hear how I fouled up over the gearbox later and I have my fingers crossed for the diff, but she has been quiet and smooth for 1000 miles, and I would have had those half shafts apart if I had had the chance.

My view is simple, if you are building a car from the smallest washer up, it makes no sense not to take everything apart. So starter motor, distributor et al were stripped down,



cleaned, inspected for wear, worn parts replaced with less worn parts or if desperate then new, and put back together. You are looking for new car satisfaction and an end to weekends on your back on a cold concrete garage floor. If everything is spotless and painted etc, then if you do have to remove a particular item, there is no grime or rusted bolts to spoil your day.

The beauty of our cars is that the choice of particular ancillaries is wide indeed.

Take the choice of fan blades, I chose the 4 bladed aluminium fan which has polished up rather well, I also like brass drain taps and pancake air cleaners. The dashboard is basically the later wooden version from a MkIV with the centre panel replaced to house the fuel gauge in the top right hand corner. On the far right of the metal scuttle you will find a hole large enough to take another 2 inch instrument, so a further hole was made in the right hand panel to match the aperture on the scuttle. Why does this hole exist, did Triumph consider such an arrangement for an additional instrument? Anyway this was the position I used for a dual gauge, water temperature and oil pressure. I obtained the oil take of T piece from a Toyota Camper (!) and that left the problem of fitting a non standard temperature sender unit. I had to tap out the thermostat housing to take the sender retaining nut and find a similarly threaded seat that would hold the sender unit in place. Thank goodness for the scrap box. One last little indulgence was to have the rocker cover chromed. . . . The production exhaust system bought through a well known supplier to the motor trade was a pig to fit. I ended up in the garden using the 'V' in a plum tree to increase the radius here or



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decrease it there. Still, think of the fitness training value in throwing yourself on the ground, rolling under the car, offering up 6 feet of exhaust system with arms and feet, swearing, lowering same to the ground, reversing the body roll, sliding system out from under the car and starting again. And don't forget your car is now resplendent in unchipped paint below the 'Water Line'! I wanted a straight through system so a new Vauxhall Velox rear box of God knows what vintage was pressed into service.

LIFE AT LAST

After 3½ years, JXE 591K was finished apart from the final spraying of the car. The doors, bonnet, front valance and boot were sprayed separately. I borrowed the firm's Machine Mart Tiger for spraying it and to be honest I would definitely try and get an outfit with a larger tank capacity. My efforts really only merit 4 out of 10.



Apart from the capacity of the spray kit, the main lesson I learnt is that you must be prepared to repeat the filling, rubbing down and spraying cycle over and over again. Do keep the dust away by a healthy use of the watering can, a sealed garage and 'tac cloths'. The glass fibre bonnet was covered in hair line cracks, most in circular patterns, probably due to unsympathetic handling in the past. I cut these back and patched them with discs of fresh glass fibre mat. Whilst I succeeded here I failed to fully eradicate the in-depth cracks running along the bonnet and most have begun to re-appear. However I am rather pleased with the bonnet as it is an early example of what the 'go faster' boys offered in the 1960s, the cast aluminium mounting blocks are a nice touch. I have found out since that the Triplex headlamp 'glasses' are the same as those fitted to the E type Jaguar. Does anyone know the make of this bonnet? I added the Le Mans cooling ducts complete with Triumph 2000 grill slats in accordance with the contemporary mod, see Turning Circle No. 14, Competition and Tuning.

I also added T-R-I-U-M-P-H letters and a Herald 1200 grill.

WOULD IT GO?

I recall once being sent out of class for asking the woodwork master

if the magnificent clock, that he had just completed, worked, my praise would have been so much more if I could have heard a 'tick-tock'. I very thoroughly primed everything I could with oil before turning the engine over at speed on the starter without plugs. Everything seemed fine. So with plugs in and all adjustments made, fuel in the right places and sparks across the right gaps, it was time to go.

I cannot say she fired in the first half turn but within a couple of revolutions I was hurrying from the black rubber button on the starter solenoid to fast running screw and choke cable. Leaks were the next test, some weeping around the fuel pump and around my Toyota oil pressure gauge T piece. I then turned the engine off and had a quiet cup

'Well sir, we would heat it up in one of our special ovens but it won't be necessary, trust me . . .

quiet cup of coffee. In best Middle Eastern tradition I ran the engine little and often, every time I worked at completing the bodywork and of course I could not resist driving the 30 odd feet from garage to road and back, at least first and reverse were working and so were the brakes!

I had previously extended the windscreen retaining lip on the scuttle, ex MkIV, and fitted a wrap round perspex screen. Well I bought a piece of unbreakable perspex, 'Do not worry sir, this will not break no matter how much you bend it.' 'Humm', I wondered out loud, 'how would you do it?' 'Well sir, we would heat it up in one of our special ovens but it won't be necessary trust me'.

I did try boiling water and hair dryers but in a winter garage that's not much use so I used

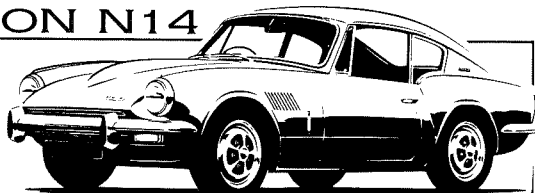
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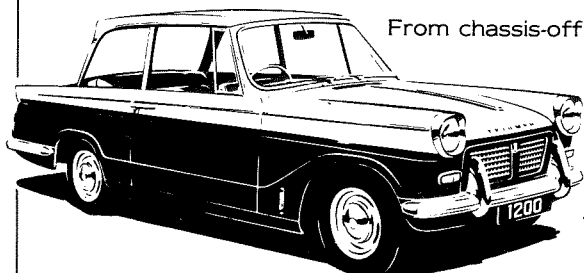


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brute force and lo it was true the stuff was unbreakable. Again, it took hours to pluck up courage to drill the holes, the slightest movement dislodged the screen which did not like being bent double.

On 31 December 1991, 4 years after deciding to build a car from 'scratch' JKE 591 K drove 1 mile to the MoT test centre and duly passed. There were no dramas except that the YTS lad assisting found it difficult to come to terms with the aero screen and wanted to insist that wipers should still be fitted.

Slowly but surely the excursions got longer and longer, with constant stops to check for signs of weeping oil, fuel and hydraulic fluid. Only the rocker box gasket seeped some oil, perhaps I should use gasket cement. My first long run to Oulton Park Classic Car Show was unfortunately completed on the wettest and coldest day in living memory and an open car does tend to fill up, I just pray that I used enough Waxoyl in all the seams and box sections.

You may be wondering about wheel alignment, well I did mark the steering geometry on the donor car and refitted it as exactly as I could, so far no uneven wear and no steering shake but I promise I will get it checked soon. One other foible not for the purist, I cut the MkIV pedal plates down to 'standard' rectangular size, far more in keeping.

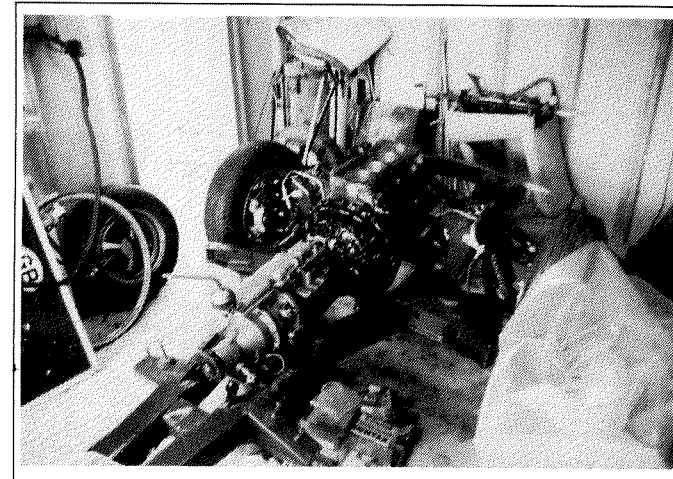
THAT GEARBOX PROBLEM

The only problem was the gearbox, the overdrive solenoid was not working properly, but more seriously there was virtually no way of changing down from 3rd to 2nd, I had to get my double de-clutching absolutely perfect to have a 50/50 chance

of a clean change. It had to come out. Well if you have actually built your car from the ground up you know exactly how to do it but alas you also know the effort involved, no blind optimism here. It took 2 hours to the minute to remove the 'box and I am quite proud of that time, from sliding the trolley jack under the car to having the gearbox in my arms.

If you have a sick overdrive you can do no better than take it to Overdrive Repair Services (Sheffield), they gave me a cup of coffee, let me into the workshop while they stripped the overdrive down, tested it, fitted a new solenoid and sent me on my way for a very reasonable outlay.

The gearbox was another story, it appears that no TSSC trader, in early 92, had any synchros/cone clutches for a 3 rail gearbox. It was doom and gloom all round and I spent some time swatting up which single rail box would fit my car, what ratios did I need and would the propshaft and gearbox tunnel fit? After getting some parts from the most helpful Auto-Tech Transmissions people in Manchester I finally entrusted the work to a gearbox specialist in Liverpool. They managed to get hold of some German made synchros(!) and assured me that they would fettle and fit my assortment of new parts. The gearbox went back in as well as it had come out.



I nearly said easily but nothing is ever easy. The trolley jack was invaluable in getting the box balanced and at the right height for final engagement with clutch plate. The overdrive is a joy, I can still beat the synchros if I am lazy but 3rd and 2nd are now perfect so all in all I am very pleased. I have however, bought another gearbox and plan to strip and rebuild this myself, I have already started collecting the parts and as I rather like 'shiny bits' I was pleased to get an aluminium bell housing as well! It is at times like this that my son keeps reminding me that the MkII needs to be rebuilt, especially as has now reached driving age.

Next month I will give you an idea of costs, talk about tools and list scrap yards that have been particularly helpful.

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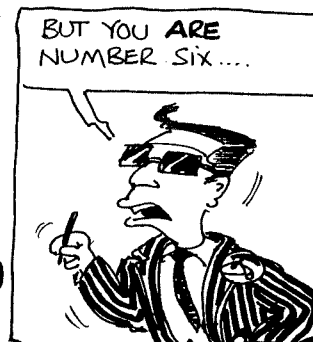
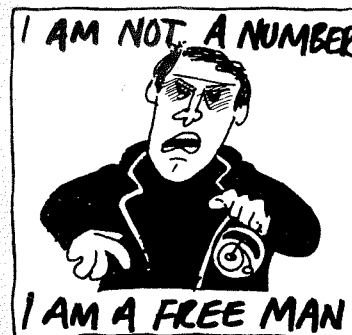
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BY CHRIS SHELDON



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