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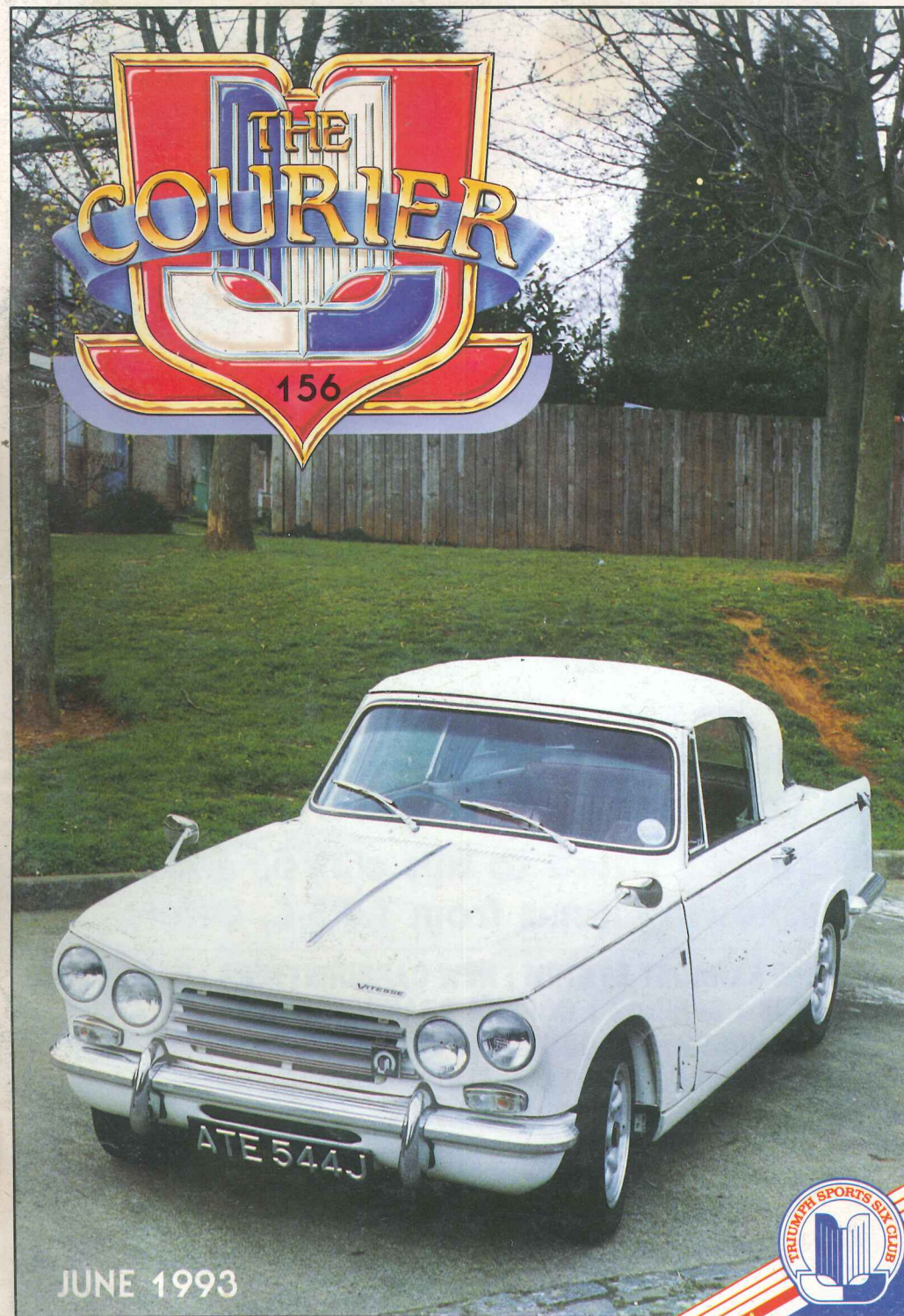
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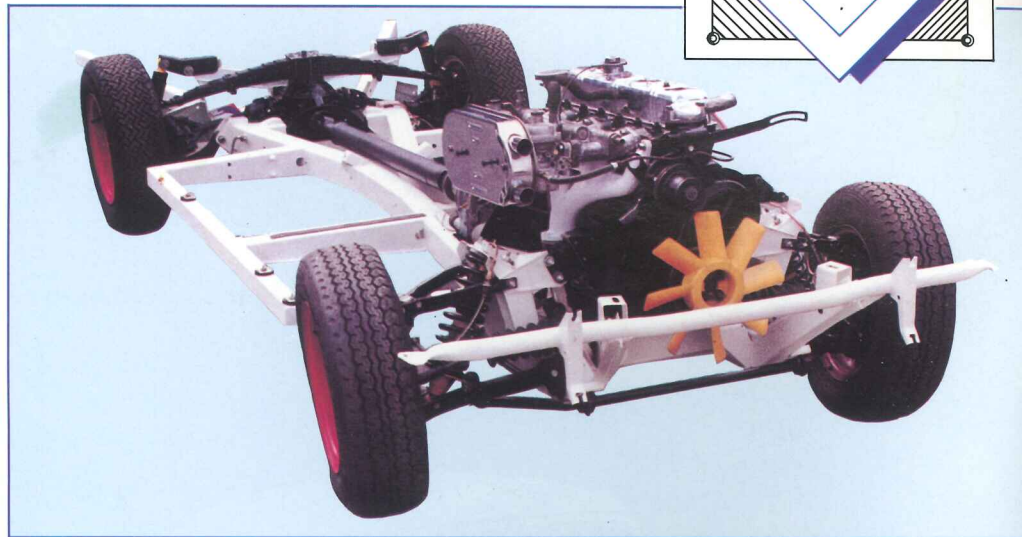
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JUNE 1993



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0858 434424

THE COURIER

The Official Monthly Magazine of
The Triumph Sports Six Club
VOL.13 No. 156 JUNE 1993
Price £1.50 Free to Club Members

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Peter Williams

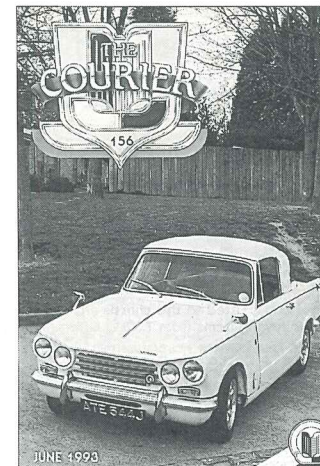
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COMMITTEE MEMBERS 1993

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

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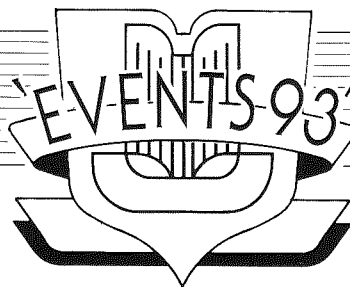
Cover shot
Pete Williams
fully restored
Vitesse MkII
Convertible.
'End of an era.'

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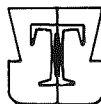
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Whereas every care is taken to publish accurate information, the Editor and the Committee of the TSSC do not necessarily agree with all the views expressed within THE COURIER OR TURNING CIRCLE and cannot accept any liability for erroneous or misleading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

T.S.S.C.



Calendar

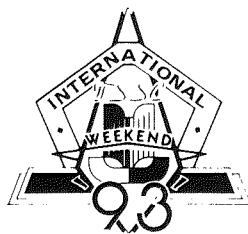


THIS is the official TSSC Events Calendar for 1993 containing details of all TSSC organised events and National and Local events to which the Club has been invited. Whilst every effort is made to ensure that the details contained in this calendar are correct, no responsibility is accepted for errors 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

JUNE

5/6 SAT/SUN — NOTTINGHAM AREA 1ST ROBIN HOOD RUN. Poppleswick to Nottingham Castle. Contact Robin Bagnall. (0332) 571888.
5/6 SAT/SUN — TATTON PARK CLASSIC CAR SHOW. Manchester/Cheshire Areas. contact Lindy Veitch (0565) 830250.
6 SUNDAY — DRAEMORE WESSEX VEHICLE PRESERVATION MOTORCADE. contact Trevor (0202) 548582.
12 SATURDAY — MARKET HARBOUROUGH CARNIVAL. Contact Mark Field (0858) 431207.
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 4267.
12/13 SAT/SUN — COTSWOLD '93. Chedworth, Glos., organised by Cotswold Area, contact Phil Williams (0242) 233135.
13 SUNDAY — BROCKENHURST COUNTY SHOW. Contact Trevor (0202) 548582.
19/20 SAT/SUN — WILTS AGRICULTURAL PRESERVATION SOCIETY. PEVSEY SHOW. Contact Shaun Ogborne (0666) 510579.
20 SUNDAY — BEAULIEU CLASSIC CAR SHOW. Contact Trevor (0202) 548582.
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) 755460
28 SUN — BROMLEY PAGEANT OF MOTORING. Bromley, Kent. Club stand by the S.E. London Area.



JULY

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 4267.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 — TSSC IT'S A KNOCKOUT. Rushmoor Arena. Aldershot, Hants. Contact Mark Bland (0252) 316207
15 SUNDAY — WEST MIDLANDS CONCOURS (M.C.C.) SHARDLOW MARINA. CASTLE DONINGTON. Contact Peter Clarke 021 351 4267.
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 SPITFIRE WEEKEND. Deekesbergen, 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

JUNE

5/6 SAT/SUN — MOTORCADE '93. Saturday Road Run and Auction, Sunday — Vintage and Classic Vehicle Show. Breamore House, Fordingbridge, Hants.
6 SUNDAY — MOTOR MART/AUTOJUMBLE. Avon Park Raceway, Stratford on Avon (provisional).
12 SATURDAY — ASTON MARTIN LAGONDA LTD. OPEN DAY. Tickford St., Newport Pagnell, Bucks. 11.30am to 4.45pm. £2.50.
12/13 SAT/SUN — ULTIMATE SPORTS & KIT CAR CHALLENGE (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. Esham, 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 sports car event. 120 miles. Cars registered before December 1970.
27 SUN — BARFIELD SPORTS AND CLASSIC CAR SHOW. Barfield School, Runfold, 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 — LOSLEY 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 VTR NATIONAL CONVENTION, hosted by Tyee Triumph Club of Washington, held in Seattle, Washington, U.S.A.
7/8 SAT/SUN — CARCRAFT '93. Sandown Park.
8 SUN — TRIUMPH SPORTING OWNERS CLUB NATIONAL DAY. Shugborough Hall nr Cannock, Staffs.
15 SUNDAY — BOSTON CLASSIC CAR CLUB. Classic Car Show and Autojumble. Wrangle Playing Field, Boston, Lincs.
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 — NEWARK INFORMAL CLASSIC CAR AND BIKE SHOW AND GIANT MIDLANDS AUTOJUMBLE AND AUCTION. Newark & Notts Showground. Junction of A1/A46.
22 SUNDAY — BIRMINGHAM TO WESTON SUPER MARE CLASSIC. Cars up to 1973. 155 miles route.
22 SUNDAY — SPORTING BEARS MOTOR CLUB. CLASSIC BEAR RUN '93. Start at Streeple Aston, Oxon and finish at Autoworld, Patrick Collection, Birmingham. £55 per car (2 people).
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 Newam 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

8/10 SAT/SUN — CIRCUIT OF IRELAND RETROSPECTIVE RALLY. starts in Country Antrim.
2/3 SAT/SUN — CLASSIC REPLICA AND PERFORMANCE CAR SHOW. Telford Exhibition Centre. Half a mile from M54.

NOVEMBER

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

BILL SUNDERLAND

Comment



ES — what a turnout! An interesting result with well over 1,000 members attending, way exceeding previous years.

May started the year off with this our first major Club event. There has been much discussion recently as to where the TSSC concentrates it's events resources. This show was well attended by traders, autojumlbers and members, all reporting it as a major success. Reports in from the NEC event (May Bank Holiday) were of record crowds and some



SOUTH OF ENGLAND MEET '93

TSSC INSURANCE

For over 10 years the Club has been closely involved with Agreed Value Classic Car Insurance. In 1993 the Club's scheme has had unprecedented growth, much due to members wanting to be in the Club scheme, further induced by very competitive rates.

Other Insurance Companies have found it difficult to keep pace and subsequently the Club now insures the lion's share of all TSSC members' Club cars.

Premiums have been very static since 1989, and the Club has been able to keep this so due to the standard of claims which have been comparatively low, thus making it profitable for

the Insurance Company. Premiums will rise from June 1993 but the increases will still be well below other Classic Car Insurance schemes.

Such is the demand for Club

In conclusion, we never envisaged such dramatic increases in members insuring via the Club in 1993.

members did enjoy the weekend festivities but although the Club wasn't in attendance, our own South of England Meet showed what most members want to see, and that is CARS.

We will only ever return to indoor shows on a National level when we get stands to befit the Club and marketing aimed predominantly at Classic Car enthusiasts — not tyre kickers and the 'out for something to do' brigade.

Enough said on events, but take a look at the TSSC Calendar, as there is so much to do.

In conclusion, we never envisaged such dramatic increases in members insuring via the Club in 1993. Footman James are actively taking steps to attain better communications.

The Club will continue to get the best deal possible, remembering that driving a Club car without Agreed Value Insurance is like drinking alcohol excessively AND driving — **PLAIN STUPID!**

RESTORATION

Our most in-depth yet. Peter Williams concludes his Vit/Her restoration series and we must thank him as this has surely helped many members. Peter's back next month with a short Spitfire rebuild!!!



NYC 470P

COULD the owner of yellow Spitfire 1500 NYC 470P, parked Ousley Road, SW12 London contact Club HQ where he may find something to his/her advantage. 0858 434424.

GT6 REGISTER SECRETARY

AS avid readers of Jasper Bacon's GT6 column will have seen, due to a change of circumstances, Jasper has decided to resign from his position of joint GT6 register secretary.

Anyone interested in taking on the position is invited to contact me and I'll be pleased to discuss what the job entails (Paul Hemming as our joint secretary has in the past concentrated on answering members' enquiries and is very happy to continue doing so). On behalf of all of us in the Club I'd like to thank Jasper for his work in keeping the GT6 profile high in the Courier and to wish him well in his plans for the future.

Peter Williams,
General Secretary.

TSSC INSURANCE SCHEME PREMIUMS

Along with the insurance industry in general, the level of claims costs on the Club Insurance Scheme have reached the stage where rate increases are necessary and will be implemented from June 1993.

They have been kept to a minimum and generally are way below the levels imposed by the insurance industry over the last 18 months.

This is the first general increase in Scheme rates for some 5 years and we have endeavoured to impact less with younger drivers whilst retaining our competitive edge with all our clients.

THE SCHEME IS STILL EXCEPTIONAL VALUE, GET YOUR QUOTATION FROM FOOTMAN JAMES — 021 561 4196

ONE WEEK CAR COURSE ON CAR RESTORATION, 25th JULY to 31st JULY, 1993

A one week residential course aimed at the Classic Car Enthusiast. This course is designed to give the enthusiast the basic skills and techniques for vehicle body/chassis restoration. Topics such as what to buy, planning the restoration, stripping down, restoring the chassis and bodywork, dealing with the electrical components, and painting and final assembly will all be dealt with.

The course tutor will be Dave Hardwick. Dave is well known in Austin Healey circles having rebuilt and races Sprites, and the big Healey 100s and 3000s. Dave had a great deal of experience in body panel fabrication having, in addition to his lecturing commitments, a business manufacturing Austin Healey body panels.

For application forms and further details including details of the Loughborough University Summer School Courses, contact:

The Information Officer, Loughborough College,
Radmoor, Loughborough. LE11 3BT. Tel: (0509) 215831

OBITUARY

On Sunday, 28th February, Patrick Holland died.

Patrick Holland was one of the leading figures of the Standard-Triumph International Rally Committee. He organised their various meetings and venues, always managing to find welcoming places, not too expensive. He was also busy with the various Standard and Triumph Registers. Patrick worked in the Spares Department of Leyland (Standard-Triumph). He mainly dealt with dealers and buyers and had an amazing memory re all order numbers, code numbers within the Spares Department.

Patrick also possessed a very technical knowledge of everything connected to the motor industry. After redundancy, he built up his own potato business, which provided him with an adequate income. He owned, besides his old delivery van, a TR4 Targa, in excellent mechanical condition. Last year he visited STIR XVII in Belgium with this car.

I first met Patrick at the STIR VIII in Papendal and often met at annual STIR meetings and on several occasions, in the U.S.A. during rallies (such as the Roadster Meeting in Allesly, with more than 70 participants). In 1989 he visited the STIR XIV in Renesse without a Triumph. Apart from his interests in STIR and Triumph, Patrick had a keen interest in English history, an interest we shared. I never new Patrick's age, it never seemed important, but I understand he was well over 70.

New Product Line for Triumph Spitfire

NEWS from John Hills of a new Steelcraft product, which should soon be generally available

. Spitfire owners will be well aware of problems experienced by corroded channels for retaining door glass. In the worst scenario the glass can literally fall out.

John Hill's Ltd have received many requests for second hand channels to replace the corroded ones but recognise even the best of these were in a sorry state, and therefore have decided to commission new ones.

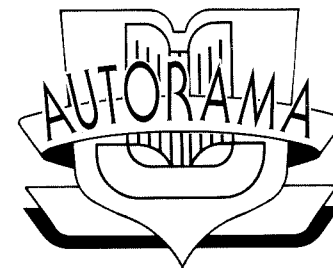
These channels are now available ex-stock at £26.50 inclusive of VAT from John Hill's who can be contacted on 0527 20880.

Advise to purchasers is that old plastic ends should be re-used as the new product does not include this item.

NEW FROM T. D. FITCHETT

NOW here's a good idea, ever wondered how to recover a split or cigarette burned dashboard top in your Spitfire IV/1500 or GT6 III?

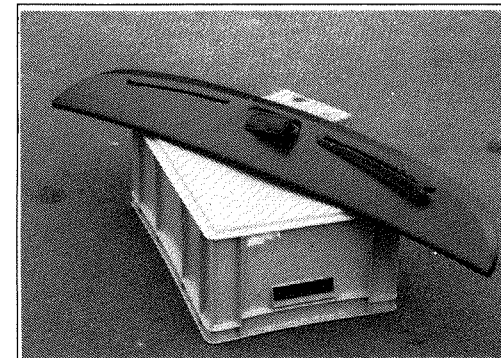
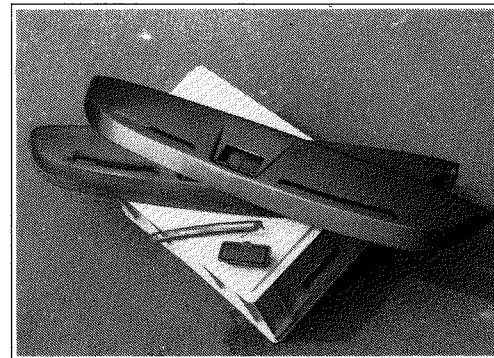
Well, take a look at the two photos, this new line has been exclusively remade by T. D. Fitchetts to fulfill a need in this tricky trim area. Fitting couldn't be simpler, this hard plastic cover has been formed to fit exactly over your old dash top and is secured in place



*In and Around
the Trade Scene*

by the ashtray and screen vent covers so no glueing is required to make this part of your car look instantly brand new.

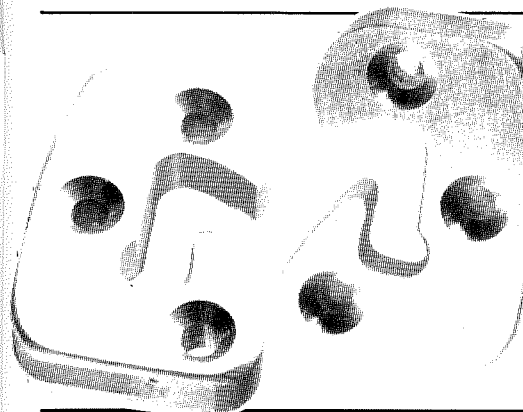
Telephone T. D. Fitchetts of Telford on (0952) 619585. A nice idea, superbly executed.

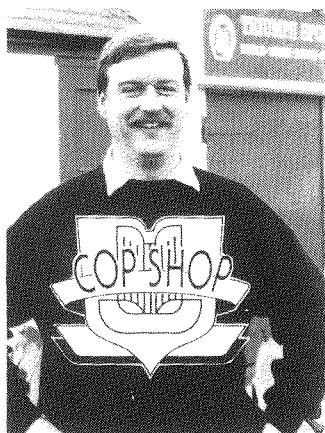


B POST STRIKER PLATES HERALD / VITESSE

Six Spares of Twickenham have informed me that they have now new stocks of this much requested for product manufactured to original specification and supplied less the striker.

£23.50 inc. VAT
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081 892 0141





Mike Crewes

EACH year, more and more motorists join thousands of caravaners and campers who take to the roads for their holidays, or for weekend trips to the coast or countryside. For many it will be the first time that they have towed a caravan or trailer.

If you are one of these you will find that it takes considerable care and skill to make it easy for yourself and safe for other road users. The R.A.C. offers towing guidelines which should ensure that your trips will be safe and trouble free under all normal circumstances.

Experience of towing is not essential when setting out on the road with a caravan or trailer, but drivers without experience should take care when manoeuvring. Speed should be built up gradually to get used to the different handling characteristics. Training is available and details can be obtained from the specialist Clubs.

It is important to remember that extra weight makes a big difference to braking distances. Allow a much greater distance between yourself and the vehicle in front than you would normally. It helps to let others overtake you safely, saving time and temper.

Make allowances for others when you are overtaking, or when someone is overtaking you. When cornering, pull the car out further to prevent the caravan or trailer from swinging in and clipping the kerb — or a cyclist.

Starting needs care. Avoid starting on a hill if you can, the greatest strain on the car is when you are pulling away. If the trailer has been standing on soggy ground, try not to tow it straight off as this could put extra strain on the car's transmission. You can sometimes avoid this situation by putting boards under the trailer's wheels when parking it, or manhandle the trailer on to harder ground before towing. If all this fails, try pulling the trailer at a sharp angle so that only one wheel moves at a time. The smoother the start, the better.

in front of the axle(s). The remainder should be distributed to give a positive load at the towing coupling. Incorrect trailer loading can cause overloading of the towing vehicle's rear suspension or trailer tail heaviness. In either case, poor stability will result. The weight should be distributed so that each trailer wheel carries the same load.

Manufacturers quote a gross weight, beyond which it is illegal to load the trailer and tow it. The trailer/towing vehicle weight ratio has a major influence on stability. It is recommended that:- The actual laden weight of the trailer should always be kept as low as possible.

The lower it is when the trailer is being towed on a road, the safer the trailer/towing vehicle weight combination will be.

... getting hitched up, then read on ...

Keeping an even speed is very important when towing, especially on a hill. Engage a lower gear at the bottom — that will help keep the speed consistent and will save wear by cutting down the load on both engine and transmission. Excessive loading can damage them.

Trailers are also subject to lower speed limits. On single carriageway roads where a lower speed limit is not in force, they are restricted to a maximum of 50mph. On dual carriageways and motorways where a lower speed limit is not in force, trailers may be towed up to a maximum of 60mph.

Effective loading of your trailer is important. Equipment and effects should be loaded so that any heavy items are low down near the floor and mainly over or

As a general rule, the actual laden weight of the trailer should not exceed the kerbside weight of the towing vehicle, particularly if the latter is a conventional car.

The greater the actual laden weight that the trailer is in relation to the kerbside weight of the towing vehicle, the more careful and experienced the driver needs to be.

For the newcomer to trailing, a trailer/towing vehicle weight ratio of 85% is a good starting point, providing the trailer and towing vehicle are properly maintained, full service and other towing guidelines are followed.

The power to weight ratio of the towing vehicle and trailer have to be considered.

No hard and fast rules can be applied, but as a general rule,

conventional petrol engines with a capacity of up to 1500cc should be adequate for towing a trailer weighing around 85% of the towing vehicle's kerbside weight (as stated in the manufacturers data). Above 1500cc, such engines should be capable of managing a trailer weighing up to 100% of the kerbside weight of the towing vehicle and still give adequate performance, but the manufacturer may state a lower limit. Vehicles with automatic transmissions may need additional cooling for their gearbox when towing. Advice should be sought from the vehicle's manufacturers. Remember, excess speed and poorly distributed load can lead to dangerous 'tail-wagging' or 'snaking' by the trailer — and that's not a pleasant experience for you or for other motorists. Points to note:- Tyres specified by the trailer manufacturer should be satisfactory for towing in the United Kingdom and should be rated for a minimum of 62mph (100 kmh) at the maximum weight of the trailer. If you are considering visiting overseas countries, it is important to check the suitability of your tyres with a trailer dealer.

Trailer and towing vehicle tyres must be at the pressures recommended for towing or heavy loading, otherwise towing stability may be affected. Pressures should be given in trailer and vehicle handbooks.

The load at the towing coupling should be between 50kg and 75kg. This can be adjusted by the distribution of the load in the trailer. The nose-weight may be measured by using an indicator obtainable from a caravan or trailer dealer. It is possible to use a bathroom scales under the coupling head with a piece of wood fitted between the coupling head and the scales (or jockey wheel), ensuring that the trailer floor is horizontal. It is important that the towing vehicle's rear suspension

is not deflected excessively by the nose-weight on the towing coupling. If it is excessive or insufficient, towing stability will be affected and the headlamps will require alignment. If in doubt, consult an expert. Mirrors are important, the driver of the towing vehicle must have an adequate view to the rear.

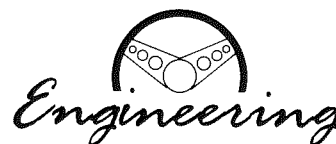
Trailers are not permitted to use the outside lane of a three or more lane motorway. The law requires that trailers, their towing vehicles and the loads they carry, must be in such condition that no danger or nuisance is caused.

Passengers may not be carried in trailers that are being towed on a road.

If you have a query or topic on Road Traffic Legislation, why not write to Mike Crewes, 112 Blackmoor Wood, North Ascot, Berks. SL5 8En.

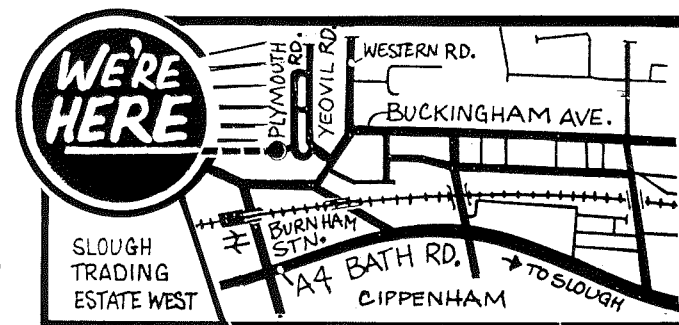
Please enclose S.A.E.

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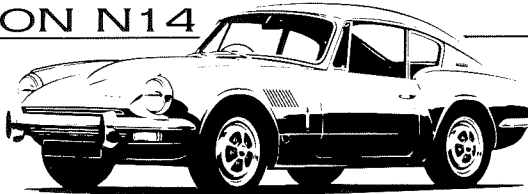
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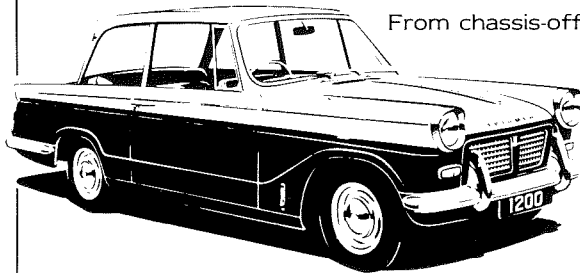


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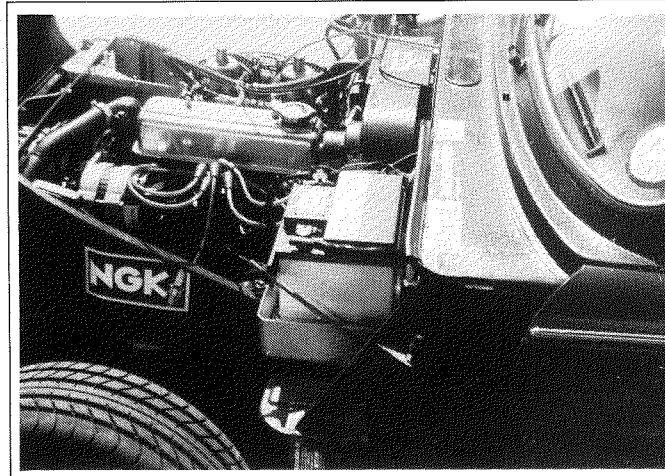
WOOL
PACK PUB

Herald



13/60
Register

Phil Willson



Under the bonnet of the Herald 1500.

I'M very pleased to report that photos of your 13/60's have started to come in and, as expected, several are not quite as Lord Triumph created them.

But at least the one belonging to Paul Hollylee of Old Windsor still looks like a Herald, almost.

The main differences lies under the bonnet where a slightly modified 1500 engine lurks. It sports a balanced crank and flywheel, lightened and balanced con-rods, Piper 270/2 cam, Janspeed exhaust manifold, ported and polished head with standard valves, twin 1.5" SU's, K & N's, Piranha ignition, NGK plugs and leads, oil cooler and finally a radiator and cooling fan from (purists needn't look) a Talbot.

To ensure that Paul stands a chance of staying on the road he has fitted uprated springs, Spax adjustables with hard bushes and 5.5J steel wheels shod with 185/60 x 13 Bridgestone RE71's. The whole setup gives a very healthy performance and to maximise distances between fill-ups the car is soon to receive an overdrive gearbox and a 9

gallon tank, presumably from a Vitesse or an estate car. From the photographs I can also see that there are rear reversing and fog lights, front spots and fogs, an alternator, twin big-bore exhaust, woodrim steering wheel, fabric sunroof (which is presumably original) and lots of stickers under the bonnet!

Taken all together I reckon that it must be a real fun car to drive being so far from the standard spec.



Paul's Herald at the Isle of Wight meeting in May 92.

The next car (overpage) does not look original. This machine belonged to Andrew Faulds of Bolton (an appropriate place for a Herald owner?). It started life as a humble saloon, but being totally knackered it was bought by Andrew as the basis for a kit car. The kit in this case was less complete than most in that it consisted solely of a set of plans and drawings (judging by the shape of the bonnet, I reckon they were a bit creased!) and went by the name of the Stanbury TT.

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105131	Timing chain all models	£4.50
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114774	Sump drain plug (Square end)	£1.85
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131535	Oil pressure relief valve spring, all models	£1.00
132107	Plunger oil pressure relief valve	£5.25
143456	Rear crankshaft oil seal all models	£4.00
143552	Cam follower all models except 948 Herald and 1600 Vitesse	£3.00
144195	Crankshaft thrust washers (pair) state size	£2.50
155357	Spitfire crankshaft pulley nut IV/1500 (large crank)	£10.00
2111125	Sump gasket GT6/Vitesse	£5.00
2111126	Timing cover gasket all models	£1.50
32307	Oil seal (felt) on dipstick	£1.00
35960	Sprocket/chainwheel on camshaft	£20.00
36411	Locking tab on camshaft	0.65
42425	Timing chain tensioner all models	£2.25
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612527/8	Floor to chassis bracket, front, Spitfire/GT6	£9.50
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623796	Bracket heelboard to radius arm, Spitfire/GT6	£15.60
706288/9	'A' post to sill filler	£5.74
613597/8	Stiffener front wheelarch to grille, Spit I, II, III, GT6 MKI, II	£13.00
706311/2	'D' plate, Spitfire I, II, III, GT6 I, II	£10.00
706422/3	Sill end, Spitfire/GT6	£3.00
715821	Finishing strip rear valance to wing, Spitfire IV/GT6 III	£4.00
716182	Rear light panel, Spitfire IV/1500	£65.00
719030RP	Rear valance, Spitfire I, II, III, GT6 I, II	£46.00
725525	Side badge 'LEYLAND' front wing, Spitfire 1500	£5.00
806634/5	Sill strengthener (diaphragm) Spitfire/GT6	£5.50
06638/9	Inner sill Spitfire/GT6	£9.00
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813365/6	'B' post Spitfire IV/1500, GT6 III	£19.00
813893/4	Rain channel Spitfire IV/1500	£15.00
815019	Stiffener front edge of bonnet Spitfire IV/1500, GT6 III	£23.00
815279	Boot floor Spitfire/GT6	£46.00
815391/2	Front quarter valance, steel, Spitfire IV/1500, GT6 III	£46.00
817252	Front grille Spitfire III (PLASTIC)	£35.00
818871/2	Headlamp support assembly Spitfire IV/1500, GT6 III	£25.00
903088/9	Front wing Spitfire MkI, II, III, GT6 III	£53.00
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903097/8RP	Sill outer steel (REPLICA)	£16.00
903134	Heelboard	£16.00
903137/8RP	Front wheelarch outer section Spitfire I, II, III, GT6 I, II	£30.00
907157/8	Nosecone section, single sidelight Spitfire III, GT6 II	£34.00
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TS11	Doorskin Spitfire MkI, II, III, GT6 I, II plain	£18.00
TS12	Doorskin Spitfire IV/1500, GT6 III with handle cut outs	£18.00
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YKC1457	Boot transfer 'TRIUMPH SPITFIRE 1500' silver	£5.50
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201246 Brake drum rear all Spitfire/Herald	£25.00
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102690	'D' washer under front wheel bearing nut	£2.07
119451	Inner wishbone bush (8 per car)	£1.00
122022	Shim front wishbone to chassis	£1.22
122126	Oil seal top or trunnion to vertical link	0.85
122324	Bush top of front shop absorber	£1.76
140919	Brass trunnion block, right hand all models	£13.00
140920	Brass trunnion block, left hand, all models	£13.00
158729	Wish steel all models, front or rear	£1.80
206685	Lower wishbone assembly right hand, new, with bushes	£28.50
206686	Lower wishbone assembly left hand, new, with bushes	£28.50
211048	Steering arm Herald disc brake models/Spitfire right hand	£5.00
211049	Steering arm Herald disc brake models/Spitfire left hand	£5.00
306603	Vertical link Herald disc/Spitfire right hand	£42.00
306604	Vertical link Herald disc/Spitfire left hand	£42.00
514191	Front trunnion bush kit all models	£3.00
GHS146	Felt oil seal and retainer on stub axle, all models	£2.23
GSA364	Front shock absorber, standard	£18.00
TXC1884	Front spring, standard Spitfire (all others available)	£16.00
UKC1310	Top ball joint, all models	£10.00
UKC697	Stub axle Herald/Spitfire	£21.00

REAR SUSPENSION

151966	Bracket rear radius arm, Spitfire MkIII/IV right/hand	£5.00
151967	Bracket rear radius arm, Spitfire MkIII/IV left/hand	£5.00
132764	Vertical link rear left hand, Herald/Spitfire	£15.00
128135	Driveshaft and yoke assembly (short shaft) Herald/Spitfire III/IV	£55.00
C8939A	Bush, rear spring eye, all models (117575)	£4.00
155928	Driveshaft and Yoke assembly (long shaft) Spit. IV/1500/GT6	£55.00
514370	Trunnion bush kit Standard Suspension	£3.00
GSA385	Rear shock absorber, Girling, gas	£16.00
305894	Rear spring, Spitfire I, II, III, NEW, not reset	£55.00

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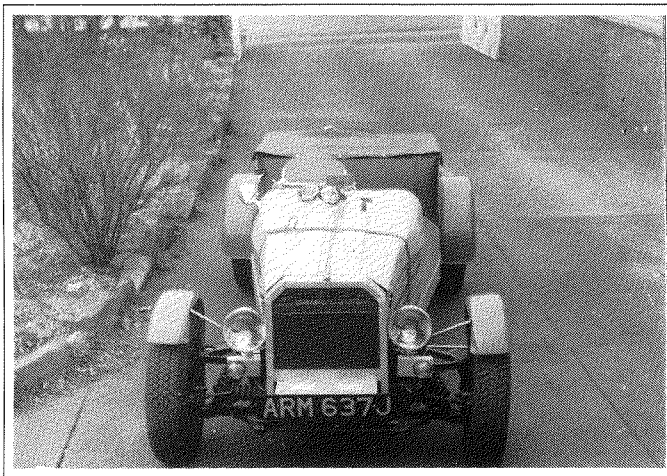
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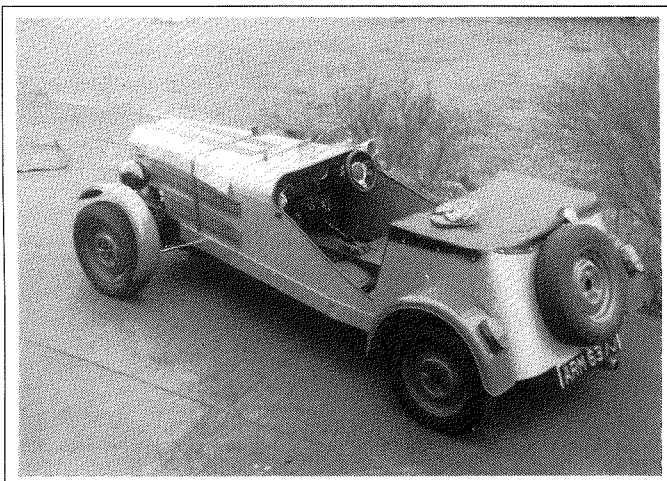
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The Stanbury TT.

The side rails were removed, the outriggers severely cutailed and the new body constructed on the remaining chassis from wood and aluminium. The mechanical components were reconditioned before fitting but overall the car only cost a few hundred pounds to build.

As Andrew says, it has "got to be the cheapest means of building a 'Special' around". He had a great deal of fun building it, but following completion he purchased a 54,000 mile 13/60 convertible as a more practical family fun car. Thus the Stanbury was relegated to the position of spares donor to the convertible and, bodily at least, is no more.



The Stanbury from the pilot's seat.

Please keep the photos rolling in, but remember that it may be a month or two before they appear in these pages. Don't forget the SAE if you want them back, otherwise they go in my album for posterity. I am particularly interested in unusual conversions or modifications as well as out of the ordinary original features or period accessories.

I have just returned (end of April) from a 5 day visit to Darmstadt in Germany and am very pleased to say that I saw at least 4 or 5 Spitfires and a couple of TR6's flying around, hoods down, in the 25 or so degrees of heat. I also saw an MGB and a couple of Spridgets. British sports cars are certainly very popular there, and justifiably so. However, having made several visits to Germany in the last three years, I cannot recall having ever seen a Herald, although there are two or three on the register. I suppose this is not really surprising, but I wonder why Triumph went to the trouble and expense of producing a Herald workshop manual in German (available from all good Triumph bookshops in Lubenham) when so few cars were apparently sold there. So my question is: How many 13/60's are there in Deutschland? Consequently, I would be very pleased to hear from any owners there with perhaps a photo or two. For that matter, anyone anywhere in the world with a 13/60 is most welcome to write in.

A conversation with Ian Brightman, Sevenoaks area organiser, revealed that he has recently acquired two convertibles and a saloon from a local enthusiast who had received an ultimatum from 'she who must be obeyed' - "Get rid of them or they go to the crusher". On hearing that dreaded word Ian bought the

cars to save them from a sticky end, but would like in turn to pass them on to other enthusiasts either complete or for spares. Please contact Ian at the number given in the area news section if you are interested.

Now a safety warning based on a recent experience. I was spending a pleasant morning in my garage grinding away and producing the usual shower of sparks when I realised that there was somewhat more smoke around than I would normally have expected. It was coming from the boot of the car in which I have stored a few items that had previously been removed from the vehicle in question. The law of Murphy dictated that the problem was right at the bottom of the pile, so to save time I blasted the contents of a 1.5kg Halon extinguisher into it (safety note: only ever do this if you are

sure of good ventilation otherwise you may suffocate). However, it had no effect whatsoever. So the choice then was a bucket of water, which was not easily to hand, or to remove the offending items. I chose the latter and finally uncovered 2 pieces of the old under-carpet sound-proofing material which was just smouldering and producing disproportionate amounts of smoke.

I suppose it was obvious really, but the fireman at my place of work confirmed that gas type fire extinguishers (CO2 or Halon) are useless on smouldering materials. They only really work when there are actual flames that can be snuffed out by the removal of oxygen.

Water is by far the most effective thing to use on smouldering materials, but be careful of live electrical cables and equipment in the vicinity.

Next month, just in time for the English summer I hope to write about water leaks. I bet you can't wait!



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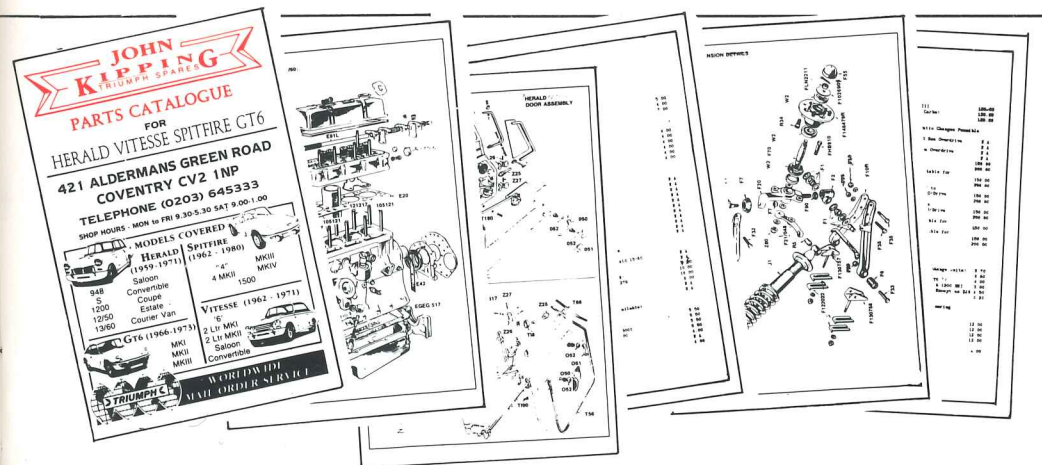


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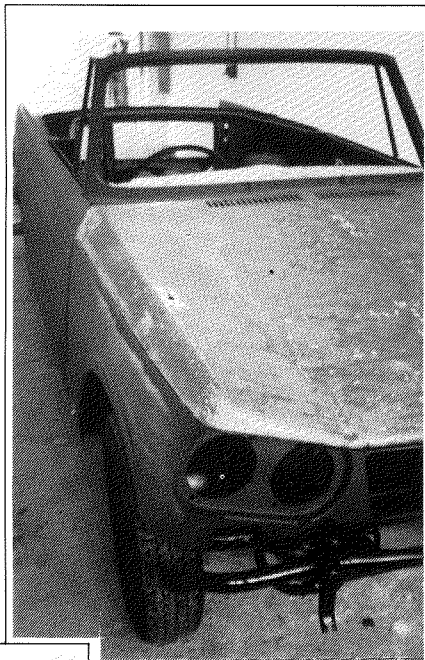


I and welcome to June's Register... a couple of slightly different features this month... the first being an estate conversion I spotted myself in Devon... put out a plea for information on these pages... and for once, came up trumps... (or is that Triumphs)?

I received a picture from Finn Adam Egeland-Jensen (Exeter) telling me the story of KDV 204F.

'crash damaged' in 1986... the conversion took place in the following year (also a colour change to Valencia Blue) using a new estate rear body section... it also boasts the following modifications... dual circuit brakes with ventilated front discs, SAH Stage II cylinder head, SAH 6-2-1 tubular exhaust manifold, fast road cam, SAAB anular clutch release bearing... oil cooler... plus overdrive and sun-roof... unfortunately when I spotted it I was rather short of time... but an excellent rebuild has been carried out... on quick inspection I actually thought it could have been an original example, nice one...

The second feature is to represent all the members involved in rebuilds / restorations... and to compensate in some way for all the complete 'gleaming' Vitesse you have to endure each month, so in Roy Fisher's own words I will introduce you to 'THE MESS'... a MkII convertible



He originally purchased the car as a white saloon in 1984... sold it in 1985... re-purchased it

GWM 370E. She has been under restoration for over a year now (somewhere in Bridgewater...).

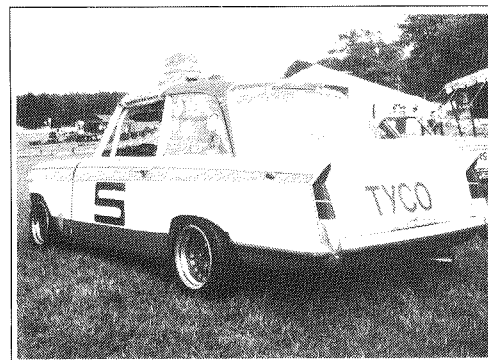
Hopefully to be completed by summer... she looks to be progressing fine Roy... look forward to seeing her back on the road... Stafford maybe? I hope I have made amends to all you members with garages full of bits... don't despair... keep at it... one day it's all worth it...

Continuing with photographs with a difference... the next was sent over from Skippack U.S.A. by Richard Hand (a Vitesse 6 convertible owner)... it was accompanied by an article from an American magazine 'Vintage Motorsport' which goes on to cover the Triumph Vitesse Trans Am Team... it makes great/interesting reading... the team

comprises of two Vitesse owned by Ralph Thomas of Highlands North Carolina... to be honest I didn't know that such beasts existed... I will proceed / attempt to contact the writer of the article to see if I can obtain permission to reprint it in these pages (copyright and all that)... watch this space...

Sorry you'll have to be content with just the photograph at present... what a machine... I recently watched the film 'Educating Rita' for the first time... yes I saw it... a side/rear view (at night) of a MkI convertible... looking a little dented and sorry for itself (no wheel trims), it appeared to be in a dark blue... any other film/TV sightings??...

An update now... referring to last months Register... I mentioned fuel dynamic unleaded converter, recommended by David Shead... unfortunately due to unforeseen circumstances the guy who was marketing them is no longer... so if you are still interested and want further information... contact the manufacturer / main agent... in Southampton... on 0703 632716...



speaking to David on the phone he still reiterates the claims of more MPG and power increase... he also commented that after having his Vitesse vandalised... he is involved with a wrangle with the insurance company (bit of a dispute)... have any other members had problems with insurance companies over claims... I would be very interested to learn of them...

I expect quite a few of you have seen the 'Lifetime Guarantee' wind-screen wipers 'Tripledge' adver-

tised... I thought I would give them a test... but a phone call later found me disappointed. The reply was... 'Sorry, do not equipte'... well at least the Vitesse was on the list!!... in the area of wipers... that's an interesting point to note... that the later 13/60s and Vitesse had their wiper arms more widely spaced... to accommodate the use of the Triumph 1300/1500 sourced components... that was sometime in 1970... the later bulkheads being easily identified by the left hand wiper (nearside) being positioned outboard of the washer dome... interesting when inspecting rebuilds... to check if the correct bulkhead has been used (if it was replaced that is)... I can see you all rushing out to check yours now... perhaps another survey... this time if you have an earlyish 1970 MkII... with the wider spaced wipers let me know... we may find somewhere around the chassis number the bulkheads changed. Bit of a cross reference now to Phil Willson's 13/60 Register (April)... where he finished by saying what a strange feeling he gets writing the Register each month sitting in front of his computer... I use a 1954 Empire Aristocrat Portable Typewriter... so what chance have I got? (but it has character... it's noise, smells of 3 in 1 oil, but won't switch itself off!!). Anyway I feel at home with it... been in the family since new (complete with instruction pamphlet)... maybe I'll get into this technology one day... perhaps when you all send in an IVR... HINT HINT. Maybe then I'll need a computer to sort and list... so, a final plea this month... seriously, I receive very few registration forms, so I need your help to bring the Vitesse Register up to date... (forms available from me or Club HQ), so as the poster says... 'HAVE YOU COMPLETED AN IVR?'

Thanks, take care... ○

HAVE YOU



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TSSC OFFERS IN CONJUNCTION WITH CORBEAU SEATS OFFER THESE REPLACEMENT SEATS

TSSC Offers are now able to supply a complete range of high quality replacement seats for all Club cars. The new seats offer a great deal more support than your originals, as well as immediately improving the appearance of your car. All seats are made to measure and come complete with custom fit sub frames.

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SPITFIRE & GT6 SEATS	
 <p>BS100</p>	<p>CLASSIC BUCKET SEAT</p> <p>These seats were displayed at the Stafford Show and caused an amazing amount of interest. The seats come in black vinyl with either white or black PVC piping, with the option of headrests. These seats are visibly the same design as early Spitfire seats but come in bucket form.</p> <p>BS100 - Classic Bucket (pair) inc. sub frames. £275</p> <p>BS100A - Headrests (pair) £40</p>
 <p>BS200</p>	<p>SPORTSMAN RECLINER</p> <p>Another ideal replacement but with more modern styling particularly suitable for all GT6s and late Spitfires. Available in black with contrasting piping if required. Using the recliner you can adjust the seat to your particular requirements. Headrests are offered as an optional extra. Overall, a very comfortable and supportive seat.</p> <p>BS200 - Sportsman Recliner (pair) £315</p> <p>BS200A - Headrests (pair) £40</p>

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 <p>BS300</p>	<p>GT — RECLINER</p> <p>An ideal replacement. Supplied in black nylon with adjustable headrest. Using the recliner you can adjust the seat to your perfect driving positions. Overall, definitely the most comfortable and supportive seats that we supply.</p> <p>BS300 - GT RECLINER (pair) £335 inc. sub frames and headrests.</p>
 <p>BS400</p>	<p>CLUBMAN BUCKET SEAT</p> <p>These seats are dual purpose. They have built in slots to accommodate a full 4 point harness for use in racing or for additional security for road use. But they also double as a very comfortable everyday replacement. Seats are supplied in black/red/blue.</p> <p>BS400 - Clubman Bucket (pair) £230 inc. sub frames.</p>
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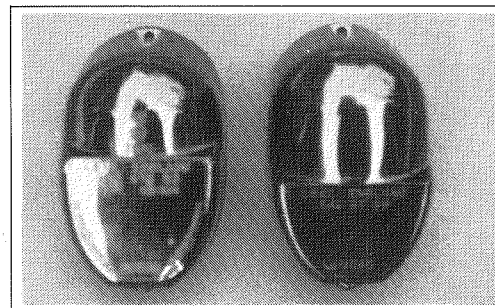
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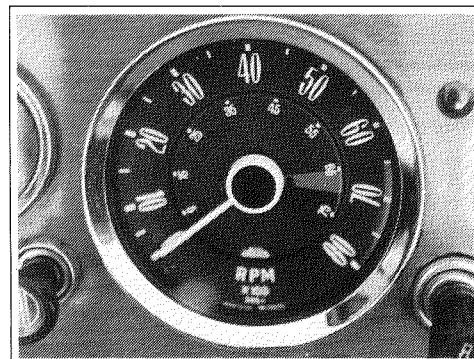


CAN'T wait for Leatherhead. only a couple more days to go. I hope it's not raining like last year. I do love to see Spitfires in a line so that I can compare them.

From the 1st photo you can see that there are two types of stop/tail and reflector lamps fitted originally to your cars. As you can see, the difference between the two is the size of the reflector part of the lamp.



The early lamp which has the smaller lower portion was fitted up to late MkIII production, but saying that, this type is now very rare, either the parts book has it wrong or so many cars have had replacements that there are none left. Also, the screw which holds the lens to the body can either be slotted or cross head, do yours match? . . . Just a few words about the re-manufactured rear light units. These are very good but the reflector inside is a lot smaller (does this make much difference between an original and reproduction?). Also, the rubber backing is not worth having as this is a flat piece of rubber with no lip on it. You can either use new MGA type ones or J. Kipping can help you out. There is an autojumbler who just deals with lamps etc and he sells early Spitfire rear light units complete with stainless steel bodies. These must be the best type of all, but if you want the real thing you can still find these at autojumbles.



The second picture shows the optional extra 8000rpm rev counter. These were used on the works Spitfires but with matt black bezels. Also, S.A.H. sold these to go with their Stage Two engines. These are now so rare that I have only ever seen two

for sale and I snapped them up quick. These were only ever available for early Spitfires.

The third picture shows the correct mudflaps fitted to early and late Spitfires. These came with fitting instructions etc. These can still be found but are becoming rare.

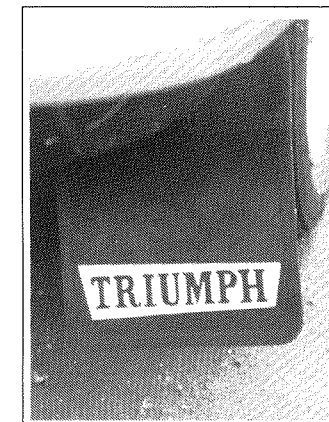
One last thing, if you own a MkIII which has the pin type hood catches and not the Herald type catches, and they rattle as you drive

TRIUMPH TRIUMPH

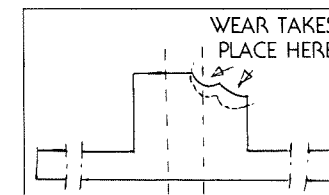


REGISTER

Brett Dennis



along. The reason for this is the brass catches underneath the windscreen surround finisher are worn to excess.



So if you have an old rotten frame DON'T throw it away until you have removed the two brass catches because you might need them or someone else will definitely want them so please don't throw them away. ☺



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Yet again we have had a huge response from members to our February price busters offer resulting in all offer systems being sold out by the time the March magazine was printed. For all those who missed out, you will be pleased to know that once again the TSSC Offers Department have negotiated another discount package for June. Due to the response to the last price busters offers, it will definitely be 'FIRST COME, FIRST SERVED', so to avoid disappointment, order now, receive tomorrow.

CAR	RETAIL	NORMAL TSSC PRICE	SUMMER MADNESS PRICE	SAVING
SPITFIRE 1500 STANDARD SYSTEM	£312.00	£195.00	£145.00	£50
SPITFIRE III/IV/1500 FULL SPORTS SYS. LESS DOWNPIPE	£276.00	£199.00	£149.00	£50
SPITFIRE III/IV/1500 FULL SPORTS & PERFORMANCE MANIFOLD	£540.00	£355.00	£305.00	£50
GT6 MKIII STANDARD SYSTEM	£335.00	£220.00	£165.00	£55
GT6 MKII/III FULL SPORTS LESS DOWN PIPE	£276.00	£199.00	£149.00	£50
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Front wing Spit. I, II, III, GT6 I £52.00	Door skin £38.00
Front wing, GT6 II, Louvre £79.00	Rear wings (lower) £58.00
Rear wing Spit. I, II, III, GT6 II £65.00	Rear centre valance £39.00
Wheel arch inner outer front £29.00	Rear quarter valance £20.00
Door skins, Spit. III, GT6 I & II £18.00	Front wing D plate £8.00
Door skins, Spit. IV/1500, GT6 III £18.00	Herald 13/60 front lamp panel £45.00
Rear wheel arch inner outer £29.00	TRIM SPITFIRE/GT6
Rear valance MkIV/1500, GT6 III .. £30.00	Door cappings (pair) £23.00
Rear valance, MkIII Spit £35.00	Door panels (pair) £42.00
B.L. outer sill £35.00	Door Furflex Spit. each £10.00
Sill strengthener £5.00	Door Furflex, GT6 each £18.00
Inner sill £10.00	Economy carpet set, Spitfire £65.00
Full floor r/hand £35.00	Moulded carpet set, Spitfire £135.00
Full floor, l/hand £35.00	Glove boxes each £13.00
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Brake disc, GT6 each £17.00	GT6 MkIII O/drive conversion kit
Wheel b-ing kit front, all models .. £12.00	GT6 MkIII engine, fully rebuilt, inc.
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Rear leaf spring, Spit. MkIII £55.00	
Wishbone bushes (eight) for £7.00	

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Leon F Guyot

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I gang! After I put 5½ days of quality time into my Herald, the engine finally burst into life, after 95 days of silence, and with just one day to spare before the South of England Meet, tomorrow. I've spent today washing and polishing, and yes, even driving it!

My special thanks for finding the main bearings must go to Arthur Denzler in Friesland, NL and thanks to John Kipping for supplying a set of replacement con-rods at short notice (I'm still dubious about the condition of my previous no. 4 con rod which had been involved in a previous engine disaster!). Thanks also to Steve Phillips for building up the engine, and to Bob Rowland

for transporting the engine up and down the A1, despite all the odds, including blowing up his own Vitesse engine and wrecking two radiators in the process!).

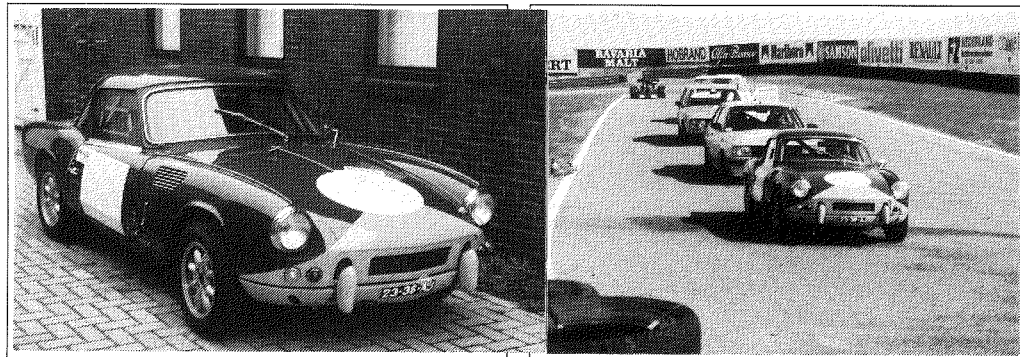
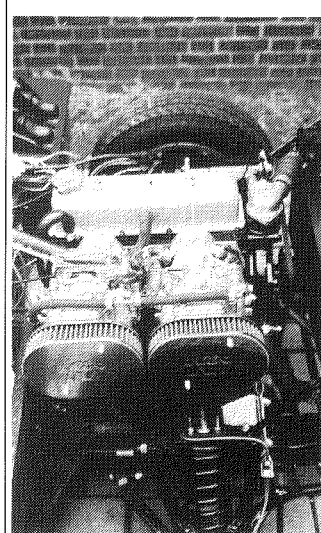
Now, down to International business: Talking to Arthur Denzler in Friesland (NL), regular readers will recall that he bought my 8 port cylinder head for his Le Mans Spitfire replica project. This car is now complete and has appeared in the Dutch Auto Classick Motor magazine (April 93 issue), a nice article, albeit in Dutch, but a shame they forgot to mention that Steve Phillips built the special full race 1200 engine for that car, although I get the impression that it was not a very technical report, as they only showed one small photo of the engine.

Arthur tells me that his Spitfire is causing quite a stir in the Netherlands with lots of enthusiastic reactions, he now has seven sponsors, including Kees Reehorst, a major Triumph Parts Supplier in Rotterdam, NL (Tel: 010 46 23265, FAX 010 41 50353).

Arthur has driven the Spitfire on their national race track (Zandvoort) and recently on their TT circuit as Assen.

There is little more that I can say at present, except I predict a bright future for Arthur and his historic race car and I'm sure that we all wish him well in his considerable efforts to bring Glory back to the name of Triumph in this media hyped sea of MGB's, Minis and E type Jaguars! After all there is more to Classic cars than just those three models.

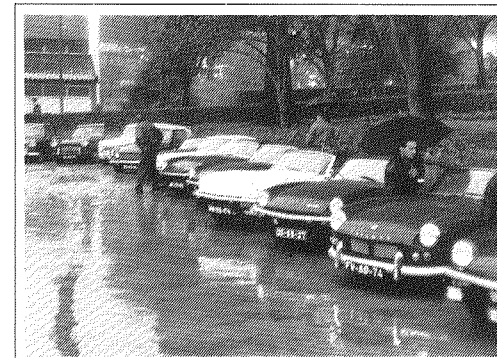
Staying in the NL and Belgium for the moment, John le Galle, TSSC member in Jersey, CI, has kindly sent me a copy of the joint calendar for the Dutch and Belgium Clubs (Head office if you want a copy),



although not including the important TSSC Belgium Area. . . . Over to Portugal and I recently (26th April) had the great pleasure of spending an evening with our TSSC Portugal Area Organiser Jose Marques, who heads our fastest growing and very enthusiastic area, he tells me that they have already got 28 members in under a year! How does he do it? Anyway, Marques was in England with his nephew who is starting a Classic Car Restoration course at the Warwickshire college.

Referring back to last months report, you may read of TSSC Portugals last (wet) event. Photos are reprinted here, showing a fine turnout of TSSC cars!

Obviously, any TSSC members visiting TSSC Portugal will feel right at home! Look out for some of these cars at Stafford in July.



Staying in Europe, I've just received a letter from Thomas Schmid in Munich, Germany who is planning to drive his beautiful Herald 1200 convertible all the way from Munich to Stafford with his wife and young daughter.

Thomas sent me a copy of a report in the German Motor Klassick magazine (May 1993 issue), about the Monte Carlo challenge '93, including a photo of the Chery Red Herald '176 NYA' cornering quickly, he says that he was 'very amused to see his brilliant photo of such a brilliant car!' Mike Riedner, author of the story, drove a German registered Volvo Amazon and said that the rally was very tough, so please pass his compliments on to the owner/driving team of '176 NYA', so, if you are reading this, now you know!

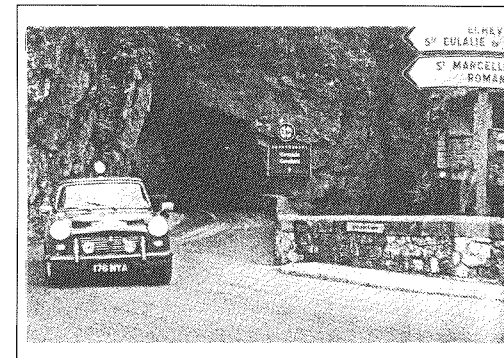
Thomas belongs to the 1st Spitfire Club Deutschlands and so he has sent me some photos of their Club stand (photos over page) at the 'Classic Mobil' in the Olympia-Hall, Munich.

The two days were very successful, because they met lots of interesting people, eg, the American owner of a GT6 Mk1, being the first owner since 1967, apparently, he intends to bring the car to Germany this summer!

*And now we go
right around the
World to the land of
the Rising Sun!
Japan, yes, even
ultra high tech
Japan have
TSSC cars.*

I've received a letter from new member Emi Takahashi, who lives in Saitama. Emi is the proud owner of a 1961 Herald 948 saloon, and to the best of our knowledge this is the only example of the 948s model outside the UK and there are only 18 of them here (on Club records).

Emi is shown (overpage) with her car in its non standard special order duo tone colour scheme of Dove Grey and Sebring White.



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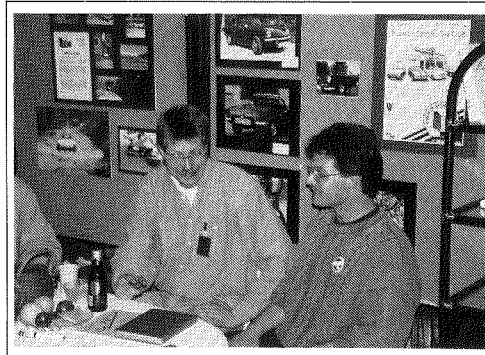
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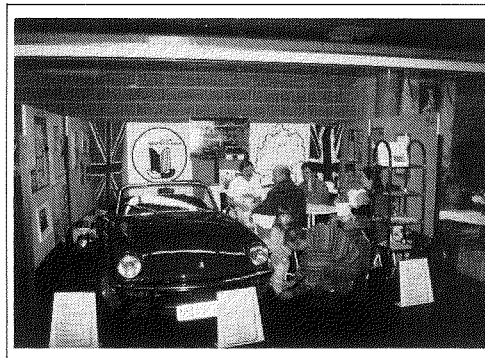


Left, an editor of the Classic Car Magazine 'Mark' visiting the Club Stand (note TSSC advert in background).

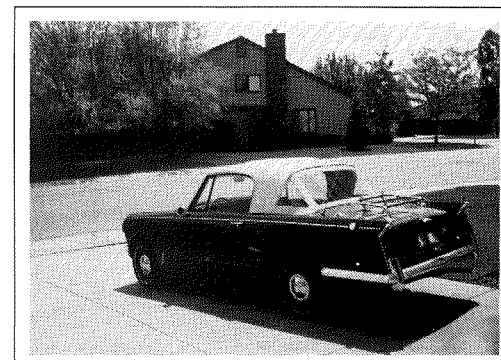


Emi Takahashi with her 1961 9485.

gasoline (petrol) and monster V8 muscle cars that would accelerate like dragsters (but corner like farm tractors! James goes on to tell me that he is having difficulty in ordering parts using the part numbers found in his Vitesse parts manual! Well James, by



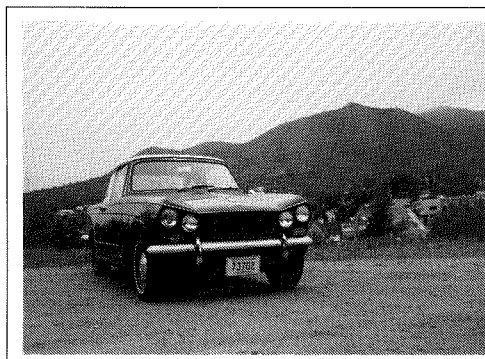
Lastly this month, I've received a letter from James P Sutton (93/42722) from Colorado Springs, USA. He tells me that it is wonderful to communicate with people who KNOW what a Vitesse 6 is!



now you will have had your first club magazine and Self Help book and therein you will find names/addresses of companies like John Kipping and Six Spares who specialise in Herald/Vitesse cars and they will understand the language you speak (Triumphspeak, not English!)

As to your last three questions:-

- 1) For queries about Bell Exhaust systems, please ask John Muggleton / TSSC Offers at Club HQ.
- 2) Detachable GRP hard tops are, I believe, still made for Triumph Vitesse and Herald Convertibles, nicest in the Coupe shape, and available from Fibresports at 34-35 Bowlers Croft, Cranes Industrial Area, Basildon, Essex, Great Britain. Tel (0268 27331 / 282723. (But do you really NEED one in California?)
- 3) Part no. 562131 tonneau cover kit LHS (Sebring White) can be obtained via John Muggleton, Club HQ). . . . Until next month, keep the stories etc flooding in, we all love to hear from you . . . ○



He goes on to say that 'no one' in the USA is aware of this delightful car, sold there as a Sports 6. He relates that during the 1960s they had cheap

the Triumph Mk4 1500 Spitfire Register JOHN THOMASON

THIS months heading photo is sent in by John Robertson of Rickmansworth, Herts featuring his Pageant Blue 1500. Another late car, this one being 589th from the end of production with a commission number (VIN) of TFADWIAT 09309.



SPITFIRE ACCESSORIES AND SPECIAL ORDERS

Compared to the early Spitfires, the number of accessories for the Spitfire IV and 1500 was somewhat reduced. In some cases the accessories were now either included as standard or no longer suited the new styling of the Spitfire IV, while in other cases they simply just hadn't been well supported by customers, which made them no longer economically viable. Another important reason was that many of the earlier accessories had been common to other Triumph cars, such as the Herald/Vitesse and early TR ranges which were sadly no longer in production. Nevertheless, as we shall see a number of important accessories for the Spitfire did remain.

In addition to the accessories, a number of Special Orders were available for the Spitfire. The subtlety between an accessory and a Special Order was that a Special Order was factory fitted, whereas accessories were fitted by the Dealer or customer. However there do appear to be exceptions.

SPITFIRE IV — ACCESSORIES AND SPECIAL ORDERS

Table 1 lists the official Accessories and Special Orders available for the Spitfire IV, and where known, their prices in 1970 when the Spitfire IV was first introduced. Oddly, bonnet locks, available on earlier Spitfires, did not appear to be listed.

SPITFIRE IV — ACCESSORIES. TABLE 1

- | | |
|--|--------|
| 1 Soft top conversion kit. | |
| 2 Bolt on wire wheels — up to FH 60,000 only | £47.50 |
| 3 Oil cooler. | |
| 4 Tow bar attachment. | |
| 5 Continental touring kit. | |
| 6 155-SR-13 Radial tyres. | |
| standard after FH 38,271 | £10.00 |
| 7 Touch in points. | |
| 8 Wooden gear knob. | |
| 9 Skid plate. | |
| 10 Lucas headlamp conversion mask. | |
| 11 Hood stowage cover - for use with hard top. | |
| 12 White wall tyres | £62.5 |
| 13 Competition DS11 brake pads. | |

SPECIAL ORDERS

- | | |
|---|--------|
| 1 Overdrive | £68.75 |
| 2 Tonneau cover - standard from January 1974 | £11.41 |
| 3 Hard top. | |
| 4 Wooden gear knob. | |
| 5 Skid plate. | |
| 6 Top ball joint fitted with grease nipple. | |
| 7 Grease nipple for rear bearing housing and front vertical link. | |
| 8 Toughened (Zebra Zoned) windscreen | £8.75 |
| 9 Leather seats - up to FH 60,000 only. | |
| 10 Head rests - after FH 60,000 only. | |

SPITFIRE 1500 - OPTIONAL. TABLE 2 EXTRAS

- | | |
|---------------------------|--------|
| 1 Soft top conversion kit | £51.00 |
| 2 Wooden gear knob. | |
| 3 Skid plate. | |

- | | |
|---|--------|
| 4 Lucas headlamp conversion mask. | |
| 5 Oil cooler. | |
| 6 Radio, aerial and speaker installation | £60.00 |
| 7 Mud flaps. | |
| 8 Touch in points. | |
| 9 Hood stowage cover - for use with hard top. | |

SPECIAL ORDERS

- | | |
|---|---------|
| 1 Overdrive | £113.14 |
| 2 Hard top | £77.22 |
| 3 Laminated windscreen - standard from 1978 | £19.07 |
| 4 Front suspension ball joint grease nipples. | |
| 5 Competition DS11 brake pads. | |
| 6 Luxury pack - standard after FH 80,000 | £39.78. |

1. HARDTOP. The Spitfire IV was available from the factory in either soft top or hard top form, Fig. 1.



Fig. 1. What a sight for sore eyes! The Spitfire was supplied in hard top or soft top form. N.B. The greater number of LH drive cars.

or both! The hard top was well styled and transformed the appearance and character of the Spitfire, Fig. 2, turning it into a draught free coupé free from any rattles.

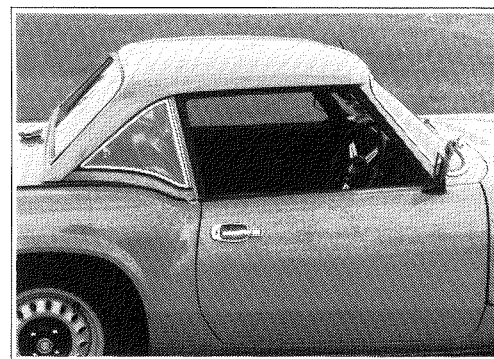


Fig. 2. The hard-top was attractively styled and complimented the new styling of the Spitfire IV.

Further details on the hard top installation are included in my special article in Courier 113, Nov. 1989. It is not believed that the hard top was available for purchase separately as an accessory



Fig. 3. Courier 113, Nov. 1985. Stowed position of hood and frame when hard top is in use.

since it was supplied in body colour and there may have been a problem in colour matching. Are there any members out there that managed to buy a hard top separately from a dealer?

When the Spitfire was supplied from the factory with both hard top and soft top fitted, the soft top was folded over and stowed as shown in Fig. 3.

To cover the hood and frame in this position whilst the hard top was in use, a special hood bag was available.

Unfortunately I have never seen a photo or heard of one of these special hood bags surviving today. Are there any members out there also has one?

2. SOFT TOP CONVERSION. Unlike the hard top, a soft top conversion kit was available as an accessory from the Dealer, that enabled a Spitfire originally supplied in hard top form only, to be fitted with a soft top.

3. TONNEAU COVERS. Tonneau covers were available as a Special Order in black or white. However, from the beginning of 1974, they were taken off the Special Order list and supplied as

standard to all cars leaving the factory in soft top form. This included all the fittings associated with the tonneau, such as the press studs along the tops of the doors and dash top. White tonneaus were deleted at this time.

3. WIRE WHEELS. Traditional, knock on, splined wire wheels available as Accessories on the earlier Spitfires were deleted as an accessory, on the Spitfire IV and replaced with simpler, more reliable 13 x 4½J 'Bolt On' wire wheels. Fig. 4.

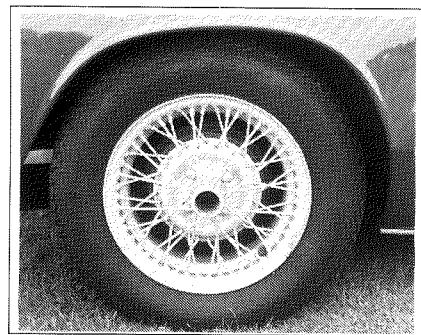


Fig. 4. Bolt On wire wheel. Chrome finishing hub is missing.

available as an option to 1971 model U.S.A. cars, but the colour obviously wasn't very popular as it was deleted on 1972 models.

4. RADIAL TYRES. To replace the Dunlop 5.20 x 13 standard fitment cross ply tyres, Dunlop or Goodyear 155SR x 13 Radial tyres were initially available as an option. However after FH 38,271, the radial tyres became standard fitment.

5. CONTINENTAL TOURING KIT. The kit was a comprehensive boxed set of parts that could be used in the event of a breakdown on the continent and included items such as a fan belt, bulbs, radiator hoses, spark plugs, distributor cap and various gaskets etc. The kits were sold outright, but Triumph also offered the option of selling the kits on a returnable basis, the cost being refunded less a 10% charge, plus of course the cost of any items used! It is believed that the kits available for the Spitfire IV were Spitfire III kits in which most of the components were the same. When the Spitfire IV engine changed at FH 25,000 it is thought that the bits were no longer available. Does anyone have a Spitfire IV Continental touring kit.

6. OIL COOLER. An oil cooler kit, Fig. 5., which included all hoses, oil filter adaptor and mounting brackets was available as an Accessory.

The official position for the oil cooler was between the chassis rails in front of the radiator.

Fig. 5. Oil cooler kit.

7. OVERDRIVE. Probably the most popular option was the overdrive gearbox, Fig. 6. The Laycock De Normanville D-type overdrive operated on 3rd and 4th gears, giving a

gear reduction of 0.802. The 4th o/d gear gives relaxed motorway cruising with benefits of reduced engine wear and fuel consumption, whilst 3rd o/d is useful for town driving, cornering and overtaking.

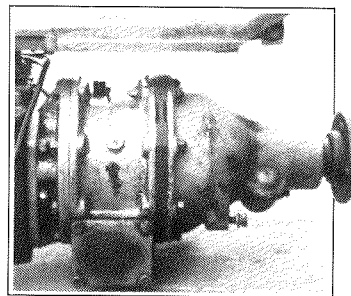


Fig. 6. Overdrive.

The kit was fairly involved and included a shorter propshaft, a cover plate over the transmission tunnel to gain access to the propshaft bolts, a longer speedo cable, a revised gearbox mounting, and a loom extension and relay for the overdrive solenoid. Overdrive was selected using a switch incorporated into a special gear knob, Fig. 7., as opposed to a steering column stalk as had been the case on the earlier Spitfires. There was no overdrive badging.

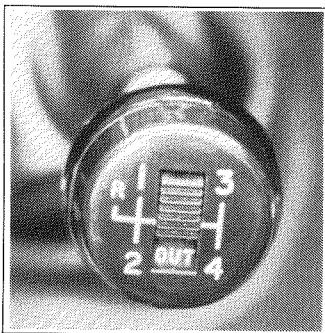


Fig. 7. Overdrive switch on gear knob.

8. LEATHER SEATS. Leather seats were available on the Spitfire IV

in trim colours of Matador Red, New Tan, Shadow Blue, Silver Grey and Black. In September 1972 the range of interior trim colours changed with the deletion of Silver Grey and the addition of Chestnut. In February 1973 at FH 50,000, the leather option was deleted when all seats were provided in a fire retardant 'leather cloth' vinyl. Unlike the early Spitfire and the GT6 the leather option did not extend to the remainder of the interior trim such as the door and rear trim panels. Incidentally has any member ever seen or owned a Spitfire IV with the extremely rare Silver Grey trim?

9. SUSPENSION GREASE NIPPLES. Ordered to Special Order, the front suspension upper ball joints and steering rack track rod ends would be supplied with the ability to fit grease nipples, Fig. 8.

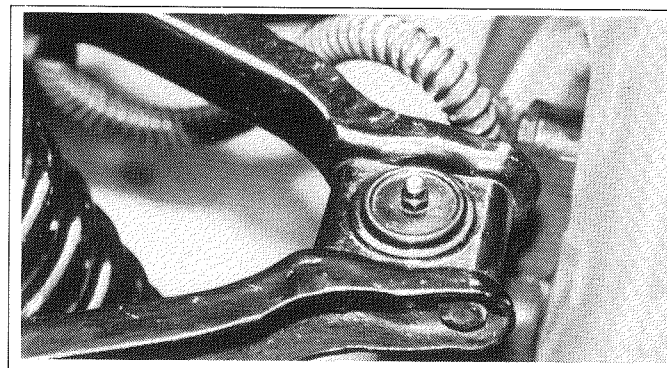


Fig. 8. Top ball joints supplied with grease nipple.

They were fitted as standard to cars destined to Scandinavian countries. Grease nipples could also be supplied for fitment to the rear wheel bearing housing, front vertical link and steering rack.

SPITFIRE 1500 ACCESSORIES AND SPECIAL ORDERS.

Many of the optional extras available for the Spitfire were the same as those that had been available on the MkIV although there were some noticeable deletions such as the wire wheels. In addition as production of the 1500 continued some of the optional extras, such as the 'luxury pack' became standard fitment in an attempt to maintain the attractiveness of the Spitfire 1500. Table 2 lists the optional extras and Special

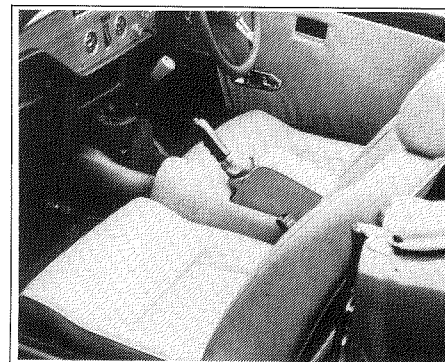


Fig. 9. Head rests, arm rest and transmission tunnel cover, examples from the 'luxury pack'.

Orders available on the 1500, as well as their prices, where, known, at the beginning of 1975.

1. 'LUXURY PACK'. When the Spitfire 1500 was introduced in December 1974, the interior was more or less the same as that of the 'face-lifted' MkIV. To add a touch of individualism and to further improve the appearance of the interior, Triumph offered a 'Luxury Pack' as an optional extra. The pack included:- inertia reel seat belts, head rests, a map light, a dipping rear mirror, and arm-rest with extra transmission tunnel padding and a drivers door mirror, Fig. 9.

As mentioned above, to keep the Spitfire competitive in the market place, from the beginning of 1976, at FH 80,000, the 'luxury pack' was fitted as standard.

2. RADIO INSTALLATION. As with the MkIV, Radiomobile continued to be Triumph's 'preferred' radio supplier, Fig. 10, although it is doubted if this was still the case in 1980. When fitted with a radio, as with earlier Spitfires, a rectangular speaker was mounted in the passengers glove box, Fig. 11 (over page). The correct position for the aerial was on the LH rear wing, Fig. 12 (over page).

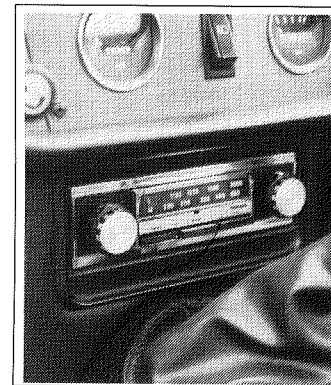


Fig. 10. The preferred Radiomobile radio.

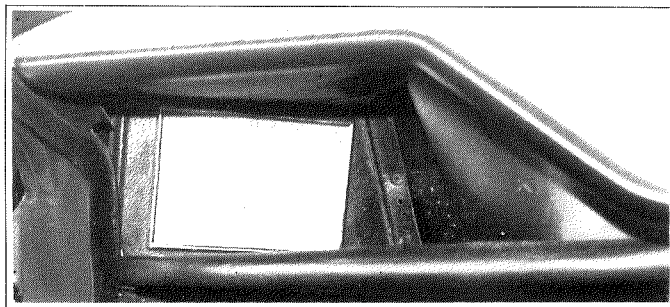


Fig. 11. Factory fitted speaker installation in passenger parcel shelf. *Courier 115, January 1990.*

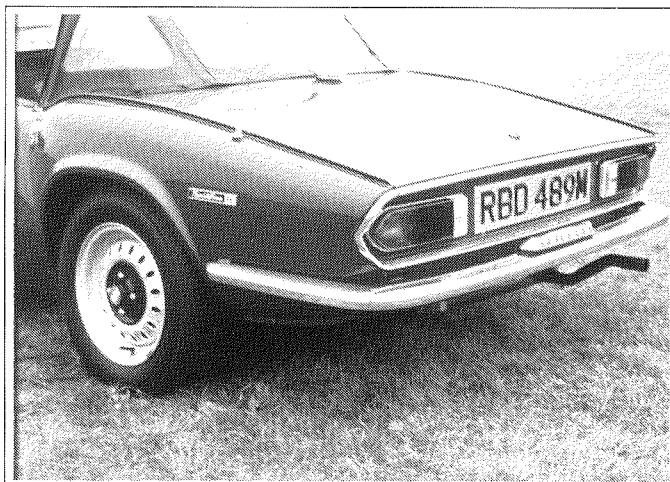


Fig. 12. Correct aerial position.

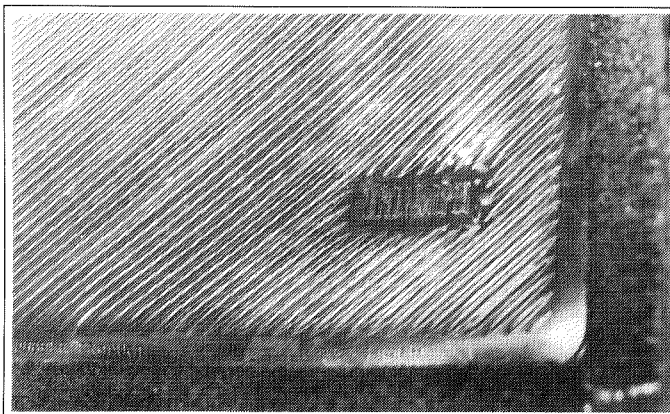


Fig. 13. 'TRIUMPH' motif floor mats available from BL dealers.

3. FLOOR MATS. Although not listed, TRIUMPH rubber mats suitable for use on the Spitfire, were available at most BL dealers. Fig. 13. A number of other 'universal' accessories were also available from BL dealers such as a passenger door mirror.

4. LAMINATED WINDSCREEN. Initially available to Special Order, a laminated windscreen was fitted as standard from 1978 in order to meet new safety legislation.

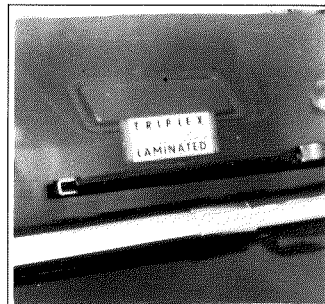


Fig. 14 (top). Laminated windscreens were an option on early Spitfires becoming standard fit on later cars.

5. MUD FLAPS. Different style rear 'TRIUMPH' mud flaps were now offered. Fig. 15 (below). Front mud flaps were never offered.

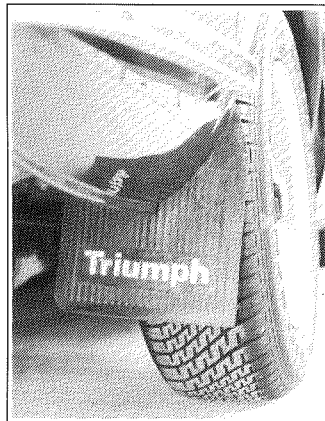


Fig. 15. 'TRIUMPH' motif rear mud flaps for the 1500.

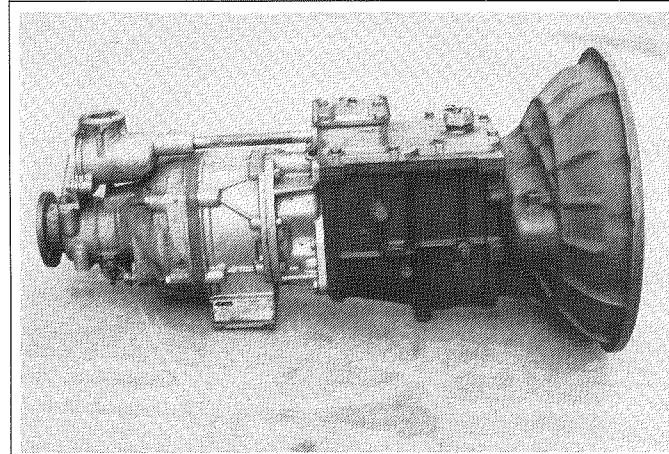


Fig 16. The Spitfire 1500 single rail, J type overdrive gearbox.

If members have details of any other *ORIGINAL* options offered on a Spitfire, I'd be pleased to hear from them.

Cheers

6. OVERDRIVE. The overdrive option required the most popular Special Order. The Laycock De Normanville J type overdrive unit continued to be used.

However the installation was different to that used on the later Spitfire IV's since it was now fitted in conjunction with the new single rail gearbox of the Spitfire 1500, Fig. 16. Further details on the installation can be found in my article in *Courier 140*. As a point of interest, with the introduction of the new Vehicle Identification Number (VIN) on the Spitfire 1500 in October 1979, for the first time on the Spitfire, a code was included in the commission number to indicate if the car had been originally supplied with or without an overdrive gearbox, e.g. TFADWIAT03456, the I indicating non overdrive, and TFADW503466 the 5 indicating the fitment of an overdrive unit.



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MkI, II, III & IV light stalk, was £8, now	£5.00
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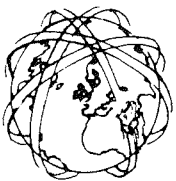
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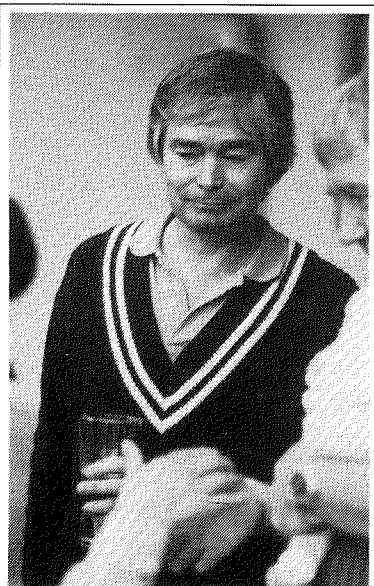
AROUND THE TSSC WORLD IN '40' DAYS - PART II

Leon F Guyot

WE finally started taxiing backwards at 4.25pm, the large electronic display providing a wealth of information, i.e. it was 13-14 degrees Celsius outside and the flight time was predicted as 10 hours 41 minutes, with an estimated time of arrival at 10.22am (Hong Kong time).

To help us get our bearing? the board became a map which informed us that Assisi is north of Rome. We were soon airborne after a nice smooth take-off using plenty of runway, I supposed that the aircraft was fully laden with passengers, luggage, cargo and fuel. At 2,000 metres altitude we were travelling at some 700 kmh and the outside temperature had dropped to zero degrees Celsius. We continued to ascend and accelerate out over the Tyrrhenian sea, before turning back and passing over Sorrento and Naples, our speed had reached 937kmh at 8839 metres with the outside temperature down to minus 42 degrees! I was glad I was inside!

Over Crotone, we flew, out across the Ionian Sea towards Corfu, over Greece, Ioannina, Kozani, Thessalonika, Kavalla, across the Aegean Sea and on up to our cruising altitude of 10,058 metres (32,700 feet). Now we were over Alexandroupolis and the sea or Marmara (Turkey). The outside temperature now as low as minus 55 degrees as we hurtled through 'space' at 1033 kmh, that's 645 mph in real money!



TSSC member Andrew Long.

So, I found myself leaving Europe for the first time in my life not that I worry about flying, I've just been too busy rushing around Europe until now. We continued, over Istanbul (Turkey) and Tabriz (Iran), just skirting the top of unfriendly Iraq - in fact, I was most impressed by the way our flight path carefully avoided crossing Albania, Yugoslavia, Iraq and Afghanistan! reassuring to know. Then south of Qazvin (Iran) towards Qom and Esfahan, and as it was now dark, I could clearly see the gas flares being burnt off in the Iranian oil fields far below.

At this point the electronic display became a cinema screen and we were treated to a filming of 'Sister Act' with

Woopie Goldberg, a very funny film, and the irony of watching Woopie pretending to be a catholic nun in a film being shown on an Italian aircraft, overflying Iran did not escape me! By the end of the film we were skirting the south of Afghanistan, before heading over the centre of Pakistan, directly towards India, crossing the Indian border at around 10 pm (UK time).

The food on Alitalia was pretty good, but all cold — not such a great hardship, but definite room for improvement. Our flight continued over Delhi (Punjab, India), Kanpur (Uttar Pradesh, India), Varanasi and Dacca (Bangladesh). Just two hours, 10 minutes until we were due to arrive in Hong Kong. Dawn rising beautifully over the hills of Mandalay, Burma and I could see the sharp hard edge of the mountains in the soft early morning light. We were still at our cruising altitude of 10,058 metres and speeding along at 1,081 kmh. Over Kunaing (China), just north of Nanning, over Wuzhou and Foshan to Hong Kong itself.

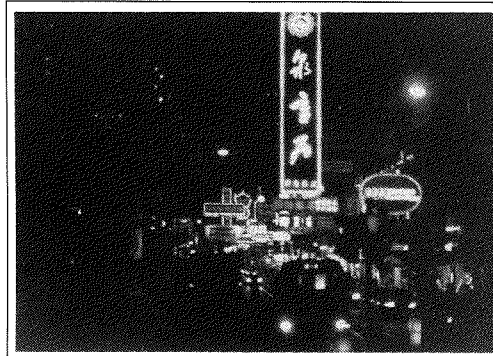
After the classic 'fighter approach' (nose up/tail down) landing from the western approach just above the island of Chek-Lap-Kok, site of the new airport and with the Kowloon Peninsula tower blocks rushing past seemingly mere feet from the wing tips (I could see television programmes through the apartment windows!), our excellent Alitalia pilot brought the big jet in for a most impressive and rock steady landing on the 3331 metre (short) runway — I couldn't help but notice full use of flaps, brakes, reverse thrust, anchors, parachutes etc! The front wheels stopping just short of the China Sea, and the aircraft using almost the whole 61 metre width of the runway to turn around before taxiing back to the airport building.

The rigmarole of Passports, Immigration, Luggage collection and re-confirming my seat on the

onward Qantas flight to Sydney. Walking down into the arrivals lounge and onto Asian soil for the first time and into a temperature of 26 degrees Celsius, I was met by the friendly faces of TSSC member Andrew Long (84/8756) and his young son, who were kind enough to come along and meet me. It is certainly good to see Club members so far from England. After taking some photos of typical Hong Kong tenements from the airport car park, also the swarms of red and silver Toyota taxi's and oversized buses through the hazy smog, to give me a little rest, Andrew took me through the throng of manic taxi drivers, who seemed to drive far too fast and close, to my Hotel, The Lee Gardens at Causeway Bay on Hong Kong Island at 12 noon, arranging to come and collect me at 2pm.

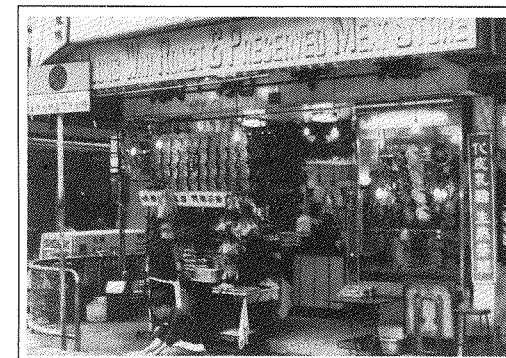
As I was by now 'rather tired', whilst at the hotel reception, I took a little time finding my hotel voucher and one of the hotel receptionists snapped 'Oh come on!' How charming I thought, considering there was absolutely no one else there, but I was too tired to argue, so just took the keys and proceeded to my room on the 11th floor, glad that the lifts worked. Quite a nice room with two beds, it seems that you can't actually get a single room anywhere these days, so the single traveller gets clobbered every time. The room had a really nice shower, a pay-TV and a little fridge containing such delights as a Mars bar for £2, needless to say it was still there when I left.

After a shower and a refreshing hours sleep, Andrew collected me. He had wanted to take me across the harbour on The Star ferry, but as it was Sunday and a 'holiday' it was closed, we used the Cross-Harbour tunnel from Kowloon Peninsula to Quarry Bay on Hong Kong Island and went to the ex-pat's Hong Kong 'Football Club', which apparently

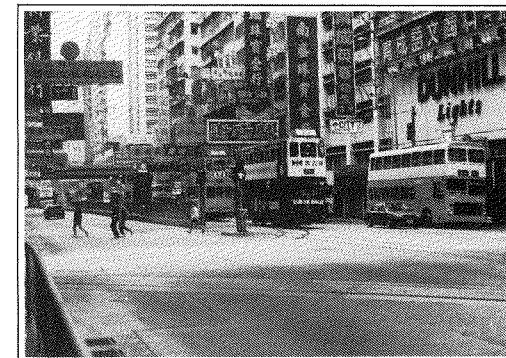


costs some 20,000 \$HK to join, when they have vacancies. I saw lawn bowls being played, but no football, indeed the corner of the pitch had been

dug up for the 'hanging' New Zealand style barbecue, otherwise with a peculiar combination of craft items mixed with Hong Kong produce, not quite to my taste, but interesting nonetheless.



Andrew, an ex-pat' himself, kindly introduced me to his charming wife, and later his mother, who was over, visiting him from Hampton, Middlesex.



The barbecue was very nice indeed, consisting of Sweet Potato, Pumpkin, Lamb, Pork and salad — smashing!

Unfortunately, after that lot and a couple of pints of free beer, jet lag began to set in with a real vengeance, so Andrew took me back to my hotel so I could grab another hours sleep, giving me an alarm call and thus enabling me to host the first ever TSSC Hong Kong area meeting in the hotel's Yum Sing bar at 8pm. When I got back to the hotel room there was a message from TSSC member David Judge (78/0596) apologising that he couldn't make it that evening due to illness, but at least I managed to speak to him by returning his call (see you around David!).

Continued next month



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Bonnet scuttle/bulkhead seal	£4.70
Wheel arch to dash seal (small mud flap)	£2.70
Door check link seal	£2.29
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Bonnet stop cone	£1.53
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Outer door handle ass. SPITFIRE III/III, GT6 III	£14.04
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Matched pair of door lock barrels, SPITFIRE III/III, GT6 III	£14.04
Matched pair door lock barrels, SPITFIRE IV/1500, GT6 III	£14.04
Inner door handle assembly SPITFIRE IV/1500, GT6 III	£17.04
Inner door handle chrome bezel SPITFIRE IV/1500, GT6 III	£4.11
Window winder handles and inner door opening handles all other models — please state model	£5.29
'B' post striker catch SPITFIRE, GT6	£11.46
Boot hinges (pairs) HERALD, VITESSE, SPITFIRE III/III	£19.98
B post strikers, less silder, HERALD/VITESSE, pair	£23.50
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
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Chrome flip top petrol cap SPITFIRE IV/1500	£20.56
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B post capping SPITFIRE IV/1500	£4.99
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Chrome w/screen washer jet, complete ass., orig., HER/VIT	£4.64
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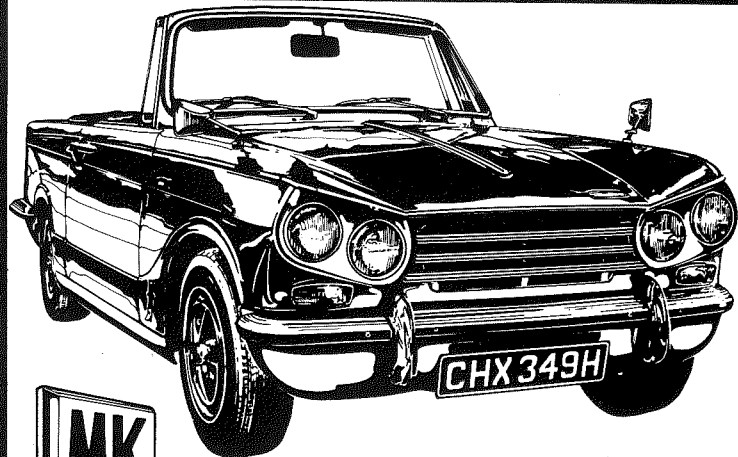
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VITESSE

THE TRIUMPH VITESSE, DEVELOPED FROM THE HERALD, WITH FRONT DISC BRAKES AND SMOOTH 6 CYLINDER ENGINE.

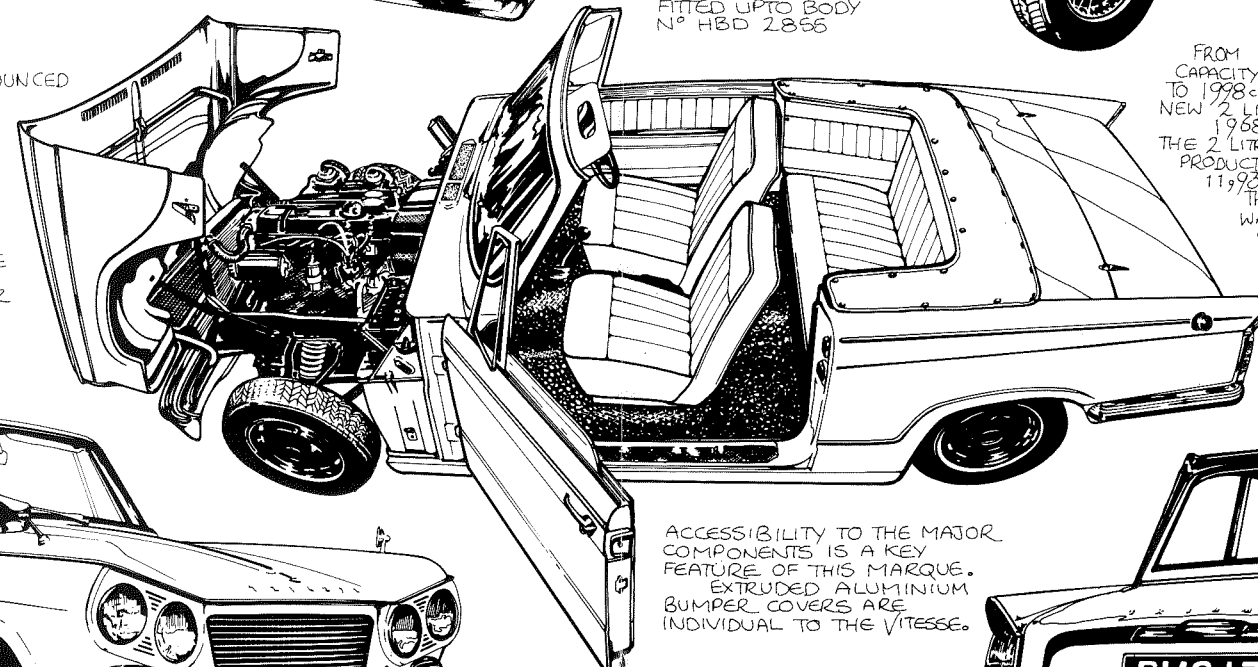


MK 2

MK11 2 LITRE, ANNOUNCED IN 1968 AND RAN UNTIL PRODUCTION CEASED IN 1971. ROSTYLE WHEEL TRIMS, ROTOFLEX REAR SUSPENSION, INTERIOR AND EXTERIOR TRIM IMPROVEMENTS WERE ALL PART OF THE NEW MK11 IMAGE. APPROXIMATELY 8,014 WERE BUILT, ALL VITESSE'S HAD THE OPTION OF AN OVERDRIVE GEAR BOX.



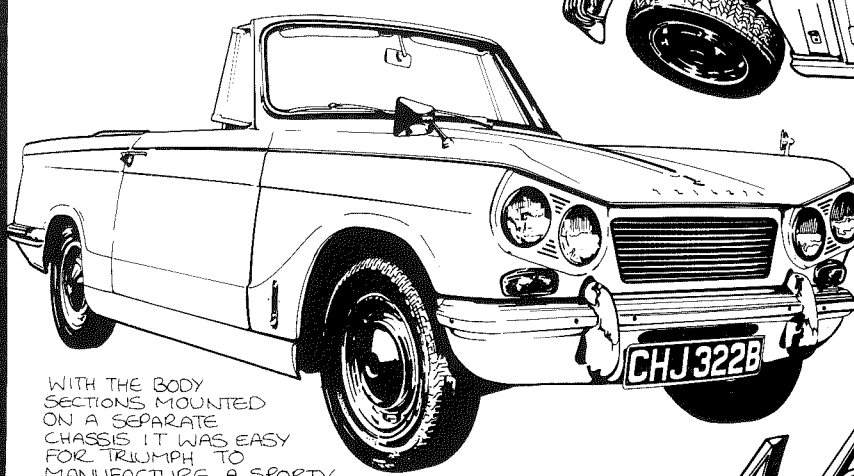
THE ROOF PILLAR BADGE FITTED UP TO BODY NO HBD 2855



FROM 1966 THE ENGINE CAPACITY WAS INCREASED TO 1998cc MAKING IT THE NEW 2 LITRE VITESSE. 1968 SAW THE END OF THE 2 LITRE AFTER A PRODUCTION RUN OF 11,928.

2 LITRE

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ACCESSIBILITY TO THE MAJOR COMPONENTS IS A KEY FEATURE OF THIS MARQUE. EXTRUDED ALUMINIUM BUMPER COVERS ARE INDIVIDUAL TO THE VITESSE.

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HAND DRAWN BY
STUART M. FORDHAM

Vitesse 6



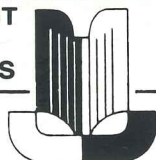
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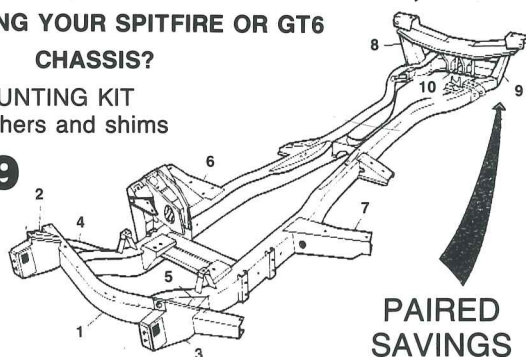
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We are always interested in purchasing Triumphs with or without MoT and will travel anywhere on the UK mainland. We usually have a selection of cars for sale, either with MoT or for restoration (ring for details). We are also interested in purchasing unused, obsolete Triumph spares.

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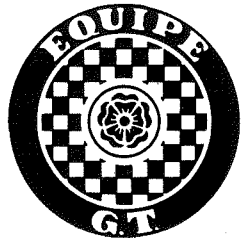


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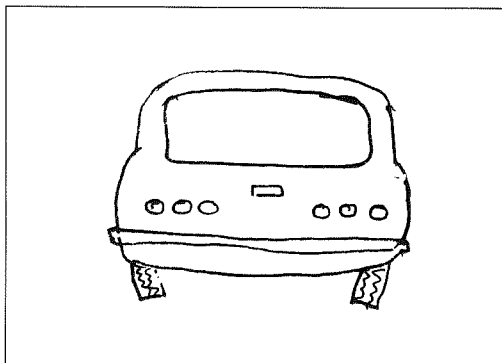


EQUIPE Register

Bruce Pilbrough



Do you have a Equipe 2+2, 4S or 2 Litre MkI Equipe which looks like this from the rear?



Swing axle rear suspension showing excessive positive camber.

If it does, there are three possible causes which are listed here in reverse order probability i.e. least likely first. Curiously, this also puts them into descending order of seriousness and difficulty of rectification!

a) The rear half of the chassis has corroded away, leaving the rear of the car much lighter than when it was new. In practice your car would have failed its MoT long before it reached this stage, but it is a slim possibility

for cars which have been off the road for a considerable time especially if it has been stored in damp conditions. A car which has suffered this fate is one that will probably exhibit that most modern of parking aids, REAR WHEEL STEERING, as the suspension will be attached to fresh air.

POINTS OF IDENTIFICATION. Rear suspension attached to fresh air in one or more places.

SOLUTION. Repair or replace chassis.

b) The rear spring has at some time been replaced with a non standard item with a higher spring rate (eg from a Herald estate or Courier van). This raises the rear of the car due to the relatively low weight of the rear of the Equipés when compared to the rear body/load weight that these springs were designed to carry.

POINTS OF IDENTIFICATION. Early Equipés were fitted with 8 leaf rear springs (the same as the Herald coupé and convertible). During the life of the GT4S the rear spring was changed to an 11 leaf item as used on the Herald saloon. The Herald coupé was by then discontinued and the Herald convertible used the same spring as the saloon from a similar time.

SOLUTION. Replace incorrect spring with correct part.

c) Some work has been done on the rear suspension at some time and the rear suspension bolts have been tightened incorrectly. The problem is that the suspension bushes have been clamped when the suspension has no load applied. The bolts concerned are the

spring eye bolts and also (but to a lesser degree) the bolts at each end of the radius rod, which runs forward from the vertical link to the rear outrigger of the chassis and the rear trunnion/vertical link bolt. POINTS OF IDENTIFICATION. Looks like diagram (left) but correct number of leaves in rear spring and rear of chassis intact and complete.

SOLUTION. This problem can usually be corrected (provided that the bolts/bushes/suspension has not seized) by slackening and re-tightening the various bolts whilst the car is on its wheels. In practice this probably means using a pair of car ramps and whilst not essential, it would be a good idea to raise the front of the car so that it is level.

By doing this, the rear suspension is set at its normal 'mid point' and that should cure the excess positive camber.

Some time ago I asked for your comments/experiences regarding the removal of paint from Equipe fibreglass bodywork. Phil Belt, whose red 2 Litre convertible is frequently seen at club events, has used water based stripper to good effect. Although he does advise NOT to leave it longer than the directions indicate.

The response to the 30th ANNIVERSARY PRIZE DRAW was quite good, by the time the deadline for entries was reached, there were 42 entries (plus 2 postmarked later than the closing date, the entry forms submitted were made up as follows:-

2L coupe, 12 — 2 L convertible, 11 — GT4S, 12 (+2 late), 2+2, 7. Of these several were not previously recorded on the Equipe register. The winner of the first prize was Peter Shawcross from Warrington, Cheshire. Guy Singleton from Marlborough in Wiltshire receives a 'runner up' prize as does S. A. Merryweather in Somerset.

BOND EQUIPE WEEKEND DETAILS

Another reminder that the 8th Bond Equipé Weekend takes place on June 12th/13th at The Saddle Inn, Sidgreaves Lane, Lea Preston, Lancashire. For the technically minded the location of this hostelry is map reference SD487326 on Ordnance Survey Landranger series map no. 102 (if you have one of the old 1" to the mile maps it is map 94).

For those of you who do not know the area, Lea is just on the outskirts of Preston to the north west. There are several routes to the site, but there are also some nasty little canal bridges on some of these routes. These may cause problems if you are trailering a car to the event, or if your Equipe has reduced ground clearance (either due to the exhaust or lowered suspension). There is an easy route from the A6/M55 junction at Broughton (just north of Preston) as follows:-

Leave the M55 at JUNCTION 1
Take the A6 SOUTH signed for
PRESTON.

Take the first left (only a few yards
from M55 down the A6).

ROUNDAABOUT — take FIRST exit
signed for INGOL.

ROUNDAABOUT — take SECOND exit
signed for INGOL.

ROUNDAABOUT — take FOURTH exist signed
B5411 WOODPLUMPTON (200 yards/metres
from roundabout).

Turn LEFT at crossroads — signed for COTTAM
and KIRKHAM.

1.25 miles then turn RIGHT at T junction.

0.25 miles turn RIGHT into Saddle Inn
car park.

All Bond Equipés welcome whether driven or trailered, each Equipe in attendance will receive a plaque. Other TSSC Club cars and other Bond vehicles welcome.

8th BOND EQUIPE WEEKEND, JUNE 12/13 1993 — PRESTON

Provisional Timetable

Saturday — Various times.

Magic and balloon sculptures to keep everyone amused — throughout the afternoon — Vehicle inspection for the Autosculpt Trophy (book a time when you arrive).

Evening — BARBECUE.

Sunday — Throughout the morning —

Vehicle inspection for the Autosculpt Trophy (book a time when you arrive).

11.00-12.30 Scenic Run.

12.30- 15.00 Choice Equipe voting.

16.00 Presentation of prizes.

HOT NEWS + MORE HOT NEWS

The owner of a 2+2 which has been accident damaged contacted me just a few days ago asking if I knew of any 2+2s being broken. Now as you may or may not know, these cars are rarer than hen's teeth, and they really shouldn't be broken for spares. However it is the offside rear of this car which has been damaged which just happens to be the same rear quarter from which I have already stripped all the paint on my own car. The plan is to prepare the offside rear quarter of my car to take a mould from it, then make a repair section. I have also been talking to a local club member, who has quite a lot of experience using fibreglass, regarding the possibility of making a mould for 2+2 bonnets. I know that not many of you will need a replacement bonnet for a 2+2, but it is the simplest one, and who knows what might follow

Thank you for responding to my request for information regarding exhausts, when I have received a few more I will let you know how other people have solved this problem.

After thumbing through lots of spares books, I can now tell you that the exhaust manifold fitted to the 1300 Spitfire engine (as used in the Equipe GT4S 1300) is the same as the Triumph 13/60. So as far as exhausts are concerned you lucky GT4S 1300 owners have two choices. You could use a standard 13/60 exhaust, or use a Spitfire MkIII system and extend the middle section of the pipework. I also discovered that the same exhaust manifold is used on Spitfire MkIV 1300, Triumph Toledo, Triumph 1300 (RWD). This might be useful info if you need to replace a manifold, and didn't the MkIV Spitfire have a transversely mounted silencer tucked up neatly under the rear valance? Has anyone tried fitting a MkIV Spitfire exhaust (with suitably extended pipework) to an Equipe GT4S 1300? ○

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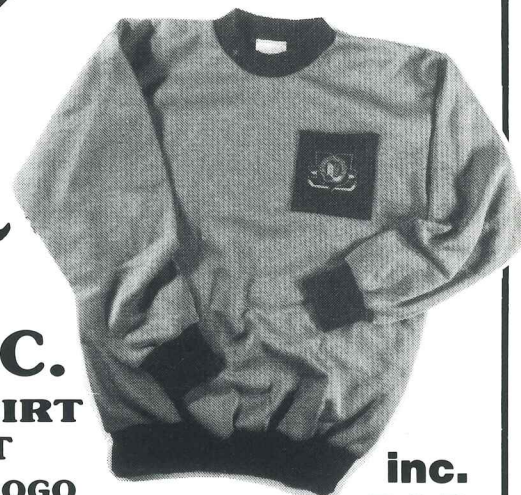
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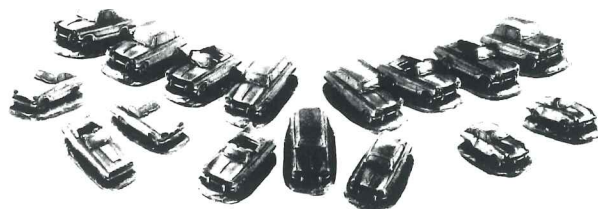


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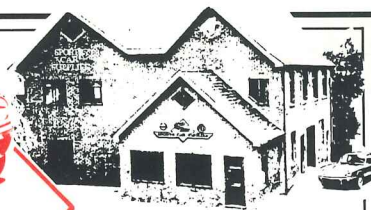


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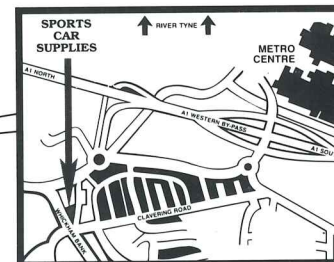
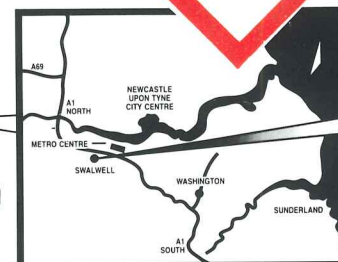


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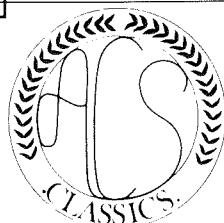
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Herald/Vitesse Restoration

The Final Conflict.
Adding Up The Cost

Well, the time has come to add up all the expense, and to ask whether the work and the end result have been worth the effort. The answer to that is an unequivocal YES.

Absolutely no doubt about it. As shown below, I've made the best attempt I can to summarise the costs in terms of time and money spent on the project. For the majority of cases I've noted the costs down but where I've not done so I've estimated what you might have to pay by looking through current trade advertising found in the Courier. For a few prices I've had to make a guess. You might find some of the costs less than you might imagine as I already had a number of the items in stock - some bought many years prior to the Vitesse project being started. Quite a number of items were bought from keenly priced autojumble stands both at Club and other events. To more long term members I could perhaps point you to the Indiana Stan cartoon strips drawn by Editor Bernard and to say that buying the odd, scarce spare or two for use sometime in the future is often very worthwhile. Of necessity the costs appear as rather a list but hopefully they'll be useful for other actual or potential DIY restorers out there. Intermixed are a few photos seen during the rebuild.



Figure 529. The car as bought in 1985. Nice overall condition, no overdrive but that was rectified a year or so after purchase.



Part 29

Peter Williams



Figure 530. Some years later the car was unveiled as something not so nice.

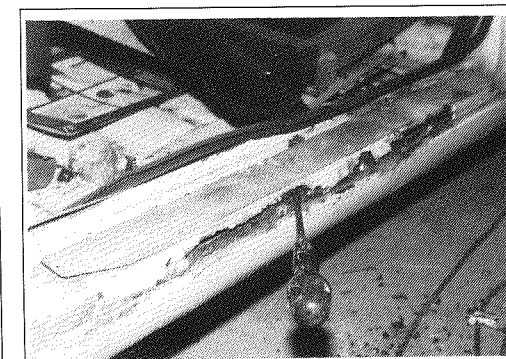
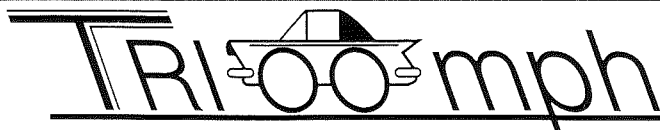


Figure 531. Typical rust. Mechanics better but rather tired.

Costings. All figures in £.

Panelwork.

- New 13/60 Bonnet £350
- Vitesse Front Panel £50
- Pair Original Rear Wings £100
- Pair Original Rear Quarter Valances £20
- Original Front Valance £50
- Original Rear Valance £15



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Bond Equipe	£30

DOORS

Spitfire IV	£25.£75
GT6 MkIII	£40
Spitfire MkIII	£40
Herald, from	£20
Triumph 2000 front and rear	£30
Bond Equipe	£50

BUMPERS FRONT AND REAR

Spitfire MkIII rear quarters, each	£10
Triumph 2000 front and rear, each	£30
Spitfire IV front and rear, each	£60

ALL PRICES INCLUDING VAT

ALL OTHER PANELS AVAILABLE

Full range of new parts:- i.e.

Spitfire IV wings	£24.95
Outer wheelarches	£24.95
Clutch, 1300	£43.00
Clutch 1500	£45.00
Clutch, GT6/Vitesse	£49.00

SECONDHAND PARTS

BODYSHELLS

GT6	£200
GT6 MkIII	£50
Spitfire MkIV	£50
Spitfire MkIV sand blasted	£295
Vitesse saloon rear tub	£150

BULKHEADS

2 x 13/60 Herald bulkheads	£75
----------------------------------	-----

CHASSIS

GT6 Rotoflex rolling chassis	£295
Spitfire MkIV rolling chassis	£250
Herald, 1200/13-60 rolling chassis	£200
Spitfire MkIII rolling chassis	£250
Bond Equipe rolling chassis	£295
Spitfire MkIV	£125
Herald 1200/13-60	£295
Vitesse 2 Litre MkII	£325

BONNETS

2 x Spitfire MkIII	£125
2 x Spitfire MkIV	£50
4 x Herald 1200	£30
13/60 Herald	£50
Bond Equipe	£150
2000	£30

ALL PRICES INCLUDING VAT

SECONDHAND PARTS

GLASS

Herald/Spitfire door glasses from	£6 each
Bond Equipe HRW	£50
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Herald quarter door glasses, each	£10

NEW GLASS

Herald/Spitfire door glasses, each	£25
Herald windscreens	£50
Spitfire windscreens	£50

SEATS

Spitfire MkIV, from	£25-£50
Triumph 2000 complete set, PVC beige	£60

HOOD FRAMES

Spitfire	£50
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SPOILER

Spitfire	£10
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SECONDHAND PARTS

ENGINES

Spitfire MkIV	£125
4 x Spitfire 1300, each	£100
2 x 2 Litre MkII, each	£100
1600 Mki, each	£100
2 x 2 Litre Mki, each	£90
2 x 1200 Herald, each	£75
1 x 13/60 Herald	£90
1 x GT6 MkII 2 Litre	£100

GEARBOXES

1300 overdrive included	£100
2 Litre Mki	£50
3 x Spitfire, each	£50
3 x 1200/13-60 Herald, each	£50
2 Litre overdrive included	£100
GT6 o/d conversion inc. prop/mounts	£295

WHEELS AND TYRES

GT6 set of 4	£80
Herald, from	£5
Spitfire, from	£10
Set of 4 alloys	£50
Set of 4 Weller 8 spokes	£40

FUEL TANKS

Herald	£15
Spitfire	£15

RADIATORS

Herald/Spitfire, from	£10
Triumph 2000	£25

ALL PRICES INCLUDING VAT

Breaking:- GT6 x 2, Herald, Vitesse, Spitfire III, IV,
1500, Bond Equipe.

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Tread Plates £15 New Original Boot Lid £15
Chassis Parts £80 Front Rail £10
Plain Metal £25 Filler (only a little) £10
Total £853

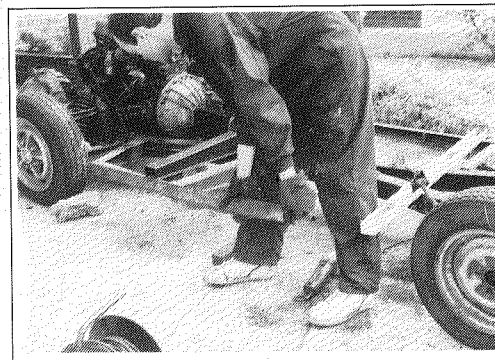


Figure 532. Body off and chassis repairs underway.

General Mechanical

New Lever Arm Dampers £20
Front Shocks/Springs £85
Recon. Steering Rack £30
Caliper Pistons £40 Pair Front Discs £30
Master/Slave Cylinders £65
Brake Pads/Shoes £10 Brake Pipes/Hoses £69
Fuel Pipes £48 Timing Chain/Tensioner £10
Rotoflexes/Rear Suspension Links £38
Rear Trunnions £35
Full Borg & Beck Clutch £17
Clutch Release Bearing £8
Suspension Bushes/Links/Ball Joints £72
Front/Rear Suspension Nut and Bolt Sets £36
Stainless Steel Nuts, Bolts, Clips £127
Universal Joints £20
Total £760



Figure 533. Part way through. Rolling again.

Electrical

Ignition Set £35
Main Front Lights/Relay/Switches £70
Pair Front Sidelights £39 Central Rear Lamp £35
Rear Light Lenses £10
Total £189
Paint
(14 Litres Top Coat Used)
Bulk Spray Paint £340
(including primers, top coat and thinners)
Aerosols £16 Brush Paints £160
Miscellaneous Wipes, Wet and Dry etc. £65
Total £581



Figure 534. Body going back on.

Trim

Seat Covers and Side Trims £350
Carpets £100
Hood/Webbing £130
Wood Renovation £15

Total £595

Bright/Other Trim

Set Original Bumpers £50
Door/Boot Handles £60
Front/Rear Overriders £80
Wing Mirrors £15 Badges £25
Boot Panel £50 Bonnet Catches £6
Boot Hinges/Wing Top 'V's' £16 Front Grill £8
Rubber Strips/Seals £60
Number Plates £18
Total £388

Welding
Disposable MIG GAS £40
Purchase of Proper Gas
Cylinder Regulators £40
Tank Hire (2 years) £36
Gas Refills £26
MIG Wire £15
Miscellaneous £31
Total £188

Miscellaneous
Waxoyl £17
Hoses Other Bits £40
Radiator Recore £88
Wheels and Tyres £490
Unipart Samson Battery £49
Total £684

No doubt I've missed out the odd couple of hundred pounds or so, but the grand total expenditure estimated here amounts to £4,238. Taking into account the original price of the car of £1750, it could be argued that the car stands me at a cost of around £6000. This as it happens is not too much more than the car was valued at in A1+ condition. However, should the hours spent on the job be taken into account, such as would be the case for a professional restoration, then the cost would have amounted to rather more. Also, no engine work was carried out which, if it had been required, would have pushed the overall cost upwards, no doubt by several hundred pounds.

The time spent on the car amounted to a total of 850 hours. This did include quite a few hours of setting up camera shots but isn't that far off the mark. How much time a professional restorer would take to do the job is rather an open question (presumably rather less) but there's no doubt that the labour costs would drive the overall cost of the restoration far higher.

Whatever the cost in pounds and pence, these cars are meant to be enjoyed and it's very difficult to put any monetary value as to the enjoyment brought to the



Figure 535. Restoration Complete.

owner of the car. To me, it's certainly money well spent and very good value for ear to ear grins to the pound. I would like to really thank everyone, too numerous to mention and unfortunately with my scatterbrain to numerous to remember, who've helped me when I've required assistance either with physical effort, by a share of their knowledge or who came up with some rare original spares that I was so pleased to obtain - from both Club members and friends in the Trade.

Thank you all.

As a final note, and partially plagiarising a recent quote, 'It's great to be alive!'

Get out and enjoy these cars. They're great fun.
Thanks for reading. Happy Motoring.

Next Month. A lie In.

PS. A final recent job, now a year on from the car's first post restoration MOT, was to fit an early Vitesse clutch slave cylinder. With a slightly smaller bore than the unit specified for the Mk2, it gives more clutch travel for the same pedal movement (though with a correspondingly, slightly heavier pedal pressure) and stopped the gears sometimes crunching on engaging reverse. Thanks to Malcolm McKay, Deputy Editor of Classic Cars magazine for the tip.

T. D. FITCHETT

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928 Herald/Vitesse rear centre valance	£22.50 each
1200/1360 rear centre valance	£32.50 each
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Early Vitesse carb. (Solex) front	£29.50
Bonnet catch (chrome) 607663	£20.50 each
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* Rear overriders 703708/9	£29.50 each
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Rear quarter valance Herald/Vitesse (original)	£17.50 each
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* Hoods vinyl inc. zip out rear window	£85.00 each

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903088/9	£53.00 each
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Bonnet hinge tube L/R hand 91107/8	£17.50 each
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* Brake disc 208715	£13.50
Stub axle UKC697	£14.50
Steering lock 216449/UKC2719	£29.50
Front wheel arch inner l/hand & r/hand 909797/8	£29.50 each
Front wheel arch outer l/hand & r/hand 909351/2	£35.00 each
Steel boot lid 911327	£120.00 each
* Front wings 909663/4	£21.00 each
* Door skins	£19.50 each
* Sill end plate (front) 706422/3	£3.50
* Rear wing rear repair panel	£8.50 each
* Rear wing front repair panel	£6.50 each
* 'A' post lower panel l/hand & r/hand 706288/9	£9.00 each
* Half floor l/hand & r/hand	£35.00
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* Rear footwell l/hand & r/hand	£26.00
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Exterior door handle l/hand & r/hand chrome 915633/4	£41.00 each
Exterior door handle l/hand & r/hand YK2837/8	£41.00 each
Window regulator L/H or R/H 91272/2	£29.50 each
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Clutch release bearing carrier assy. 213032	£20.00 each
Window reg. glaz. channel l/h & r/h 706778/90	£19.50 each
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GT6

Petrol tank cover board Mk1 & II 710703	£14.50
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Rear quarter light seal L/H black MkIII 820611	£6.00
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R/H front suspension vertical link 209072	£35.00
Brake shoes GBS750	£9.00 set of 4
Near/Offside front wing MkII 908113/4	£70.50
Crankshaft 308034	£76.50
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Occasional rear seat conversion kit, black 577443	£125.00
* Rotaflex coupling 152273	£11.75 each
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Dash veneer set MkIII 820073	£76.50
Camshaft 308778, MkII and early MkIII	£117.50
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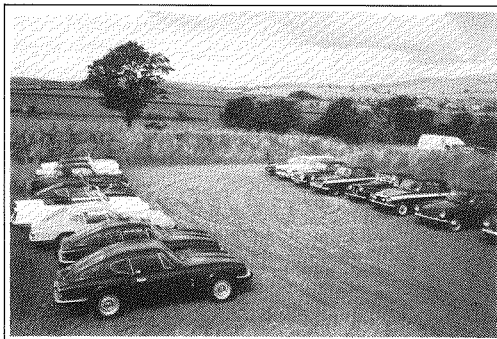
DALES RUN AND BARBEQUE 16th AUGUST 1992

WEST YORKSHIRE DALES RUN AND BARBECUE 1992

A few words about the fun we had last year, to WHET your appetite for the 4th West Yorkshire convoy this year.

Before we set off to see some of the most beautiful scenery in the country, each year we start over at a supermarket! 1990 was Tesco in Ilkley, 1991 Safeway in Otley, 1992 Kwiksaver in Sowerby Bridge. So much excitement before we even set off. And there's more in store (!) this year - though the organisers promise that the start won't get earlier still (10.45am in 1990, a keen 9.30am in 1992).

The run took us from Sowerby Bridge up hill and down dale through pretty rugged scenery to a stop-over at Wycoler Country Park - a delightful spot in the Valley of Trawden. If you look on a map, you will probably see that this lies in that district of West Yorkshire known as 'Lancashire! It was nevertheless, a delightful stopping place, with



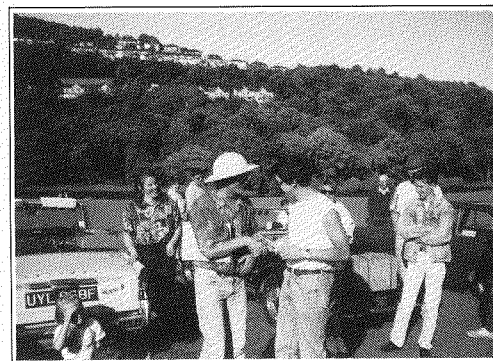
Wycoler stop-over.

plenty of room for the convoy to park, and just a short walk to the village and refreshments. As is the practice in West Yorkshire, the concours judging was light-hearted, although there was the very tricky job in 1992 of judging the 'most improved blue Vitesse bonnet!!' (perhaps there will be a competition this year for the 'most improved red Spitfire bonnet'?)?

Off again and over the Moors towards Halifax — a fairly tortuous route for the convoy, but even more so for John and Tracey, whose Spitfire parted company from its trunnion going round one of the more severe corners. Thanks to Richard and his breakdown van and the mobile phones, the Spitfire was rescued and taken home, and John and Tracey plus dogs instead of car, joined us at the end of the run.



Most improved Blue Vitesse bonnet.



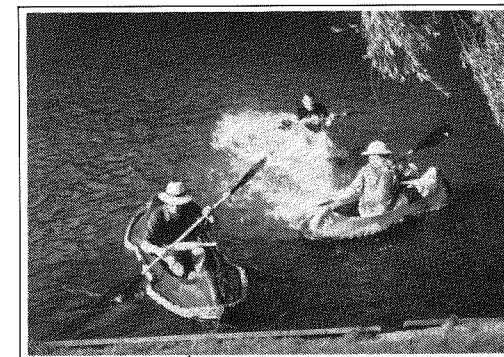
Ian being presented with the wooden spoon.

For almost the first time that day the sun shone on us as we arrived at Shibden Park - by this time the convoy had unfortunately been split into two

CONCOURS RESULTS

Best Spitfire	EXC 291L	Dave Grimmett
Best Vitesse	HTU 200G	Ian/Judith McMullen
Best GT6	HWR 480J	Tom Smith
Best Herald	RUM 847M	John Hough
Best Special/ Bond	PWX 475E	James & Sally Pitchforth
Best Guest,	XXK 783M	TR6 Paul Shackleton
Wooden Spoon	XVY 466J	Ian Loy
Most improved blue Vit bonnet	UYL 868F	Andy & Julie Higgins
Best Overall	ULT 922M	Vic Thompson

mini-convoys, but we still turned a few heads and made an impressive sight as we lined up in the park overlooking the lake. The food was cooked and enjoyed, the run discussed and the presentations were made (no prizes for guessing the winner of the blue bonnet award!). The weather stayed ideal for the Grand Finale — the West Yorkshire v South Yorkshire Challenge, a canoe race on the boating lake. Who won is not recorded — but most of the water was transferred from the lake onto Messrs Higgins and Nicholls, and Richard spent more time in the water than in his boat!



W. Yorks v S. Yorks canoe race.

Great fun for all, once again — and many thanks to Andy Higgins and team for a very enjoyable day. This year's run promises to be as good as the last and by popular demand will follow the route taken for the 2nd Dales Run, from Otley to Bolton Abbey taking in some of the spectacular scenery of the Yorkshire Dales National Park.

To attend the 4th West Yorkshire Dales Run and BBQ on July 11th, please fill in and return this slip together with a large S.A.E. and a cheque for £5 made payable to Stuart Newbould (NOT TSSC) to:-

**Stuart Newbould, 242 Bradford Road, Otley,
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Pen To Paper

I NOTICED from the last magazine that Paul Foreman expressed his satisfaction regarding his dealings with Pegasus near Sittingbourne in Kent.

I have heard a lot of good things about them and although I have been over to have a look I haven't had occasion to test them as I try and do most of the work myself. However from my initial contact they did seem to be friendly, helpful and knowledgeable. More than can be said, unfortunately, for some of our dealers.

I have rebuilt a couple of engines recently and as some of the parts weren't readily available I ended up getting them from Sports Car Supplies in Newcastle. Kent to Newcastle doesn't seem the obvious solution in obtaining parts that are out of stock. However I can now see why they have been voted Top Dealer by the Club several times.

They too are friendly, helpful, knowledgeable and have always had the parts I've wanted. One part I wanted, which I didn't know about before I started, was ordered by phone at 2pm on Saturday and was with me by post on Tuesday! With the recent engine build I

ordered the parts, and to save costs, they were delivered by standard parcel post, and even that didn't take long, a couple of days I think, certainly before I was ready to use them. Their speed isn't just confined to things they are selling. I returned some piston rings that I had ordered the wrong size. They were put in the post on the Monday and a credit card refund arrived on the Friday. All I can say is, keep up the good work Sports Car Supplies, you do 'our cars' credit.

But why can't some other dealers be like you? ○

Matthew Arnold

'GRAND PRIX' — WHO HAS A COPY?

FOR some time, I have been trying to get a copy of the classic motor racing epic, 'GRAND PRIX'.

This film stars James Garner et al. If you have a copy and are able to make a further VHS copy, then please contact me, Robert Roodhouse, on (0705) 462226.

R J Roodhouse

'YOU SHOULD KEEP IT ORIGINAL'

COULD anyone give me any hints on up-rating my Spitfire 1500 for regular towing?

Before half The Courier is taken up with pages of 'you should keep it original' I ought to point out that it wouldn't be around if I hadn't saved it, and I'd rather use it as my luggage carrier than not at all (gripe over). . . . It has a re-con engine with electric fan (courtesy Allegro), K&N filters and TSSC exhaust system, which I find is reasonably adequate, although I intend to fit an overdrive and a higher ratio diff (are 4.11s strong enough?) to help with heavy dead starts. Stopping appears reasonable considering the weight, but I also intend to fit larger brakes. My biggest difficulty is rear wheel-arch clearance, so if anyone can give any suggestions on spring/damper options, please share all through The Courier. ○

Simon Holland

HOW ABOUT A 'LE MANS AREA'?

COULD I through the pages of The Courier suggest that the TSSC has a new temporary area from the 14th to the 21st of June this year.

This area to be called the Le Mans area. Each year there are parties of Club members and Club cars travelling to Le Mans for the '24 Hours', some on organised trips such the one advertised by Alan Peters and many others like me as independent travellers.

I thought it would be a good idea to gather all the Club cars and members together at some point at Le Mans.

If any other members are interested in this idea they can contact me at this address:- 34 Whitecroft Road, Meldreth, Royston, Herts. SG8 6LR. ○

Neil Oakham

... decided to fit a proper sized radiator ...

I HAVE a 1976 Spitfire 1500 which over the last three years has had a rolling restoration, that is, any improvements have had to be carried out in such a way as not to deprive my daughter of the car.

Like everyone I have found the worst design fault of the 1500 is its inability to keep its cool. Throughout the winter, no real problem, but as soon as the sun comes out and the traffic builds up, then that's the way the engine temperature goes ... HOT.

Yes I can hear you all saying the answer's simple:

1. Backwash the cooling system.
2. Use antifreeze all year round.
3. Lower the number plate.
4. Keep radiator fins clear.
5. Air deflectors in place.
6. Timing and carburation set correctly.
7. Fit an electric fan.

Well, as they say, 'Been there, Done that and got the T shirt'. All the above certainly helps but not a complete solution, just log how much work your Kenlow's doing! ...

... enough of this, I decided to fit a proper sized radiator ...

Look at the space provided for this, large spacers attached to a tiny radiator. I went along to my local radiator stockist, who after a serious amount of pencil sucking, said he thought he could help. I had to give him the offending radiator and he would then construct a replacement with 30% more cooling surfaces as well as using a more efficient fin profile. All this and utilising the existing mounting end plates. We agreed a price, I duly presented the old radiator in the morning and by the end of the day he had done all the modifications. The radiator fitted perfectly. The Kenlow was then refitted and the system, so far, copes with everything. It brings the electric fan into operation when waiting in traffic, but after a few yards, *THE RADIATOR DOES THE JOB*.

If anyone is interested, the cost inclusive of VAT was £76.27 from HEANOR RADIATORS, phone 0773 719734 or FAX 0773 531047 and MOBILE 0850 361775.

All I need now is glorious hot, steaming sun to that I can bask in the knowledge that all will be COOL ...

John Richardson

... Mechanically all did not seem well ...

HAVING read with interest other peoples reports of Triumph ownership in 'The Courier' I wonder whether my own Vitesse experience would strike any chords with club members.

Several years ago, seduced by the promise of six cylinder power and alternative transport I bought a MkII Vitesse for £900. The car was a 1970 saloon in Valencia Blue with sun roof and overdrive. It had just received a full body-off structural restoration, and to my untrained eye this seemed to promise untold miles of reliable motoring. How I would later come to regret this assumption! The first few weeks passed uneventfully with me seeing to a large

number of minor tidying jobs and general servicing. The first signs of doubt began to appear when I realised that the binding of the front wheels on lock was as much due to incorrect bulkhead alignment as to oversize tyres. (as the clearance was miniscule even when I reverted to standard tyre sizes). I also noticed that failure to remove bird-lime immediately would cause alarming depressions in the paint surface, which cast obvious doubts on it's quality. Mechanically all did not seem well either. I had read in various sources of the 'smoothness and deep breathing nature of the Triumph six cylinder engine in MkII form'.

Thus imagine my consternation at the juddering vibration which set in at anything above about 4000 revs! This, combined with what retrospectively may have been propshaft vibration at the legal limit, made cruising less than the effortless experience it should be in such a car.

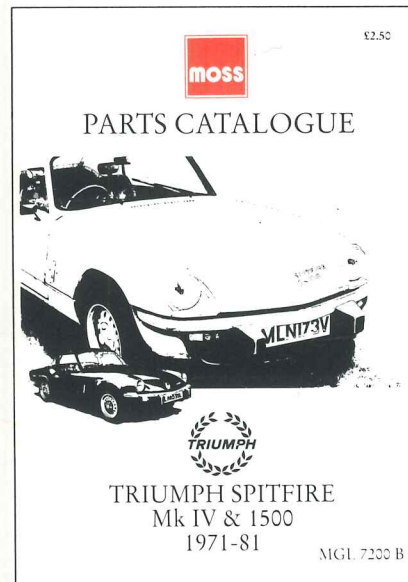
Despite these faults I enjoyed the car a lot during this period. It looked quite good from 10 yards and I admired its shape and style a great deal. Between the odd minor electrical failures I would use the Triumph to visit my grandmother at weekends. I remember once spending a pleasant afternoon telling her how I thought the car was now quite tidy, only to return to the driveway to find it standing in a large pool of petrol. Close inspection, i.e. lying on the drive with my face in the evaporating fumes between tarmac and sill, revealed a failure in a joint between the motley selection of solid and rubber fuel-line. Determined not to be defeated by a total lack of adequate equipment, I effected a repair by twisting an opened out brass curtain ring around the pipe with a pair of ancient pliers found under the sink. Needless to say my fingers went numb from the



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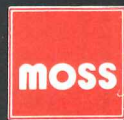
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evaporation of constantly dripping petrol, and my Gran was not too impressed with the creeping noxious stain next to her front door!

Eventually summer approached and the first signs of imminent disaster began to show themselves.

The Vitesse began to overheat at the slightest opportunity. Even flushing all the rubbish out of the cooling system and leaving the heater on permanently seemed of little help. When overheating in traffic got beyond a joke and I discovered white deposits in the rocker cover, I decided to replace the head gasket in the hope that it was nothing more serious. . . . It was.

The first test drive after re-torquing the head resulted in sick sounding five cylinder progress and the incredible spectacle of leaving enormous billowing clouds of steam and smoke along every street. Luckily it was well after midnight as I'm sure environmental health would have thrown the book at me. The smell of burning anti-freeze haunts me to this day. Removing the head revealed a water filler number 6 cylinder and I must have let 2 pints of water out of the sump. On testing, the head was proved to be fine, but the alternative causes were too awful to contemplate. At this point other more pressing considerations such as not failing exams began to take precedence. With this in mind I entrusted the Triumph, and my unimpressive bank balance, to the not very tender mercies of a local garage. Although said garage did eventually correctly diagnose a cracked block, they refused to accept this conclusion from me when I took the car in,

and generally behaved in an un-cooperative and patronising manner throughout. No doubt the fact that I was only two years older than the car was a contributing factor here, but the bullishness of some garage personnel even when you know that they are wrong is an often reported occurrence.

When I eventually got the car back it ran as well as it ever had, although the big end knock was much more subdued after I'd replaced the oil with something that didn't have the consistency of chip fat. After a bit more fettling I decided that it was about time I convinced myself that the Vitesse could cut it as serious transport.

Accordingly I organised a seaside trip with two friends. It was a hot day but the car coped well with the initial motorway journey. In fact in terms of reliability it was the best performance I'd experienced from it. However in terms of passenger comfort it was another kettle of fish entirely.

With the sun beating down we rattled along in convoy with other pleasure-seekers. The gradual deterioration of various steering components meant that driving along uneven roads needed so much concentration that I failed to acknowledge the friendly waving of other Vitesse drivers coming the other way. My understandable worries about engine cooling had led me to leave the heater on full.

Soon the volumes of hot air pouring out of the oft-flushed heater matrix caused us to open every available aperture to the outside air. It was then that I discovered I could either put the sun roof visor up and be subjected to incessant and grating rattles, or leave it down and be ravaged by buffeting slipstream. Problems or perspiring backs sticking to vinyl seats were then compounded by the heater-to-windscreen vent pipe breaking loose and waving around between my passengers legs like some black corrugated python, intent on subduing its victim with a jet of air straight from the devils blast furnace.

Although the day was hardly disastrous, the return journey, accompanied by terminal steering and big end rattle, convinced me that perhaps I was too young and inexperienced to be saddled with this tired collection of STANPARTS. In any case it really needed a mechanical overhaul and I had neither the time nor the money to do this properly. Thus I decided to sell it, as I knew even then that structural integrity was more important than anything else, and that someone could easily make up for its shortcomings. Undoubtedly I was disillusioned by the problems and expense of my experience with this car. However Vitesse enthusiasts will be pleased to hear that my faith has been restored by familiarity with my brother's skillfully rebuilt, carefully modified MkII convertible, which ably shows how bad mine was, and what a good car a Vitesse can be.

T. C. Collier

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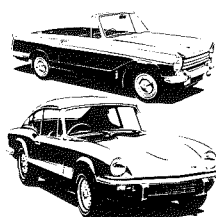
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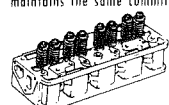


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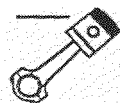
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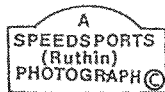


21st TARGA RUSTICANA

Saturday & Sunday, 12/13 September 1992

A traditional Welsh rally for classic and historic cars

Oxford University Motor Drivers' Club — Historic Rally Car Register



HISTORIC RALLY CHAMPIONSHIP VITESSE - II

Tim Burgess



HE notes at this stage were concerned with lack of brakes and, considering we were running the engine standard on its twin down-draught Solex's, a predictable lack of power up the steep climbs.

For the next event, the Rally of the Vales, I put in new hydraulic fluid and, anticipating Welsh winter weather, remould snow tyres all round. In the event, the brakes were slightly better, the weather good, the grip not so good, and we finished 9th overall and 2nd in class (to a Volvo 122).

I then fitted CPJ with Aeroquip hoses in an attempt to improve the braking further as these steel braided hoses do not expand as much as standard rubber ones under the pressure of hard braking. I changed back to standard road tyres and set off for our first night

rally in the Vitesse, The Cotswold Historic. As I pulled off the M4 on the way to scrutineering and dipped the clutch, the oil pressure warning light came on. I'd changed the oil that morning and I thought I must have forgotten to tighten the sump plug or something. However, there didn't seem to be any leaks and the level was up. Still, two cans of STP oil-glue kept the light off most of the time and we

went on to finish 5th overall and 1st in class. (I later discovered that the problem was no more than a faulty sender unit — an oil pressure gauge would stop any future heart failure!).

With our return to Yorkshire coming up, wearing number 1 due to our freak win the previous year, I decided to sort the brakes out once and for all.

HCRC rules generally allow modifications which were used when the car was competing in its day.

Therefore vented discs are not permitted, nor are the larger 9½" ones from a 2 Litre Vitesse. However, competition pads (Mintex 171) are allowed — if I could find any for a 1600 Vitesse. Due to the well known Law of Sod, despite my car having discs the same size as Spitfires and Heralds, the calipers are ever-so-slightly different, i.e. Spitfire pads are 1.5mm too wide, but as no one seems to make competition pads in this smaller size, I am reduced to filing down Mintex Spitfire pads until I can afford a pair of appropriate calipers.

Despite this inconvenience, the brakes are now excellent — good stopping power with virtually no fade even at the bottom of a steep twisty lane in the Yorkshire Dales.

Anyway, the organisers seemed a bit disappointed with our 8th overall, they didn't realise our result the year before was incredible!

At this point I decided to take the car on a little further and therefore needed more funds. There was no choice but to sell the MG ('not before time' I hear



Rally of the Vales (Snow Tyres)

you cry!). So, £6.50 richer, I disappeared into the corner of Wandsworth known as Smuggler's Classics, where Steve allows me workshop space, to give CPJ a good going over. Out came the engine to get new big-end bearings, new oil rings (anyone got any pistons and/or rings + .060"?), new timing chain and a decoke. The carbs were finally up-rated to twin 150 Strombergs, and the main beam lights gained halogen bulbs to compliment the pair of Lucas fogs at the front. I also put in an FIA roll-over bar. It was expensive at £120.00 but I figured the safety angle made it worthwhile. Now, people say a roll cage stiffens the body — but I honestly didn't think I'd notice it

. . . . However the difference is amazing, the whole car feels much tougher and the handling improved massively just by reducing the flexibility

. This was especially noticeable on an EXTREMELY wet night section in Wales on The Targa Rusticana and helped us to a creditable 14th overall from a large field. We were also 2nd in class to a VERY quick Lotus Cortina.

Being outgunned by this Lotus encouraged me to finally try to increase the power from the 1600 straight six.

I changed the carbs again, this time to a pair of 1½" H56 SU's (from an Austin Maxi in a breaker's yard) and also fitted a TH5 profile high lift camshaft (if only I could manage a stage III cylinder head and extractor manifold — any offers?).

This made a significant difference and by adding a couple of shims to the front lower wishbones, giving slightly negative camber, the chassis continued to handle excellently. Don't believe ANYONE who says these cars don't handle well, they just need a little tweak. On the Illuminations, our latest rally, this set up took us to 10th overall and 2nd in class again (this time to a MkII Cortina — Boo!).

And that, plus an alternator conversion, uprated clutch, MkII 2 Litre exhaust, brings us up to date and our attempt at the HRCR Autostorica Championship. Some of the championship rounds we are familiar with, some are stage rallies which I have no experience of as yet.

You must take the score of your best six rounds — at least two of which must be road rallies, and at least two of which must be stage events. For these, a pair of 2.5kg fire extinguishers are mandatory, as are helmets and fire-proof overalls. Once these have been obtained, it only remains to be seen whether we can be anywhere near the pace — and if CPJ makes it to the end in one piece. . . . Still, we are flying the TSSC flag high and hope to bring you a report after each round we contest.

HISTORIC RALLY CAR REGISTER AUTOSTORICA HISTORIC RALLY CHAMPIONSHIP ROUNDS

Welsh Rally Retrospective	1/2 May
Dorset Echo/Channon Tour	6 June
Telford Stages	25 July
Longcross Stages	15 August
Targa Rusticana	4/5 September
Autumn Leaves Stages	2 October
Classic Illuminations Rally	23/24 October
Rallyo Britowe	6/7 November



Illuminations Rally.



SPITFIRE

GT6

HERALD

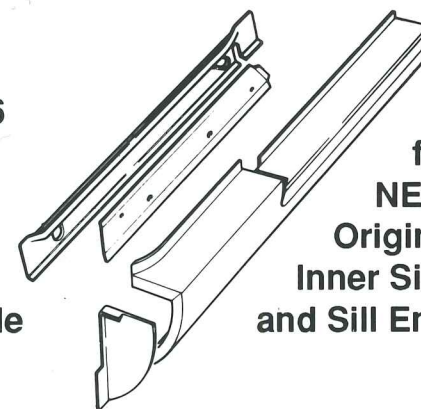
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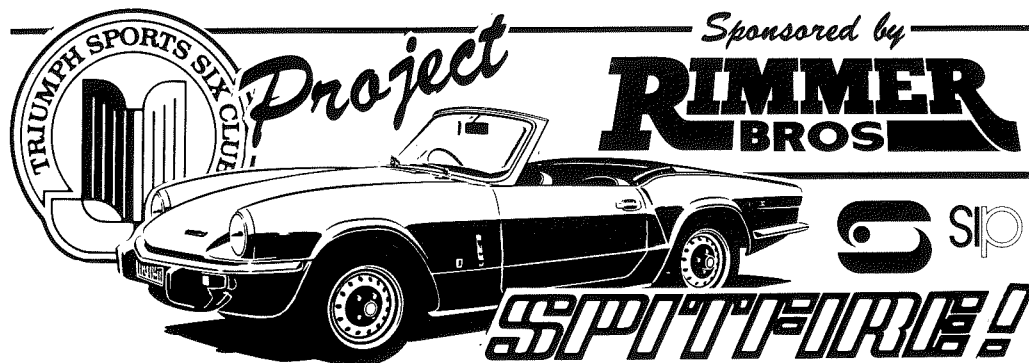
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PART FOUR SHELL STRIP

ANOTHER new logo appears at the top of the page. Namely SIP. SIP have been supplying TSSC Offers with welding and air tools for many years now, and offer one of the most complete range of workshop tools around. As you will see in the accompanying photograph SIP have generously supplied us with a range of their products for use on this Spitfire rebuild.

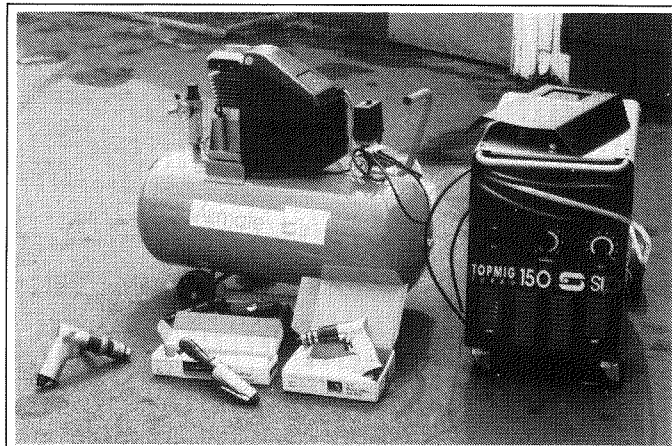
They are in the main a range of professional standard tools and the MIG welder will incorporate a big bottle conversion, but remember, SIP tools offer a range of products to suit most needs and pockets.

The tools will be put to good use during the course of this extensive rebuild. Thank you SIP for your support in this project.

Of course you can contact John Muggleton at TSSC HQ anytime to discuss your own requirements in the SIP range that we offer.

Now you have your bodyshell off its chassis you can proceed to strip it of all its many ancillaries. Again don't rely on your memory,

Make notes, tags, labels as you go. Try to keep components together in sections, i.e. bulkhead,



dash, boot components, all in separate boxes and take loads of photos as a guide to replacement.

Later on this has the added

bonus of giving you a photographic record of your rebuild to amaze your family and bore your friends to death with when you've finished.



Kermit as we left it last month. This month we start stripping out the body tub in preparation for the rebuild.

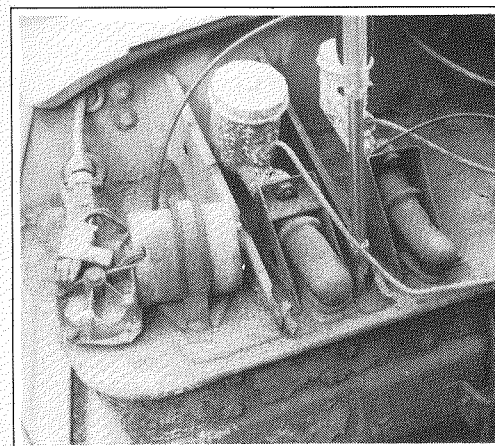


Fig 1. Remove the bolts holding the brake and clutch master cylinders, disconnect all pipework, store this as a pattern for making new later, be careful to drain the pipes of fluid, remember that paint and fluid don't mix, even if it doesn't matter on your rebuild at this stage, your other means of transport won't appreciate any splashes. Push back the rubber boots, remove the split pins connecting the rods to pedal arms. Lift the units complete, whilst in this area undo the wiper motor bracket bolts. To remove the wiper, disconnect the wiring plug, turn it over, undo the large nut at the end of the wiper cable tube. Next undo the small screws holding the top plate in position. Now you can see, at the end of the cable, the cam rod, at the top of the drivewheel is a circlip, remove this and lift the cable block free. Replace the circlip and top plate and store the wiper motor out of the way.

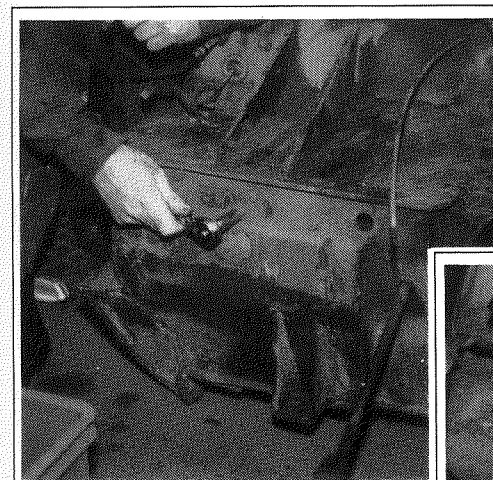
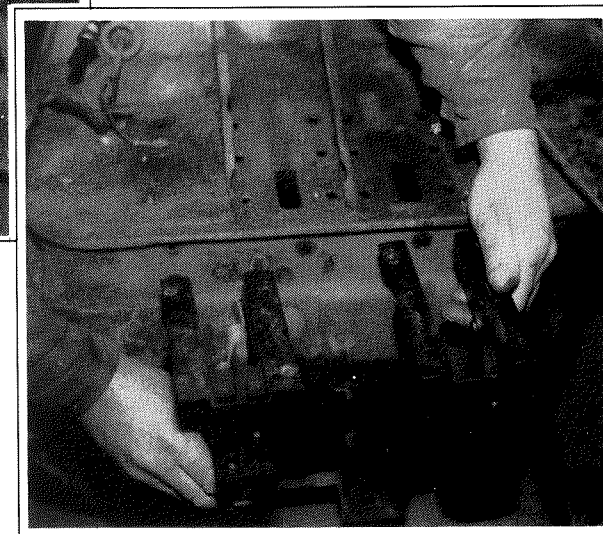


Fig. 2. To remove the brake and clutch pedal mechanisms, undo the bolts on the front of the bulkhead and behind where you removed the master cylinder brackets. As you remove the last bolt, you should hear a loud clunk. This is the pedal mechanism hitting the floor inside the car!



The rest of the bulkhead components can now be taken off. Namely the washer bottle, unscrew the holding bracket, coil which again is held with Philips screws, the heater hoses plus the heater valve mechanism, Jubilee clips and small nuts and bolts, solenoid, again undo the Philips screws and lastly the battery earth strap is unbolted. If your car has overdrive, then obviously remove the relay. Put this collection into a large box after taping the screws to their relevant units.

Move onto the screen and remove the bright trim, **CAREFULLY** prising it from the rubber with a screwdriver.

Fig. 3. Hopefully you can see from this photo, the relevant positions of the bolt holes.

It is probably not a bad idea to replace the bolts in the mechanisms to keep them safe!



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Fig. 4. Screen removal. This can be awkward, but the best method I have found is to run a blunt screwdriver around the outer seal to break the sealant. Repeat this inside the car, then apply a steady pressure on the inside of the glass, in the corners and at either side. I concentrate on the top edges, but try to keep things equal on each side.

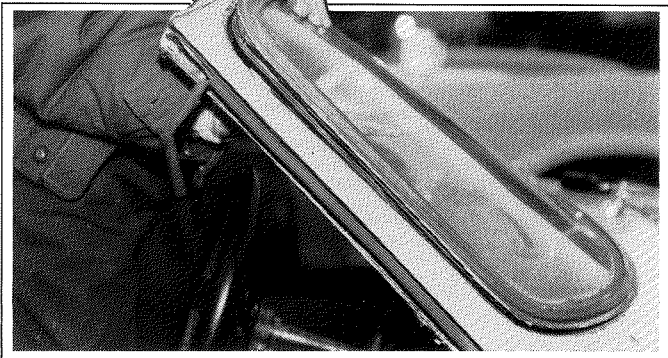


Fig. 5. Once the inner seal has cleared the frame, the glass plus rubber seal should push forward, clear of the frame, pull and lift it away from the bottom of the frame. Now store the screen, and if you're keeping it in the workshop, wrap it up to protect from damage from grinding sparks later on.

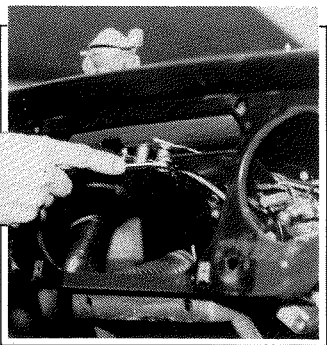


Fig. 6. Removing the heater means first removing its ancillaries. Undo the bolts securing the control cables and brackets. These include large spacers, so make a note as to how these are positioned, following the cable down to the heater unit base. Unscrew the cable clip and remove. The heater valve control is identical and can be removed at the same time.

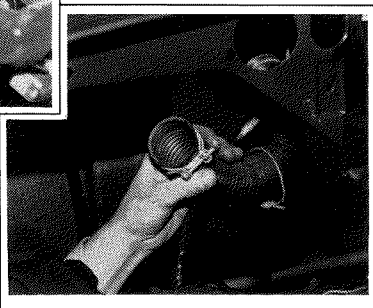


Fig. 7. Unscrew the hose clips and remove from screen vents and at the heater box and outlet tubes. Repeat at the other side.

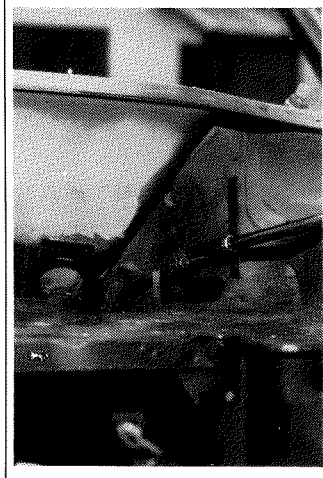


Fig. 8. To remove the heater unit move to the bulkhead front and undo the bolts situated either side of inlet box, the air inlet box drain flap has also been removed prior to this, it is held by the oblong slot you can see on the inlet box.

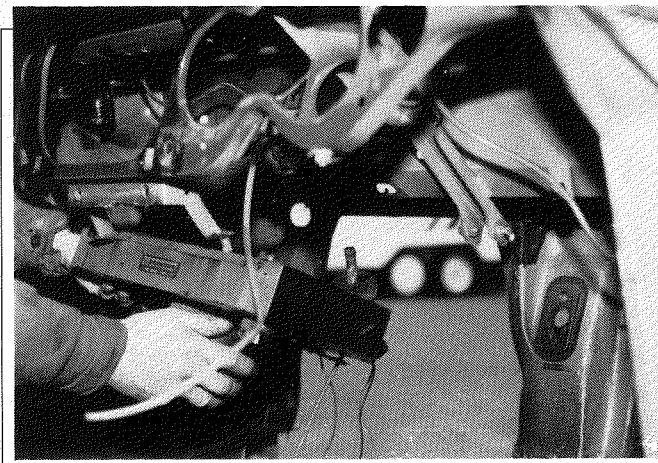


Fig. 9. Move back inside the car, disconnect the electrical connectors, then pull the heater back and down, bringing the water inlet and outlet tubes through the bulkhead. The motor fan and tubes have a foam seal which can stick so a firm pull will be needed. There is always a certain amount of water left in the heater radiator core so watch out for this. It's always rusty and can stain things badly. Drain this and store it with vent, hosing and control mechanisms.

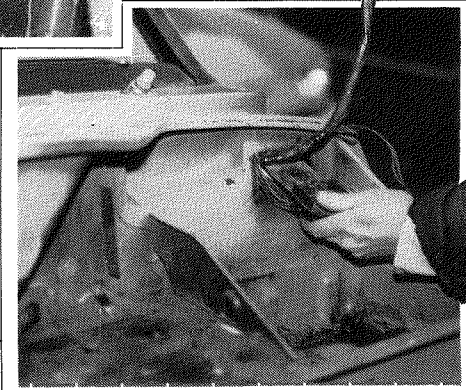


Fig. 10. To clear the wiring loom, first remove the fuses, move inside the car, push the clips on the back of the fuse holder, to clear the bulkhead. This is found behind the parcel shelf. Outside again, turn the fuseholder round and feed it back through the hole, push the rest of the loom through with it.

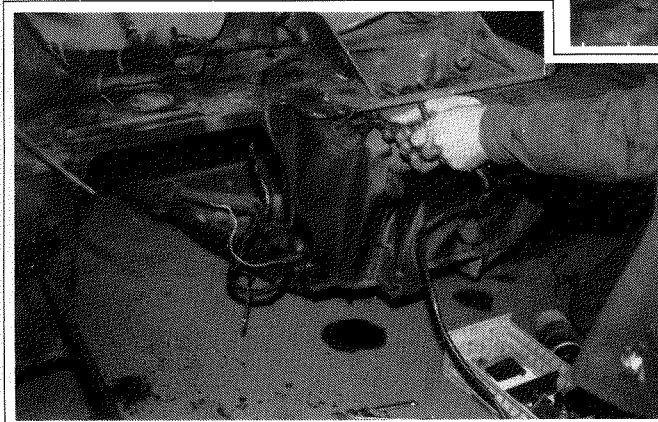


Fig. 11. The lower section of the loom. Feed through its grommet hole next to the battery box. You can see the storage box which I used to store all the bullet connectors. If you wish to, now is the time to tag everything as to what is connected to what.

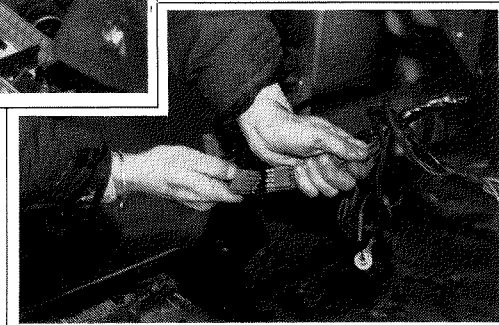


Fig. 12. Disconnect the loom by its Multi Pin connector, clear the dash loom section, pulling it through the various brackets, the rest of the loom should be disconnected in the boot from the lights etc., fed back through the rear inner wing and pulled through its hole in the bottom of the B post. Again, this lot can all be stored in one box.

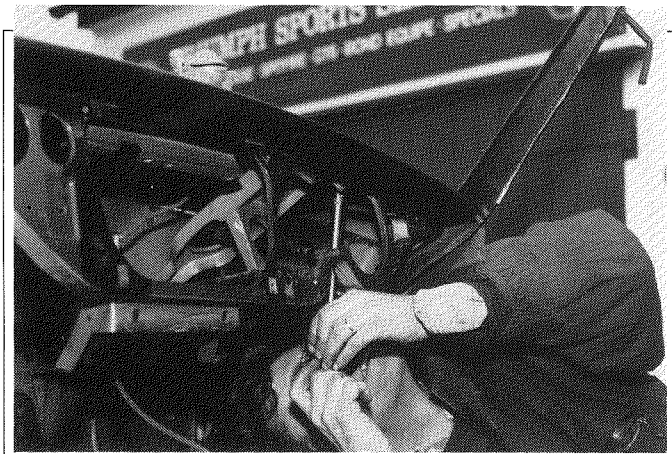


Fig. 13.
To take out the dash, look under the dash top panel, it is secured by studs and nuts. Remove the screen vent first. Then undo all the small nuts. Horrible fiddly back-breaking job this. Use a long extension with a screwdriver spanner if you can.

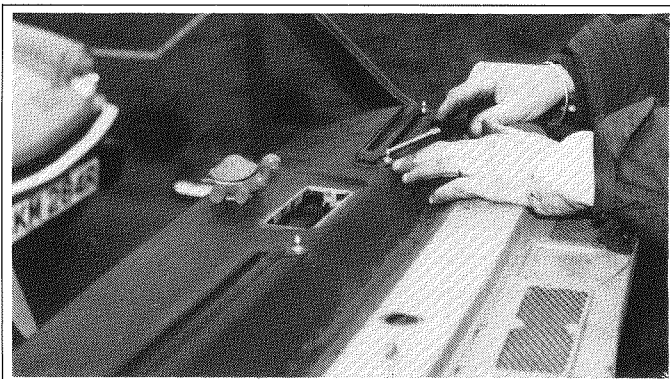


Fig. 14.
Once the nuts and washers are undone, prise up the vent covers complete with tonneau clips if included. Remove the ash tray, under this is an alloy retainer. Bend back the tabs securing it to the dash frame panel.

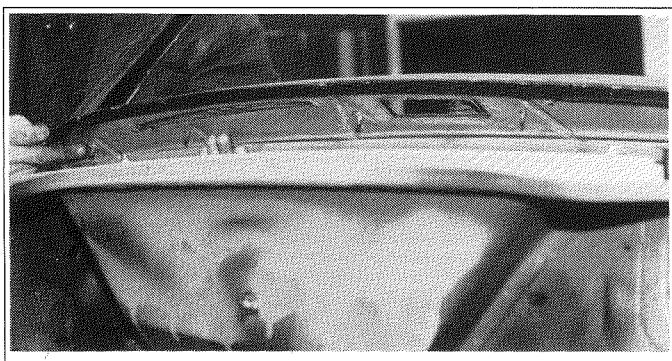
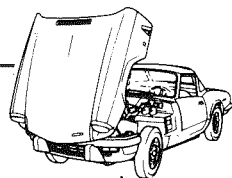


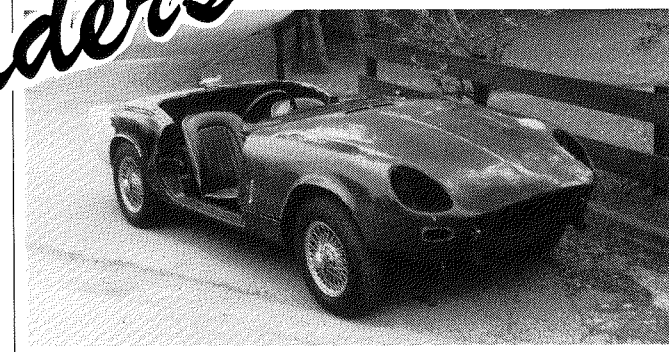
Fig. 15.
The dash top will now prise up off the panel, put all the nuts and washers back on to the dash top panel for safe keeping. The vinyl on the dash front, ie under the wooden dash sections may be glued so be careful to prise this away first to avoid damage to the vinyl.

**NEXT MONTH
MORE OF THE SAME!**



Readers

RESTORATIONS



A TALE OF TWO SPITTIES - PART IV

FACTS AND FIGURES Paul Fraser

In this final part I will outline the major cost factors in the rebuild, discuss tools and list those scrap yards that have been particularly useful.

From the outset, this rebuild had, financially, to be modest, the family had to remain 'on side', 4 years is a long time to commit a steady flow of funds, let alone all those evenings and weekends in the garage and then there were the oily hands around the Fairy Liquid bottle and parts drying on the central heating boiler. Please note also that the cost does not include the original purchase of ABT 857B and she is still in an original and unrestored state. No parts were pinched for JKE 591K except the set of wire wheels.

COST OF REBUILD

The costs, including purchase and restoration, such as £2 scrap yard purchase and a £125 engine rebore, were as follows:-
Engine and ancillaries £275
Gearbox/o-drive/clutch ... £180
Chassis and suspension ... £200
Body £150

Lights, instruments etc £145
Trim and carpets £80
Chrome £40
Exhaust £55
Consumables £220
Paint £145

Sub total 1490

MIG welder £170
Trolley Jack £20
Miscellaneous tools £90

Grand Total 1770

TOOLS

You do not need a mountain of tools and the best advice I was given by a professional engineer was that, as I was not using them daily to earn my living, it was best to buy as cheaply as possible.

The ones in regular use would wear out quickly and you then replace them with the best available. It is a policy I recommend. I shall assume that the basic screwdrivers, pliers and hammers already exist around the house, and that your scrap box is overflowing with odds and ends, so here is my list for a Spitfire rebuild.

BODY

You will require a minimum of tin snips and a Monodex sheet metal tool plus panel beating hammer,

use the scrap box for dollies. A pop rivet gun and a small assortment of rivets are ideal for holding everything in position before welding. Mole grips (vice grips) are a must but I made do with 2, and I borrowed a joggler.

ENGINE

There are really no special tools for this beyond some decent feeler gauges, a valve lapping tool (rubber suction type) and a piston ring compressor, my home made version from a tin can with a pair of vice grips, worked perfectly.

Plus a torque wrench of course and it's best to buy your own.

CLUTCH

You will need an old input shaft to align clutch plate with flywheel constant pinion bush and gearbox. An essential item as far as I was concerned.

WELDING AND SPRAYING

Welding equipment is a must, buy or beg, but not cost effective to hire. Similarly with a spray outfit, do not make do with an inadequate sized tank.

JACKS

A trolley jack is another pair of hands, is always available and doesn't mind you swearing at it.

Some SAFE system of raising the chassis about 2 feet off the ground is ESSENTIAL. (I used 4 equal sized tree trunk sections).

DRILLS/GRINDERS

An electric drill and conversion stand to make a bench top brush/grinder are a must. I would have liked an angle grinder but made do with my trusty Black & Decker plus grinding discs, **but do be careful, no scarves, ties and of course, the usual goggles, gloves, ear defenders and mask.** (If in doubt about the goggles, make a visit to your local eye hospital).

HAND TOOLS

Voted the 'most valuable player' in the specialist tool range is the inexpensive 'Thread Restorer'. A square file with 8 different thread sizes, there are files for Metric, AF, etc. You need AF. It will recover nearly all your old, rusty and damaged bolts. I used Sykes Pickavant tool no. 015601. Draper's micrometer caliper gauge for accurate internal and external measurement was also useful, part no. 4817.



I suggest sets of open ended and ring spanners covering AF/UNF sizes. You will need the odd Whitworth spanner as well. I also invested in Drapers 10 piece UNF tap set no. 4522. Sockets are another must of course, but the ½ and 9/16 sizes do 90% of the work, do buy the best and get both 6 sided hexagon versions as well as the standard bi-hexagon type. Every nut has its price and will give, eventually. Beg or hire your spring compressors.

CONSUMABLES

Your consumables will include around 20 rotary wire brush attachments, a steady supply of sanding and angle grinder discs, gloves (they don't last long when cleaning bolts, and mechanical parts on the rotary wire brush) and lots of Swarfega. White Spirit is another must, as are rags. I was careful though to use Kitchen Towelling for the final clean on engine parts as I have heard horrible stories about cotton threads winding themselves around this and that. A decent pair of scissors and a straight edge always come in

handy and a wide range of drills, particularly those sized 1/8 and 3/16 to provide the pilot holes when drilling out spot welds. Does that commercial spot weld tool really work or does it blunt quickly?

ADVICE AND HELP

Virtually everybody I have come in contact with has been very helpful and friendly, the list of the traders, local garages and individuals that have helped me out is enormous but as I know that there are others providing

... Do try and use the TSSC, back numbers of the Courier, workshop manuals, etc. preferably before you start the rebuild...

the same service to fellow enthusiasts, I think it would be best that I offered a general thank you to all concerned.

SCRAP YARDS

I have visited many scrap yards and nearly all produced something but key yards for me, when I needed parts, were Chobham Car Spares, Clark's of Grantham and J Campbell of Birkenhead, but Triumphs are getting thinner on the ground. Do develop an easy going way to handle that 'friendly' alsatian and don't necessarily quibble over the price during the first couple of visits. I enjoy hunting down bits and pieces but you often pay twice by having to get new anyway, water pumps are a good example. I intend to follow a change of tack for the Mk1 rebuild and adopt a 'save and buy new'

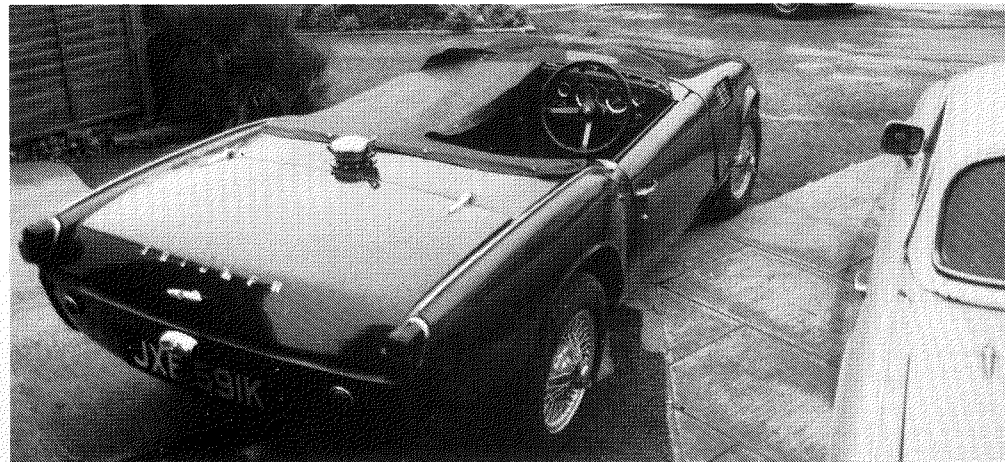
policy, using our extensive Trader back-up. Do try and use the TSSC, back numbers of the Courier, workshop manuals etc., preferably before you start the rebuild.

LAST WORD (FOR NOW)

My advice for anyone pondering a rebuild is 'go for it', there is plenty of help out there, things will be hard, you must count the cost in

time and money and do get those around you on-side.

But, forget the mistakes, I am driving the car I had always wanted to build, and if nothing else, there is one more Triumph on the road. ○



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Tommy!

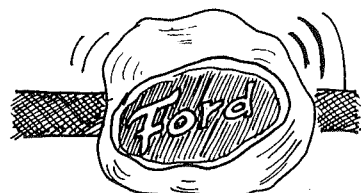
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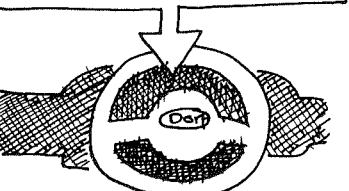


(AND WONDERFUL
BRIAN MAY MUSIC!)



BUT IS AIRBAG
REALLY SAFE??

AFTER ALL, THE
BAG IS LOCATED
IN THE CENTRE OF
THE STEERING
WHEEL...



... AND IT ONLY
TAKES ON
AVERAGE
0.13 SECONDS...



oops
BUMP...

BUT - YOU KNOW -
WHAT PUZZLES
ME IS...



... TO INFLATE
SPLAT!



WHOMP!

... WHAT HAPPENS
TO THE LITTLE PLASTIC
COVER FROM THE MIDDLE
OF THE STEERING WHEEL?



IT STRIKES ME (UN!) THAT OUR
CLUB CARS ARE SAFER !!.....

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HOW TO FIND US

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.

Telephone
(0858) 434424