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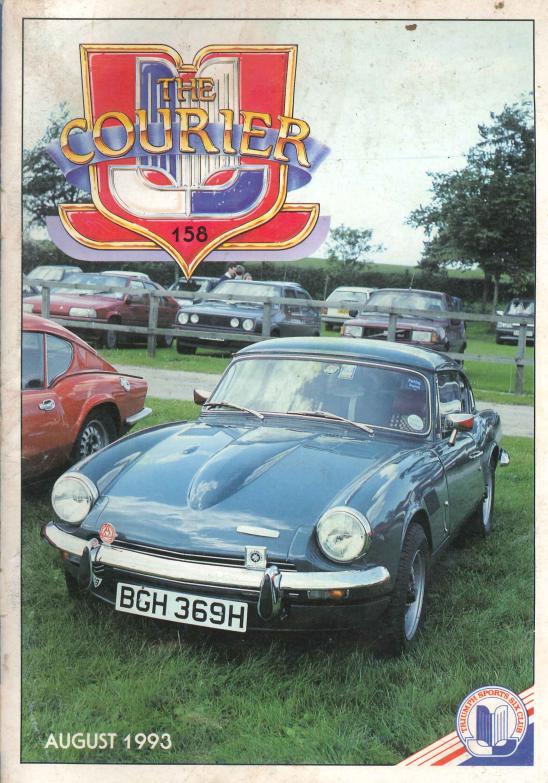
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#### THE C O U R I

The Official Monthly Magazine of The Triumph Sports Six Club No. 158 AUGUST 1993 VOL14 Free to Club Members Price £1.50

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For a full list of TSSC Officials see page 82

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Cover shot GT6 II Stofford International. Photo, Pete Williams.

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Plus Area News Review/Classified Newspaper

Whereas every care is taken to publish accurate information, the Editor and the Council 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.

HIS is the official TSSC Events Calendar for 1993 containing details of all TSSC organised events and National and Local events

to which the Club has been invited. Whilst every effort is made to ensure that the details contained in this calendar are correct, no responsibility is accepted for errors or changes due to unforseen 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

#### **AUGUST**

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

13/15 FRI/SUN — NORTH EAST AREA WITTON CASTLE CAMPING WEEK-END/BBQ/CONCOURS, contact Graham Holt (091) 371 1577.

15 SUNDAY — TSSC IT'S A KNOCKOUT Rushmoor Arene, Aldershot, Hants, Contact Mark Bland (0252) 316207.

15 SUNDAY — WEST MIDLANDS CONCOURS (M.C.C.) SHARDLOW MARINA, CASTLE DONINGTON. Contact Peter Clarke 021 351 4287.

15 SUN — CLASSIC SPORTS CAR SHOW, Whitbread Hop Farm, Paddock Wood, Kent. Club stand by S.E. London Area.

21/22 SAT/SUN — SCOTTISH CLASSIC CAR SHOW, SCOTTISH EXHIBITION CONFERENCE CENTRE. GLASGOW.

22 SUN — ANGLIA TRIUMPH SHOW, Shelford Rugby Club, Cambridge, contact Josie Ratcliffe (0480) 493414 (camping on Saturday).

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.

27/28/29 FRI/SAT/SUN - DOUNE CLASSIC WEEKEND. DOUNE MOTOR MUSEUM, or STIRLING.

29/30 SUN/MON — NORTHERN CLAS-SIC CAR SHOW, G MEX, Manchester,

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 — THE CONVERTIBLE CLUB PRESENTS, SOFT TOP SPECTACULAR 93. Badgers Hill Country Estate, Sherrifs Lench, nr Evesham, Worcs.

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

22 SUNDAY - NEWARK INFORMAL CLASSIC CAR AND BIKE SHOW AND GIANT MIDLANDS AUTOJUMBLE AND AUCTION. Neward & 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 Steeple Aston, Oxon and finish at Autoworld, Patrick Collection, Birmingham. £55 per carn (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

Tilbura, Holland.

CONVOY RUN.

Bromsgrove.

CONVOY RUN.

**AUGUST** 

loswich.

City Centre.

Sandown Park.

Boston, Lincs.

Hall nr Cannock, Staffs

4/5 SAT/SUN — INTERNATIONAL

SPITFIRE WEEKEND. Beekesbergen, nr

5 SUNDAY — 12TH ANNUAL NORTH

YORKS MOOR CONCOURS AND

5 SUN - WORCESTER ARFA

CONCOURS., Avoncraft Museum.

5 SUNDAY — 12TH ANNUAL NORTH

YORKS MOORS CONCOURS AND

26 SUN — KEMPTON PARK SHOW

NATIONAL & LOCAL

**EVENTS** 

TSSC INVITED

1 SUNDAY - STAG OWNERS CLUB

NATIONAL DAY. Suffolk Showground,

1 SUN — COVENTRY ROAD

CAVALCADE. 90 GLORIOUS YEARS.

Standard Motor Club, thru, Coventry

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,

8 SUN — TRIUMPH SPORTING OWNERS

CLUB NATIONAL DAY, Shugborough

15 SUNDAY — BOSTON CLASSIC CAR

CLUB, Classic Car Show and

Autojumble. Wrangle Playing Field,

Club stand by S.E. London Area.

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

5 SUNDAY - MOTORAMA '93. Old Down Estate, Tockington, nr Thornbury,

18/19 - SAT/SUN - OFFLEY PORT CLASSIC FESTIVAL - MOTORING THROUGH THE AGES. Longleat House, Warminster, Wilts.

25-27 SAT-MON — MERLIN CLASSIC TOUR OF WALES, 3 day, 320 miles scenic tour. Cars up to 1973.

#### **OCTOBER**

**SEPTEMBER** 

8/10 SAT/SUN - CIRCUIT OR IRELND 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.

#### BILL SUNDERLAND

## mmen

## YEAR END APPROACHES

RITING this hours before our International Weekend, makes for interesting thoughts. This years preparations for surpass all others. Well, August heralds yet another TSSC year-end in financial terms and by all accounts, our best yet.

Many members will receive renewal cards this month as we still have a large amount of members renewing in September when we only had one renewal date.

Please try and renew early as this helps the office staff considerably and continues a smooth transition into the Autumn.



## INSURANCE EXPLOSION

as 1993 has placed TSSC Agreed Value. Insurance amona leading Classic Car Underwriters.

money that members obtain expansion with more benefits from low premiums but more to Club members —

ALWAYS a high profile topic importantly, the underwriting but I feel updates are essential by the Club with regard to

This crucial factor along with **Insurance** a financially viable scheme have made the Club and Much is due to the value for Footman James plan for future

WATCH THIS SPACE.

## OFFERS/REGALIA **CATALOGUES**

BOTH the above catalogues are being fully updated and although a little late, they will be distributed with your September Couriers.

Both catalogues have many new products, as we continue to expand very popular ranges of goods. TSSC Offers cannot wait to get the new shop and showroom open, hopefully in March/April 1994. This will give better displays and also let you come and see all products on display at the Club's headquarters.

## 'QUASIMODO' **QUALIFIES!**

. . . AND NOW, the good news!

John Thomason, as I understand it, has qualified for the 40th Macao Grand Prix in 'QUASIMODO', albeit after a few teething problems but it sounds like he has now tamed our delightful little Spitfire.



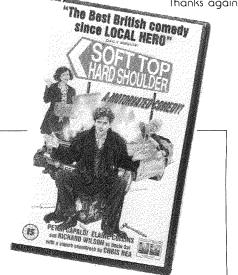
#### **GT6 SECRETARY**

A NEW name appears in the Courier this month as Gordon Hulmes joins the team.

Gordon has taken on the joint GT6 Secretary role previously covered by Jasper Bacon and hence will be keeping the GT6 profile high in the Courier's Register pages as well as helping to answer members' enquiries. Glad to have you on board Gordon and hope you enjoy the job.

Thanks again Jasper and best wishes for the future.

Peter Williams, General Secretary.



### VIDEO OUT SOON MORE DETAILS AND FILM REVIEW NEXT MONTH

#### VIDEO LIBRARY

THE Club's video library which has been ably looked after by Steve Love will soon be moving to the Club HQ. It'll probably take a little while to re-jig the organisation but watch this space.

I'm sure everyone will join with me in thanking Steve for looking after the library.

As always, much appreciated.

Peter Williams. General Secretary

#### FINN EGELAND-JENSEN

Born 19 June 1918 - Died 2 July 1993

ALTHOUGH he only joined the TSSC in 1981, Finn Egeland-Jensen could be considered to be an original member, having solely driven Standard Triumph vehicles since 1954.

His abiding hobbies were to care for the family's Dalmation dogs, helping other people, and looking after his cars.

Born in Trondheim, Norway, he was most often known as Finn from Finland. He first came to the United Kingdon in 1934 to attend a Scouting Jamboree in Cardiff.

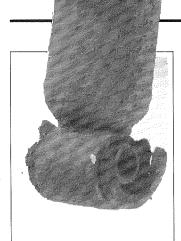
He returned to this country to escape memories of a difficult war in Finland, and to work as an architect in London. It was here that he met his wife to be, Pamela Knight, whilst working for the same firm

They married in 1954, and after a period living in Cardiff, finally settled in Exeter. It was whilst living in Cardiff and driving a Standard 8, that he assisted a local garage with some economy driving testing. The gift that he received for this work was to find his new Standard 10 had been registered with the Cardiganshire plate EJ3. His recent fight against Cancer took a lot out of him. We were able to keep him going by taking the dogs to visit him at the hospital, and I had to give him a daily update on the progress with the rebuild of the Bond.

Those of you that knew him well remember his ribald sense of humour, and may have been greeted on the telephone by a gruff Norwegian voice answering 'Eddystone Lighthouse . . .' Well the lighthouse keeper is taking a well earned rest now, dreaming of an endless garage full of Triumphs and a large garden with 101 Dalmations.

The example that Finn set was to try to live as simply as possible, making things last rather than throwing things away, repairing broken tools and machinery: an example that the present generation could learn from.

Finn Adam Egeland-Jensen



DO your bushes resemble this? I hope not, but as we all know standard rubber bushes do need fairly regular replacement.

To avoid this happening and to maintain their effectiveness, another leap forward in technology has now come to our aid in the form of polyurethane. Urethane Elastomers offer superbhigh performance and long life with unique features, such as their ability to perform in temperatures as low as minus 100°C and are inherently oil resistant which resists deterioration and swelling. A full

range of these bushes from wishbone through to fan mounts are on offer from Chris Witor the Triumph 2000/2.5 specialist.



So confident of their ability to perform, these bushes come with a 2 year warranty. For more details, check out the advert in this magazine or phone (0753) 662905.  $\bigcirc$ 

#### **COURIER PLATES**

A VERY limited number (as with the Courier Van itself) of new commission plates are on offer from Shaun Ogbourne.

Manufactured as original, the price is £4.50 including post and packing. Tel: enquiries to Shaun Ogbourne on 0666510 579 or Bill Davies on 0793 610172.



Orders to Shaun Ogbourne, Caresbrook, York Lane, Brinkworth, Chippenham, Wilts. SN15 5AN.



In and Around the Trade Scene

#### NEW SU CARBURETTOR OIL FROM PENRITE

PENRITE OIL of Birmingham has introduced SU Carburettor Damper Oil, formulated for use in post-war SU carburettors.

The new line joins Penrite's existing SU Dashpot Oil which is blended for use in earlier, non-damped SUs. The new SU Carburettor Damper Oil is blended from a 'Heavy 20' base oil to match SUs original specifications and thus optimise carburettor performance.

Viscosity Improvers are included to maintain the oil's viscosity throughout the temperature range to give consistent carburettor behaviour.

Evan MacKenzie, Penrites Sales & Marketing Director said: 'Many owners tend to use ordinary engine oil in SU dashpots.

Most popular 'high street' oils are too thin for optimum carburettor performance and some contain additives that may not be ideal for carburettor use'.

Penrite SU Dashpot Oil and SU Damper Oil costs £3.60 for a 125ml. bottle. Agreed Value Quality Classic Car Insurance



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  - ★ Full or part resprays including bare metal for GUARANTEED quality
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- \* RESTORATIONS FROM CARRIER BAGS A SPECIALITY!
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Newington Enterprise Center
Sittingbourne, Kent

TEL: 0795 844646 FAX: 0634 379081 Andrew and Mary Stone E have two thirds of our team — my own 1959 coupé has been joined by Paul John's 1960 coupé. Is there a third member out there with a suitable car and a sense of Adventure (or should that be no sense . . .?)

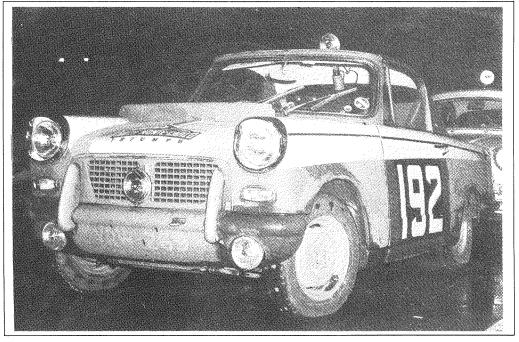
My car is on the road, and hopefully will only need minor attentions to prepare it for the event. There is slight play in the nearside from wishbone bushes, but replacements are proving difficult to find - these are the early type consisting of 'top hat' nylon bushes and metal sleeves, similar to the trunnion bushes. Has anyone got any (part numbers 122496, 123182 and 122534)? alternatively, I may have to fit a later wishbone with rubber bushes.

A collection of period Lucas lamps have been acquired to help illuminate the way (battery willing!), and Halda Speedpilot has been dug out of the stores and fitted below the dashboard, although the drive assembly seems to be incomplete, and will need sorting out.

LE JOG

Part 2

Mike Costigan



Meanwhile, Paul has rather more on his plate - his car is part way through a major rebuild, and I think he is using the event as a target to complete the car. At the moment the car is little more than a rolling chassis, although the bodywork is almost complete now, and has been painted, ready for assembly onto the chassis. There is still a long way to go, but I think the MoT test is targetted for September.

Meanwhile, we both hope to hear from someone to complete the team.

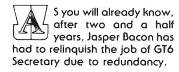
STOP PRESS — I have just heard from the organisers that the event is to be opened to cars built before the end of 1967, which now opens the entry to Herald 1200s and 13/60s, Spitfire 4, MkII and early IIIs, Vitesse 1600 and 2 Litre and Bonds, come on give me a ring on 0636 814050!

# TRIUMPH TRIUMPH



## REGISTER

#### **Gordon Hulmes**



I too have past experience of this and I'm sure we would all like to wish him luck in finding employment quickly and to thank him for his efforts. I hope I can continue to inform and



Following continued references, by Jasper, to his sheep, I must confess my own preference for RAMs — the multi-legaed silicon variety you'll be pleased to hear.

I'm a computer programmer by trade, working for a DIY chain based in Crewe and I hope to put my skills to use to the benefit of GT6 owning members in the near future — more of this in a future issue. . . . . My interest in Triumphs and, in particular, GT6s, began in 1985 at the age of 17. I had been admiring a number of raceprepared Datsun 260Zs owned by a mechanic whose garage backed onto my parent's house.

On enquiring as to the cost of purchase and insurance, the owner laughed, suggesting a more viable proposition for a learner to be entertain to the same standard, a Spitfire. I had heard of them but couldn't picture them until a

> couple of weeks later, on a family holiday to Porthmadog, I spotted a four year old Mimosa Yellow example complete with boot rack, I was hooked. I headed straight for the nearest newsagent and searched for a classic car magazine, the one I bought was the July edition of 'Sporting Cars' and it featured a car I had not heard of — The GT6 — the article was worn out by the end of that holiday.

> When I passed the driving test, however. I had to rule out a GT6 since it was not even listed in a table of insurance . . . . .

Before I introduce myself and my GT6 I must apologise for the appalling photograph (the one without the wheels), I was told it would be a good idea to show what I look like — I'll make sure it doesn't appear again.

premiums in a TSSC advertisement in the same magazine. I found couldn't even afford a Spitfire on the £25 a week that my YTS course paid.

I bought my dad's Allegro from him for £300 instead, followed (rapidly) by two Capris, a Renault Fuego and finally a Maxda RX7 (which I still regret selling). Following the demise of the latter's engine in August 1989 and the consequent loss of £800 which I did not have, it had to go. Looking down the classified ads in the local newspaper for a replacement, I spotted a GT6 MkIII for sale at £1000 complete with load of spares. I borrowed £100 to use as a deposit and raced off to see it in a friend's car. After a cursory inspection and no attempt to barter, I handed over the deposit. The owner seemed surprised at the ease with which he had sold it, in fact I had already sold it to myself on the way, it would have to had been little more than a chassis before I would have declined to purchase.

Next day I paid the balance and drove it the six miles home. Even with a second gearbox and set of carbs on the passenger seat and countless other spares crammed into every imaginable corner, it was still one of my most memorable journeys in a car, after the precision and remoteness of the Mazda, this car made me feel as though I was actually driving it instead of just steering it and the smell of warm gearbox oil is far nicer than Japanese PVC.

I used the Pimento red car. LTN 306L. for 8 months until I touched a sill and it swallowed my finger.

I replaced both sills and the roof front edge before deciding to garage it and collect the parts needed for a full rebuild. The replacement for the GT6 was a 1981 TR7 convertible and, more recently, a 1976 Saab 99, both fine machines in their own ways but not a patch on LTN in terms of character and driveability.

At present, most of the major welding work has been completed on the GT6 to I hope to get it MoT'd soon — just as well since the TR7 has just failed its MoT due to its under-carpet ventilation system (standard on TR7s).

The Swedish tank will continue to be my faithful load-carrier and back-up vehicle, having cost just £300 to buy and needing just a new clutch in the last 12 months.

It's been a long four years since I last drove LTN (due to having no land of my own and my lock up being five miles away with no power supply), but when it's back on the road soon. I'll be able to report first hand on the joys of owning and driving my favourite of TSSC cars.

Enough of me and mine for now, I'll do my best to bring you an article each month but there is only so much I can do on my own so please send me anythina remotely GT6-is: photos, stories, tips, magazine articles anything, remember it's your register. One particular area that I would like help in is to compile a register of period after-market accessories relevant to the years of GT6 production to possibly form the basis of a future article and to be available as a source of reference: magazines, copies of advertisements or just details on a scrap of paper of anything from wheels and radios to furry dice and nodding dogs would be gratefully received.

Please note that Paul Hemming will continue to operate the hotline although you can also call me or write (details inside the back cover) but please bear with me while I settle into the job and please include a stamp with any postal queries. That's all for this month.



## Wins & Co VITESSE

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#### THE SUPPLIER IN THE SOUTH

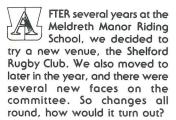
HUGE STOCKS OF SECONDHAND PARTS OFF THE SHELF. ALL COME WITH ONE MONTHS 'MONEY BACK GUARANTEE'. WITH OVER 300 CARS BROKEN OVER THE YEARS WE PROBABLY WILL HAVE IT. OUR USUAL LARGE NEW SPARES STOCK IS EVER INCREASING.

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### **ANGLIA** TRIUMPH



#### Josie Ratcliffe



Evening saw the campers barbecued dinner we retired to the bar for a few drinks and Neil Oakham's challenging quiz.

However, breakfast from the hot food van was soon put away. and the last minute items were seen to. Traders and autojumblers set up shop, and the various competitions were set out. Then the first cars rolled up the drive. and we were off!

We had an excellent turnout of Triumphs, including many non-Club models, and welcomed a lot of local Area members who support us at the Show every year, although we don't see you otherwise. The Concours was



Brian Lee's GT6 MkII, KJW 333K at Anglia Triumph Show, August, 1992. Winner, 'Best TSSC Car' Class.

difficult to judge, with different models competing against each other in each class. The Alternative Concours (or 'DOG OF THE SHOW') was won by a local Area Organisers truly awful Triumph 2000 shame on you Mike! . . . . The Autogymkhana was contested all Rugby Club. We also moved to day, and the Tyre-Throwing, Radio controlled Car and Treasure Hunt kept visitors busy. The Club's Herald 948 JDX, suffered the indignity several new faces on the of being filled with balloons for another competition, our two committee. So changes all (Nottingham Area!) raffle ticket sellers made sure no-one missed out, and the traders and autojumblers did their bit to relieve people Setting up on Saturday was of their cash! At the end of the day the Concours winners were done in glorious sunshine, with announced, trophies and competition prizes awarded, and the raffle fingers crossed for it lasting prizes drawn. Then we were on to the clearing up, packing away (slowed us down a bit . . ). the tents and retiring to the pub for a well earned rest.

We owe thanks to Suffolk and Essex Areas for running their arriving, to join the Suffolk, Essex competition and to Bob Rowland of West Middlesex Area for judging and Anglia Area teams. After the Concours, Also to the traders and autojumblers who provided those needed parts, and of course to all of you who attended. We look forward to seeing you all this year too. . . . OK, it's taken me eleven months to write this report! I hope this year's Anglia Sunday dawned grey and Triumph Show on 22nd August will be just as enjoyable — see our windy, not a promising start. ad in the Area News for details of this unmissable event!

	CONCOURS	RESULTS	
BEST IN SHOW	Spitfire 1300	YJH 312K	J. W. Bloom
BEST TSSC CAR	GT6 MkIII	KJW 333K	Brian Lees
RUNNER UP	Herald 12/50	125 VUR	
BEST VISITING TRIUMPH	Dolomite Sprint	OWC 7M	Mick Judd
RUNNER UP	TR5 PI	KDC 717G	
BEST MODIFIED TRIUMPH	GT6 MkIII	NBH 764M	Colin Geer
RUNNER UP	Herald 1200	RGJ 370G	

## CAMBRIDGE TRIUMPH SPARES

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

PRICES DOWN AĞAIN. DUE TO SPECIAL PURCHASES THE FOLLOWING PRICES WILL ALL CLUB MEMBERS UNTIL FURTHER NOTICE. SO ITS NOT JUST FOR THIS MONTH BUT AS LONG AS WE CAN MAINTAIN THEM. PLEASE KEEP THIS AD HANDY FOR FUTURE REFERENCE

ENGINE AN	
	ID ENGINE PARTS
104892	Rocker shaft Herald 948/1200/Spit MkI, II £17.1
105131	Timing chain, all models £4.5 Crankshaft spigot bush, all models £2.0
105143	Crankshaft spigot bush, all models £2.0
109023	Rocker number 2 £8.0  Rocker number 1 £8.0
109024	Bocker number 1 £8.0
114774	Sump drain plug (square end)
143456	Bear crankshaft oil seal all models £4.0
143552	Cam follower all models except 948 Herald
140002	and 1800 Viteage
144195	and 1600 Vitesse Scept see retail and 1600 Vitesse Scept see (PAIR) state size Sc. Sc. Splittire crankshaft pulley nut IV/1500, large crank \$210.0 Sump gasket GT6/Vitesse \$25.0
155357	California contrabet culler put IV/1500 lesse contrabet C10.0
	Spitille Crankshalt pulley nut 17/1500, large Crank £10.0
211126	Sump gasket G16/Vitesse
211126	Timing cover gasket, all models
42425	Timing chain tensioner, all models £2.2
A0010	Full engine re-built, bench tested, 1147cc (EXCHANGE) £395.0
A0015	Full engine re-built, bench tested, 1296cc (EXCHANGE) £395.0
A0020	Full engine re-built, bench tested, 1500cc (EXCHANGE) £395.0
ALL ENG	SINES CARRY FULL 12 MONTH/12,000 MILE WARRANTY
	Sump gasket G16/Vitesse
BODYSHEL	L HERALD / VITESSE
705883/4	Rear quarter valance. Herald (not 948) \$16.5
803070/1	Outer sill all Herald / Vitense
805937	Rear centre valance Herald (NOT 948) 529 0
902268	Rear centre valence Herald 948 & Vitesse C28 O
902268	Pear lower wing all Herald / Viteage
	Dear over willy all rierald / vitesse
902273/4	Feet quarter valence, Herald (not 948)   \$18.5     Coluer sill, all Herald / Villesee   \$14.0     Rear centre valence, Herald (NOT 948)   \$29.0     Rear centre valence, Herald 948 & Villesee   \$29.0     Rear centre valence, Herald 948 / Villesee   \$29.0     Rear lower wing all Herald / Villesee   \$25.0     Feet   Feet   \$25.0     Feet   \$25.0
703627/8	'D' plate (strengthener) all Herald / Vitesse £9.0 Bonnet 'HOOP' (RUST FREE IMPORT) £15.0
806976	Bonnet 'HOOP' (RUST FREE IMPORT) £15.0
812140	Upper front panel 13/60 £53.0 Wheelarch outer front, all Herald / Vitesse £30.0 Wheelarch inner front all Herald / Vitesse £30.0
901397/8	Wheelarch outer front, all Herald / Vitesse £30.0
903075/6	Wheelarch inner front all Herald / Vitesse £30.0
713267	Wing left hand 13/60 525.0
713268	Wing right hand 13/60 £54.0 Lower front valance 13/60, not yet avail. in steel.
812210	Lower front valance 13/60, not yet avail, in steel.
814113	Lower into Valatice 1999, into yet avail in steel.  \$15.0 FLOORS - BODDY PANELS COMMON TO ALL SPITS / GTG FLOORS - SDODY PANELS COMMON TO ALL SPITS / GTG FRACKET front floor
SILLS AND	ELOOPS - BODY PANELS COMMON TO ALL SPITS / OT
612527/8	Bracket front floor
706288/9	'A' nost to sill filler panel C6.7
706422/3	Cill and
808634/5	Sill reinforcement £5.5
	Sill reinforcement £5.5
808638/9	inner siii£9.0
806707	Inner sill £9.0 Battery box £12.0
903097/8	Outer sill (GENUINE) £28.0
903097/8	Outer sill (GENUINE) £28.0 Outer sill (PATTERN), excellent quality £18.0 Heelboard £18.0
903134	Heelboard £16.0
TS22L/R	Full floor, front to rear, per side £33.5
TS23L/R	Floor footwell
TS25	Floor - X member £13.5
815279	Boot floor \$46.0
BONNET -	Full illoor, IrOn to rear, per side \$23.5 Floor footwell \$15.0 Floor - X member \$213.5 Boot floor \$46.0 SPITFIRE I, III, QT6 I, II
613597/8	Stiffener wheelarch to grille 613.0
708311/2	'DR' plate (below / behind sidelemps) C10.0
71003000	Peer valence
7 19030HP	Front valence
811878	Front valance, pressed from original tools
81/252	Front grille (DIACK PIASTIC)
903088/9	Front wing Spitfire I, II, III and GT6 MkI £53.0
903137/8	Stiffener wheelarch to grille         £13.0           DBF plate (below / behind sidelamps)         £10.0           Rear valance         £46.0           Front valance, pressed from original tools         £70.0           Front grille (black plestic)         £22.0           Front wing Spittire I, II III and GT6 MkI         £25.0           Front wheelarch outer         £20.0           Last Triple I, III, III, GT0.1         £72.0           Last Triple I, III, III, GT0.1         £72.0           Doorskin Spittire III, IIII, GT0.1         £18.0           Doorskin Spittire III, IIII, GT0.1         £18.0           Expression Spittire III, IIII, GT0.1         £18.0
908113/4	Front wing GT6 MkII only (Louvred) £72.0
BODYSHEL	L SPITFIRE I, II, III, GT6 I, II
P7210/5	Rear wheel arch / inner wing repair £30.0
TS11AL/AR	Doorskin Spitfire III. GT6 II (Handle holes cut) £18.0
	Doorskin Spitfire I. II. III. GT6 I. II plain £18.0
TS11L/R	
TS11L/R BONNET S	PITFIRE IV/1500 & GT6 III
TS11L/R BONNET SI	PITFIRE IV/1500 & GT6 III  Front centre valence (not used when spoiler (itted) 534.0
715889	PITFIRE IV/1500 & QT6 III Front centre valance (not used when spoiler fitted) £34.0 Stiffener bonnet front edge
715889 815010	Front centre valance (not used when spoiler fitted) £34.0 Stiffener bonnet front edge
715889 815010 815277/8	Doorskin Splittre III, GT6 II (Handle holes cut)
715889 815010 815277/8 815391/2	Front centre valance (not used when spoiler fitted) £34.0 Stiffener bonnet front edge
715889 815010 815277/8 815391/2 818871/2	Front centre valance (not used when spoiler fitted) £34.0 Stiffener bonnet front edge
715889 815010 815277/8 815391/2 818871/2 818871/2B	Front centre valance (not used when spoiler fitted) £34.0 Stiffener bonnet front edge
715889 815010 815277/8 815391/2 818871/2 818871/2B 909351/2	Front centre valance (not used when spoiler fitted) £34.0 Stiffener bonnet front edge £23.0 Underrider original plastic £37.6 Front quarter valance £44.0 Headlamp support panel assembly (base and ring) £25.0 Headlamp support panel base only £84.0 Stiffener £84.0 Stiffen
715889 815010 815277/8 815391/2 818871/2 818871/2B 909351/2 909863/4	Front centre valance (not used when spoiler fitted) £34.0 Stiffener bonnet front edge £23.0 Underrider original plastic £37.6 Front quarter valance £44.0 Headlamp support panel assembly (base and ring) £25.0 Headlamp support panel base only £84.0 Stiffener £84.0 Stiffen
715889 815010 815277/8 815391/2 818871/2 818871/2B 909351/2 909663/4 909797/8	Front centre valance (not used when spoiler fitted) £34.0 Stiffener bonnet front edge £23.0 Underrider original plastic £37.6 Front quarter valance £44.0 Headlamp support panel assembly (base and ring) £25.0 Headlamp support panel base only £84.0 Stiffener £84.0 Stiffen
715889 815010 815277/8 815391/2 818871/2 818871/2 909351/2 909663/4 909797/8 911101/2	Front centre valance (not used when spoiler fitted) £34.0 Stiffener bonnet front edge £23.0 Underrider original plastic £37.6 Front quarter valance £44.0 Headlamp support panel assembly (base and ring) £25.0 Headlamp support panel base only £84.0 Stiffener £84.0 Stiffen
715889 815010 815277/8 815391/2 818871/2 818871/2 909351/2 909663/4 909797/8 911101/2	Front centre valance (not used when spoiler fitted) £34.0 Stiffener bonnet front edge £23.0 Underrider original plastic £37.6 Front quarter valance £44.0 Headlamp support panel assembly (base and ring) £25.0 Headlamp support panel base only £84.0 Stiffener £84.0 Stiffen
715889 815010 815277/8 815391/2 818871/2 818871/2 909351/2 909663/4 909797/8 911101/2	Front centre valance (not used when spoiler fitted) £34.0 Stiffener bonnet front edge £23.0 Underrider original plastic £37.6 Front quarter valance £44.0 Headlamp support panel assembly (base and ring) £25.0 Headlamp support panel base only £84.0 Stiffener £84.0 Stiffen
715889 815010 815277/8 815391/2 818871/2 818871/2B 909351/2 909663/4 909797/8	Front centre valance (not used when spoiler fitted) £34.0 Stiffener bonnet front edge

_		
	BODYSHEL	L SPITFIRE IV/1500 & GT6 III
	612965	Bonnet stop cone all models £1.50
	623796	Bracket heelboard to radius arm Spitfire/GT6 £15.60
	716182	Rear light panel Spitfire IV/1500 £65.00
	725525	Side badge 'LEYLAND' front wing Spitfire 1500 £5.00
	813365/6	Bonnet stop cone all models
	813893/4	Rain channel Spitfire IV/1500 £15.00 Rear lower valance Spitfire IV/1500, GT6 III £36.00
	908970	Rear lower valance Spitfire IV/1500, GT6 III £36.00
	911327	Bootlid Spitfire 1500
	WKC2466/7	Rear wing Spitfire 1500 / GT6 III (RH)
	Doorshell (le	ess fittings) U.S.A. rust free import Spit. IV/1500, GT6III £65.00
	BRAKES	
	Set 4 brake	pads Spitfire/Herald early (type 12 calipers) £6.00
	Set 4 brake	pads Spitfire/Herald late (type 14 calipers) £7.00
	Set 4 brake	pads (GIRLING) Vitesse/GT6 large pin calipers £8.00 R shoes Armstrong or GKN Vitesse/GT6 rotoflex £10.00
	Set 4 REAF	R shoes Armstrong or GKN Vitesse/GT6 rotoflex £10.00
	Set 4 REAF	brake shoes late GT6 non rotoflex (self adjust.) £8.00
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	208715	Brake disc front all Spitfire/Herald £12.75
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	816999	Spittire MkIII right hand drive WHITE£20.00
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	816991	Spitfire MkIII right hand drive BLACK£29.00
	THE CO	VERS ARE GENUINE FACTORY ITEMS, MOSTLY IN THE
	FRONT SU	
	102689	
	102689	Grease cap front hub, Herald/Spitfire
	119451	Inner wishbone bush (8 per car)
	122022	Shim front wishbone to chassis
	122126	Oil seal top of trunnion to vertical link
	122324	Bush top of front shock absorber £1.76
	140919	Brass trunnion block right hand all models £13.00
	140920	Brass trunnion block left hand all models £13.00
	158729	Wheel stud all models front or rear £1.80
	208685	Lower wishbone assembly right hand new with bushes £28.50
	206686	Steering arm Herald disc brake models/Spitfire r/h £5.00
	211049	Steering arm Herald disc brake models/Spitfire I/h £5.00
	306603	Vertical link Herald disc/Spitfire right hand £42.00
	306604	Vertical link Hereld disc/Splitfire left hand 642.00
	514191	Front trunnion bush kit all models
	GHS146	Felt oil seal and retainer on stub axles, 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 SUSE	
	151966	Bracket rear radius arm Spitfire III/IV right hand £5.00
	151967	Bracket rear radius arm Spitfire III/IV left hand £5.00
	132764	Vertical link rear left hand Herald/Spitfire £15.00
	128135	Driveshaft & yoke ass. (short shaft) Herald/SPit III, IV £55.00
	C8939A	Bush rear spring eye all models (117575) £4.00
	155928	Driveshaft & yoke ass. (long shaft) Spit IV/1500, GT6 III £55.00
	514370	Trunnion bush kit standard suspension £3.00
	GSA385	Rear shock absorber Girling, gas £16.00 Rear spring Spittire I, II, III NEW, not reset £55.00 SPECIAL OFFERS
	305894	Hear spring Spittire I, II, III NEW, not reset £55.00
	Coitfire stell	DISCO STORE SYNTHEST PROPERTY AND THE COSE OF
	Spittire stall	nless steel exhaust, extract. manifold, twin rear box £235.00 over bar, untrimmed, including fitting kit
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## Herald



13/60 Register

#### Phil Willson

UESTION: Who is this poor girl leaning on her Herald! Clue: She needs all the sympathy you can give her. Answer: Her name is Angie and she is the ladyfriend of Mac . . . Reynolds, Now, I would ask you not to stare at the that she definitely does not want her image to appear in the Courier for all the world to see.

As you read this poor old Mac is it be choked?). What is it they say about the wrath of a woman for a new Vitesse secretary?

Mac wrote to me on his prehistoric typewriter and, in amongst the usual lorry load of full stops, was some information about Angie's car. She is called Hattie and was first registered on 10th February 1971. She had a body-off rebuild back in 1989/90. Most of the body was in excellent condition as the car had been Ziebarted when new, but a replacement chassis had to be fitted. The interior is as new with all original carpets etc. but keeping her clean is a continuous strugale for Angie since the roads in Cornwall are covered in mud and cow output (No, not milk, but I won't repeat the word that appeared in the letter).

#### . . . However, knowing the law of Murphy . . .

Now to a letter from Raymond Dunn of Kinloss, Scotland. Raymond was one of the contributors of last month's treatise on water leaks. It was he who had had trouble with the wiper mechanism and the accelerator cable where they passed through grommets in the bulkhead. I must at this point confess that I did not altogether believe that water could get in by this route since I have never noticed the bulkhead getting sufficiently wet.

However, knowing the law of Murphy, I am more than happy to conjecture that if there is even the slightest possibility of such a problem occuring then it most definitely will, especially on a Triumph Herald. And having experienced genuine Scottish weather, it is more likely to happen there than anywhere else — except, possibly, Manchester. (That should generate some feedback — but remember it's only a joke, honest!)

Raymond went on to tell me about the 13/60 estate that he picture because I understand used to own which became a 20/100 following the fitment of a Vitesse engine and gearbox. The car was sold in 1988 to an enthusiastic dentist. Is this car still around? Does it ring any bells with anvone out there?

The other point Raymond raised concerned a Herald pickup probably being throttled (or should conversion which was carried out by a certain Tommy Davidson of Bawdeswell, Norfolk. I understand that the surgery was performed on estate cars and that several were produced. I remain convinced scorned? Are there any volunteers that I once spotted such a beast in the distance in the Eltham area

> of S.E. London, but I was unable to catch it up without passing some bright red things on sticks. Can anyone in the Norfolk area supply me with any further information?

#### Job of the month:

Part of the floor pan under the rear seat of my 12/50 was in need of some new metal and I decided to try one of Stan Walter's (SW Classics, Totnes) repair panels at a cost of £26. No fitting instructions were supplied so I offer my own: Scribe around the panel on the underside of the floor pan, then mark out another line about 10 to 12mm inside

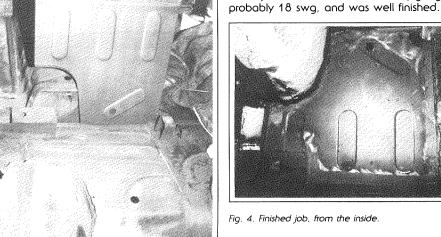
the first. Cut out the smaller area. The flanges around the edge of the inner wheel arch and along the bottom of the B-post should be ground back completely since new flanges are provided on the replacement panel. If you are not going to replace the body mount in this area then a further cut-out on the new panel will have to be made and the edge joddled. Before you start any welding, it is very important to remove all traces of sound deadening material and joint sealant from the area.

The flanges should then be spot or plug welded and the remainder tack welded first followed by a continous weld.

CONCLUSIONS: On the plus side the overall panel fit was good, the only problem I found was that being a flat panel it did not easily line up with the curved edge of the rear axle tunnel.

I solved this by forcing the panel closed with a trolley jack inside the car (the body was upside down) and a little hammering on the curved edge.

The panel was made out of heavy gauge steel.



MINUS POINTS: Presumably due to the lack of very high power press tools, the stiffening corrugations are very shallow and virtually ineffective since the fitted panel flexes much more than the original.

Fitting of sound deadening panels should prevent undue drumming, however. Rather strangely, the corrugations run at right angles to the originals and the 'dog leg' around the drain hole has become straight.

S W Classics offer a wide range of repair panels made in their own workshop all developed through their long experience in restoring Club cars. Many of the panels are not available elsewhere and many are made in heavier gauge steel than normal - up to 16 swa. A full list is available on request (0803 865842).

That Heralds the end of another long epistle from your scribe. Please keep the photo's and stories coming in — the more pictures I get, the less I have to write and the less you have to read — We can all benefit!

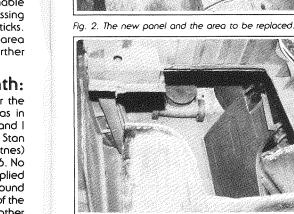


Fig. 3. Floor prepared for new panel.





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Fact sheet available on request, please send S.A.E.

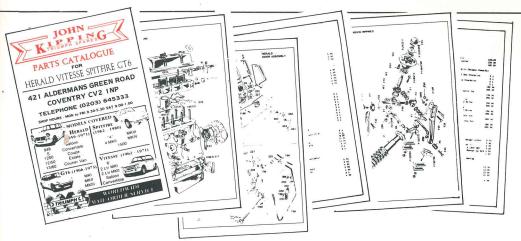


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# THE TRIUMPH VITESSE MAC REYNOLDS



1963 'Sports Six' 43,000 miles. HB 3794. LCV.

i. This month I'll start by returning to the April Courier . . . where I mentioned that Richard Hand from Skippack (in the U.S.A.) had some time previously sent on some photos . . . (I commented on the completely red rear lenses) . . .

I think that for an original 1963 'Sports Six' with only 43,000 miles on the clock . . . it looks so good . . . it was about time that you all saw it . . . it is totally original, being finished in black (available until October 1965) with a Matador Red interior . . . chassis no. HB 3794LCY . . . we won't mention the registration number (nice one though) . . . been former owners of TRs and Spitfires . . . but when in June of 1991 their first child arrived (a daughter), the search went out for a 'suitable' four seater sports car . . . narrowed down to either a Stag or 'Sports Six' . . . (Richard thought the Stag too modern) . and there being excellent find.

Since finding her in September may wish to do the same.

1992, Richard has treated her to a new set of wheels (I like those)... new carpets, copper brake pipes and a Club Bells Stainless Steel exhaust . . . a superb car . . keep in touch Rich . . .

The second featured Vitesse this month also belongs to a member whom I mentioned in the April Courier (this time it was re. the chassis numbers . . . welded on to the main rails). David Blackburn (Northampton) has restored / rebuilt this Mkll convertible out of the remains / parts of several (scrap) Vitesses . . . it carries the registration and details of the main donor, a 1962 Vitesse 6 saloon . . . UCL 558 . . . chassis numcer HB5881DL . . . David says that despite its ancestry . . . or rather the lack of it . . . . it's a delight to drive and quite presentable. David is involved with the Northants area who . . . as like we all, require more members to get out and get involved. Thanks for the vast amount of info sent in David, keep it up . . .

Just recently NCO has been suffering from a few recurring lighting problems . . . so if I can take the opportunity to pass on a tip to your good selves . . . (more long the lines of 'prevention rather than Richard and his good lady have cure' jobs). One of the weaknesses of a Vitesse (Heralds also), is that the main lighting connections are right at the front / top of the bonnet, so rather prone to the dreaded damp ... and the inevitable corrosion that follows . . . my Vitesse fell foul to exactly this . . . so after several combinations of faults — no main beam. no dip, no lights at all, lights on one side only etc etc . . . this all went on during a particularly wet dismal spell . . . when I needed the headlights for even normal daily driving, being without garage at present (well, an empty one) . . it was all rather trying to say the least. So, on the first dry sunny day I set too and spent a couple only 679 'SPORT 6' Vitesses of very interesting hours replacing all the bullet connectors and imported ... the choice was cleaning all the under bonnet connections (the double, 4 way made . . . and the search connectors are approximately 40p), to complete the job | applied commenced, to result in this a coat of waterproof silicone grease, much better than having 'NO LIGHTS' on a dark wet 'summers' evening, so could I suggest, you

Still on problem solving, I also had a dynamo which decided to start 'squeeling', this highlighted the fact that it is handy to have an old second hand unit for exchange, so your Vitesse does not have to be 'off the road' if you use it every day. Build up that stock of (useful) spares.

A question now from Dick Plumsidge (Tadworth), Dick owns a white MkII convertible, YKE 308J. Car of the Show, Stafford 199?) he asks for conformation of what carbs should be fitted on a MkII. He quotes the Haynes Stromberg book as listing the following . .

200 . . . 66/68 . . . . CD150 200 MkIII. 69/70 . . . CD150S

200 MkII emissions . . . 71/72 (?) CD150SE

Mac Reynolds, Vitesse Register Secretary. 'Burrows Mill', Beeny. Boscastle, Cornwall, PL35 OHL

> (see also back of Courier).



David Blackburn's (Northampton) Vitesse convertible.

Any carb boffins out there to point us in the right direction? Drop me a line . . . In his letter Dick also reminded me of an excellent publication (published 1970), the AA Book of the Car, which featured approximately 100 or so shots of a showroom . . . white MkII saloon on page 197, the engine number seems to read HC5346 (something?) where is this car now? She would be a rather special one to own . . . (I managed to get a Bock Dick, local Red Cross shop, only £2, a real bargain).

Report on the visit to 'MECCA' next month with all the Stafford show news. A rather short register this month, by way of explanation, I have moved house (again), but for the last time, wait for it, I have actually bought a bungalow, so the new address for all your queries, problems, notes, ramblings, and photos of your wonderful Vitesses is-

WOW... I've now got a room to call my study, and a large shed to (sometime) start my rebuild on Tessa . . . (but no money, mortgages, council tax, insurance, decorating . . .).

If any of you are passing in this neck of the woods, please do look me up and pop in for a chat and refreshments . . . look forward to seeing you.

Thanks, take care, cheers O

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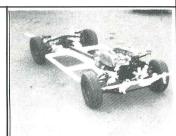
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GB2O5	HERALD 1200 ESTATE	£26.00
GB216	HERALD 13/60	£26.00
GB2O8	VITESSE 6	£31.5O
GB2O7	VITESSE MKI	£31.5O
GB210	VITESSE MKII	£34.00
GB221	SPITFIRE I/II/III	£26.00
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GFO13	SPITFIRE 1500	£38.5O
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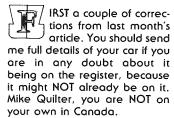
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Bruce Pilbrough



returning to my house now that the BOND EQUIPE WEEKEND (BEW) is over, and it will not be long before I can see the top of my desk again.

is always a risk, moving it 200 + miles presents something of a on holiday in the UK. challenge. This was to be the first event that I had organised, and sometimes I wondered would it be a success, would anyone turn up, would it be a financial disaster?

#### THE EVENT

The weather over the last few days before the event was terrible, rain, rain and more rain. The severe flooding which followed in some parts of the country made me think that the numbers of cars which made the trek to Preston might be low.

Friday afternoon the weather



Patrick Rinderknecht's prize winning car.

article. You should send brightened, things were looking up. Saturday morning brought bright skies with light cloud, things were looking better. By the time I arrived are in any doubt about it at The Saddle Inn, the venue for our weekend 'DO' there was already one Equipe there complete with caravan. Before long, there were Equipes parked up on the field. More cars arrived throughout the day, and the chances of the event being a success were increasing all the time. By Saturday tea time 16 Equipes had arrived. Well, sanity and order are Patrick Rinderknecht, whose silver 2 Litre GT some of you might have seen at last year's event, once again made the trip from Switzerland. You wouldn't have recognised the car though, as it had changed colour. Although the car was now a non standard colour, it looked great in two tone white over blue. Since non-standard colours were a factory option it seems acceptable, and it turned a good car into Moving the venue of an event a real eye catcher. Patrick and his girl friend used the event as a meeting point to rendezvous with Patrick's parents who were also

> . . . We had some visitors who used to work on the cars when they were being made, and seeing so many cars together after all this time (22 years since the factory closed) was quite an emotional experience for them. . .

Janet Wotherspoon's multicoloured Equipe 2+2, which regularly attends local club meetings (I bet most of you thought it was Nick's car) and has been seen at previous BOND EQUIPE WEEKENDS, was present. It must be said, however, that this car is in regular use and does attend events. It is also a rather special car, being one of only three 2 + 2s which were fitted with MkII Spitfire engines from new. Thanks for parking it next to my car, it nearly made mine look good. Shaun McCree arrived on Saturday having struggled to the event with the roof of his GT4S trying to do an impression of an air brake. Shaun then entertained the children of not only Equipe enthusiasts.

but any children who were accompanying their parents to the pub with balloon sculptures. Overnight, emergency repairs were carried out on the flapping GT4S roof by Shaun and his brother Jeremy.

Sunday morning brought glorious sunshine, and our TSSC local area organiser came along in his Spitfire. At about 11 o'clock a convoy of 16 or so Bond Equipes took to the road following Nick and Janet attend BEW '93. That's an (who had devised an 'interesting route') in their 2+2. They wound their way through the countryside to Longridge, and past the workshop premises where Lawrie Bond made his first car. Through Longridge, then along some of the roads Mr Bond used to test his early racing cars, and up to the top of Longridge Fell, a local viewpoint, for a photo stop. Whilst there, assistance was given to a mountain biker who was experiencing some mechanical difficulties with his machine. Countryside views appreciated, photographs taken and bike repairs completed, the cars set of for the return lea of their scenic run.



Bond Equipes taking a rest at the top of Longridge Fell.

The route through Preston took the cars past the Bond factory site, and then back to The Saddle Inn for lunch. Shaun and Jeremy in the GT4S did sterling work as the 'sweep car' and made sure that we lost no one on route.

Guy Singleton's dog had a whale of a time rolling about in various deposits left behind by the sheep which had been grazing on the field until Friday afternoon. A local TSSC member who arrived in a rather tidy Vitesse 2L MkII convertible, appreciated the humour in my suggestion that he had come to the right place to sell his car for spares. He is a good sport really, he even bought some raffle tickets, then he ate some of my sandwiches.

Keith Dungworth was unable to carry out his usual vehicle inspections for the AUTOSCULPT TROPHY due to a slipped disc, so he awarded the trophy to the owner who needed the most encouragement to finish their restoration.

Later, Shaun McCree was again kept busy keeping the children occupied and entertained.

#### NUMBERS

How many cars actually turned up? 25 cars in total, travelled an incredible total of 4,834 miles to average of 193 miles. Sadly one car which made it on Saturday did not return on Sunday due to technical problems, but its owner did. So Sunday saw two dozen Equipes assembled together basking in the sunshine and on the outskirts of the town of their birth. There were made up as follows:-

TYPE	No
2+2	2
GT4S	10
2 LITRE	8
2 LITRE Convertible	4

Cars attending BEW '93 by type.

Three of these cars were not previously on the register, so I would like full details of the following cars from their owners please:-

FRS 844 G — GT4S GWK 789D — GT4S SHW 444G - 2L Mk II GT

#### **NORTHERN CARS** Where are they?

Having moved this event so far North, I expected that some of the cars from the South of the country might not make the trip, but I thought that cars from further north of Preston might put in a showing. There is a saying You know what thought did . . . . . . Whilst one Equipe travelled from the east coast, none arrived from more than 20 miles north of Preston.

I know that there are some interesting cars north of Preston, including some very late 2 Litre cars, perhaps next year the northern contingent will be larger.

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## RESULTS who won what

The results this year were as follows:-

	Choice Equipe 6 Cyl. winner Choice Equipe 6 Cyl. runner up		Patrick Rinderknecht Keith Dungworth
	Choice Equipe 4 Cyl. winner Choice Equipe 4 Cyl. runner up		Andy Simmonds Dennis Watson
	Choice Equipe overall winner	BS 41430	Patrick Rinderknecht
	Autosculpt Trophy	CJX 856C	Janet Wotherspoon
	UK Distance Award (260 miles)	APB 813H	John Miller
	Special Award	FCK 630F	Shaun McCree
	Cleanest hub caps	PER 382J	Elaine and Ellanor
۱			

#### **SUCCESS**

Was the event a success? How do you measure success?

Well, consider this. The event had moved a considerable distance north, this was the first such event to be organised by your present Register Secretary. 25 cars in total made a showing, we had glorious sunshine. Some people left the event with 'Choice Equipe' prizes, some people went away with raffle prizes. Equipe enthusiasts had an opportunity to get together and compare cars, restoration tips, buy and sell a few spares, meet old friends, make new friends, and most of all have a good chat. To top off all that, the event broke even (once again avoiding the need to draw on any Club funds), what a relief that was!

Many people helped in lots of different ways during the event, I was amazed at your willingness to contribute in any way you could. I know that most of you are far too modest to welcome public recognition. To everyone who helped in any way . . . THANK YOU on behalf of the other Equipe enthusiasts that were present.

Well, was it a success? OF COURSE IT WAS, you made it a success by being there, and the good turn out made all the hard work worthwhile. . . . . Thank you.

#### **PROGRAMMES**

For those of you who were not able to get to the BOND EQUIPE

More info on these from your WEEKEND, a small number of souvenir programmes are available

friendly Equipe Register Sec. 

O

for 50 pence each and a large  $(6" \times 9")$  SAE.

#### **NEXT YEAR**

Some of you have been in touch and told me how much you enjoyed the event, and made constructive comments which I have noted. Plans for next year's event are already starting to take shape. In particular, greater efforts will be made to stick to the pubished timetable.

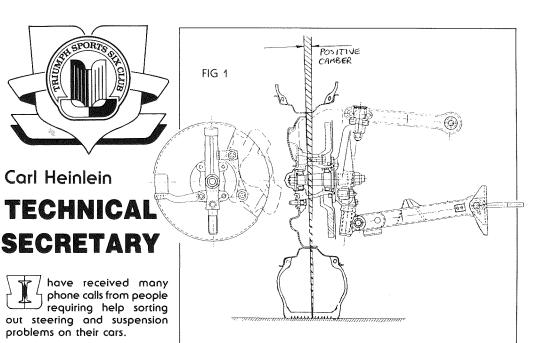
It would be nice to see even more cars next year and especially more northern based cars, so look out for the lots of advance information for BEW '94.

## 30TH ANNIVERSARY T SHIRTS & CAPS

To celebrate the thirtieth anniversary of the launch of the BOND EQUIPE, I have had some special T shirts and caps produced. The T shirts are available in Large or Extra Large, are £7.50 and the caps are £6.00 + a first class stamp, contact me if you want either of these.

## WHAT IS FOR SALE AT THE MOMENT.

Whilst I have no intention of this article turning into a free advertising feature, the comparative rarity of Bond Equipes is such that if somethine of note is for sale I feel I should let you know. Currently for sale are a 2+2, five 2 Litre cars including 2 convertibles and two 2 Litre cars are currently being broken for spares. More info on these from your friendly Equipe Register Sec. O



Every Club car I have run has Figure 1. Camber angle.

required adjustment to either the tracking, camber and/or castor angles and the steering wheel spokes have never been straight when travelling in a straight line.

On top of this, the cancelling in-

dicators never cancelled correctly.

This is part one of a series

of articles looking at these problems, so let's first have a look at the suspension adjustments that are possible and what they do.

#### PART ONE Comber Angle

Camber angle (and the way camber angle can change) is a common sight on 'our' cars. Referring to fig. 1, camber is the angle that the road wheels lean away from or towards the car. 'Positive' camber is when the top of the wheel leans out, and 'negative' camber is when it leans in (as the rear wheels do on all 'our' cars when fully laden.

Theoretically (and on most racing cars), the camber angle is controlled to provide the best possible contact of the tyres on the road. Logically, you might expect a near vertical wheel (0° camber) to give the best contact and grip.

This is close to the truth, but in practice, the tyre tread rolls on the tyre walls as the cornering force twist rolls the tyre and a slight negative camber gives the best grip.

## SUSPECT SUSPENSIONS SUSSED

Tyre 'roll' is greater on older/taller '80' Series tyres than on modern '50' or '60' series low profile tyres and greater negative camber angles will be required for optimum grip. Also, the wide tyres do not tolerate large camber angles because you start to 'lift' a large part of the tread off the road, working only on a band around the edge of the tyre.



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T108496	108496	Fan mount bush, early	8	£1.45
SPTRM	139386	Rack mount	2	£3.62
Rear				
BAC 11	119450	Rear radius arm bush, GT6 MkII & III	4	£4.75
		& MkII Vitesse rotoflex	4	£3.95
BAC 12	119272/ 119451	Rear radius arm bush, non rotoflex	4	£3.95
BAC 645	131796	Front lower diff mount	2	£2.69
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As such, the camber angle of a wheel has a huge influence on it costs to have your car it's cornering force and this can be used to balance a car's handling. Most suspension systems are designed so that the loading on the outer wheel increases during cornering, the camber angle relative to the car body goes negative. The car itself rolls positively away from the corner and the combination of the car rolling and the negative camber mean that the wheel is near vertical to the road and, hence, giving a cornering force.

Manufacturers are able to tune the camber angles to give the best handling to the car (or at least use them to improve/offset poor handling).

#### The problem can be that the car is only balanced (no oversteer/understeer) for one set of conditions.

In the wet, for example, the adhesion of the tyre to the road is less, the cornering force will be less and the car will not roll to the same degree as it would in dry conditions. With different suspensions systems front-to-rear, this will alter the balance of the equally from each brocket will camber angles, meaning that a car can handle very differently in wet conditions when compared to dry. 'Our' cars tend to switch from understeer in the dry to oversteer in the wet. Other factors, such as weight distribution, tyre pressures etc. will have an influence on this, but camber angles is a large factor.

Table 1 below gives details of the correct camber angle for some need to be similar side to side. of 'our' cars, in the unladen (no passengers) condition. Note that the Herald figures are in the laden condition; 4 passengers in the saloon and  $\tilde{2}$  front passengers in the convertibles.

MODEL	FRONT CAMBER	REAR CAMBER
Spitfire (all)	3° pos. ± 1°	1° neg ± 1°
GT6 MkI MkII/III (up to	3.5° pos ± 1°	0° ± 1°
KC 20,000) MkIII (from	2.75° pos ± 1°	0° ± 1°
KC 20,000	2.75° pos ± 1°	1° neg ± 1°
Herald (all) (Note — laden)	2° ροs ± 1°	2° neg ± 1°
Vitesse 1600/2L Mkl sal. up to HC1419 - 2L Mkl from HC1420 and Conv	3.25° pos ± 1°	5° pos ± 1°
- MkII saloon	3.25° pos ± 1° 3.25° pos ± 1°	3° pos ± 1° -2° pos ± 1°
- MkII Conv.	3.25° pos ± 1°	2.25° pos 土 1°

Table 1 — unladen camber angles

Lowering the front or rear suspension with shortened/uprated, springs will have the effect of reducing the camber angle of the wheel, going negative. Likewise, if only one end of the car is lowered (or is too high because of incorrect springs) this will upset axle cars and around 1-2° the car's handling anyway.

The ideal way to check out your vehicle is to pay the £10-£15 on rotoflex cars.

measured by the modern optical/laser equipment that most of the larger tyre dealers have available. When phoning around for this ensure that they will measure camber, castor and wheel alignment. They will normally give you a computer print out of your car's measurements. Remarkably, it all seems quite good value. Using this, you can start adjusting.

On the front suspension, camber can be made 0.5° more negative by adding one shim under each of the two lower wishbone brackets.

Adding/removing shims not change the castor anale. Be careful here because tired or shorter springs will lower the car and reduce the camber anale. The camber and castor angle

On the swing axle rear suspension, the only adjustment you can make is to the toe-in/toe-out wheel alignment.

A rear camber angle that is too negative indicates a tired rear spring and, if this is a problem, the only solution is a new spring. The same applies to the 'rotoflex' rear suspensions except that different lengths (the distance between the spring eyes) will change the camber anale.

The spring here acts as the upper 'wishbone' on this suspension and, as such, the length effects the camber.

#### Modifications

For a fast road car that has been lowered using uprated springs, the ideal camber anales seem to be around 0° for the front and 3° negative for the rear on swing negative for the rear suspension

For the rear suspensions, as with the front, we need to be careful that the rear suspension is not just lowered without increasing the I have not been able to make rear spring rate. This would cause the car to hit the bump stops on pot holes and you could lose the exhaust. The spring rate needs increasing, which means that you will have a harder ride but that you will not 'bottom out'. Good negative camber springs (that are could make the 'arc height' and available) are not just lowered but are higher rate as well. Check this when buying. Front springs are always higher rate when shortened, either because there are less coils to do the work or because the wire gauge is heavier than standard. The same applies to the rotoflex cars but the camber can also be changed by changing the distance between the spring 'eyes', figure 2. Table 2 below gives details of some of the springs/leaves that we have available for use with the rotoflex suspension, if required,

Model	No. of blades	Blade thickness	Rate Lb/in	Free arc height	Eye distance (mr	
				(mm)	FREE	FITTED
GT6 MkI MkII/III	8 6	0.250" 0.234"	305 185	116	1022	1048
Vitesse 6/2L Sal. Convertible MkII - All	11 11 11	0.219" 0.219" 0.203"	270 270 215	136 165	1012 1012	1048 1064
Spitfire I, II, III	7	0.219"	166	135	1035	1048
Herald Saloon & Conver.	11 11	0.219" 0.219"	270 270	136	1012	1048
Coupe Estate Courier	8 7 8	0.219" 0.313" 0.313"	202 510 552	88	1036	1051

Table 2. Spring data and 'eye' distance.

For every 8mm decrease in the distance between the 'eyes' in the fitted condition, the camber angle of the rear wheels is reduced by, more or less, exactly 1°. Therefore, if you are running a Vitesse MkII, a good modification is to fit a Vitesse Mkl spring. The rate is increased 25% and the camber is reduced to 0° from the standard 2° positive (spring 'eyes' are closer together by 16mm). A GT6 convertible/-Spitfire with rotoflex rear suspension can also use the early Spitfire rear spring and maintain the normal road height and GT6 MkII rear camber of 0°

The spaces above are where

the measurements and I would

be very grateful if members who

have a removed, loose spring

the 'free distance between the

eyes' measurements and let

me know.

One last point while we are talking about Table 2, only the Vitesse MkII used the same rear spring for both the convertible and saloon. The other Vitesse and Herald rear springs look the

same in the table above but they are actually manufactured with a different 'set'. The free arc height would be less on the convertibles.

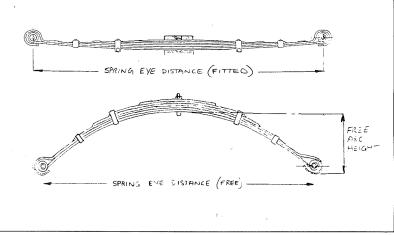


Figure 2. Spring eye distance.

Next month we will have a look at the castor angle, wheel alianment and 'bump' steer . .



features his Vermillion 1500 first registered on 1st August 1981, and commission number TFADW1AT 009027. Richards Spitfire is no stranger to the Courier, appearing in the February 1992 issue when it was used as Richards and wife Abigails wedding car. Sadly the car is now for sale.

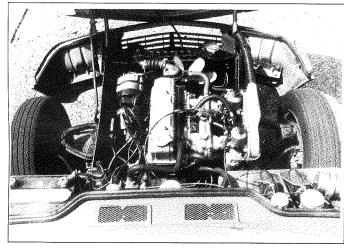
Engine Bays

Without wishing to chronicle the detail changes that were introduced to the engine bays of the Spitfire IV and 1500 (this was done for the Spitfire 1500 in Courier 112) I thought that it may be of interest to simply list the ORIGINAL colours of the various engine bay compnents.

1. BASIC ENGINE — 1. Cylinder block and sump — black. If you want to be extra authentic, the R.H. side of the block usually had painted on in red oxide paint! Core plugs - cadmium plated. painted.



元/ HIS months heading engine plates - black. Engine lifting eye - cadmium plated. Bell photo is sent in by housing - black. Inlet manifold - natural aluminium. Richard Bromell of Exhaust manifold - aluminium high temperature paint, but it didn't Cheltenham, Glous., and last long! Oil filter cap - cadmium plated.



Early Spitfire engine bay.

Rocker cover - silver grey, the nearest colour match I have found is Ford Silver Fox. Bright zinc plated nyloc securing nuts with red/brown fibre washers (after FH80,000, zinc plated screws with a factory batch number crudely black rubber seals were used).

#### 2.CARBURATION

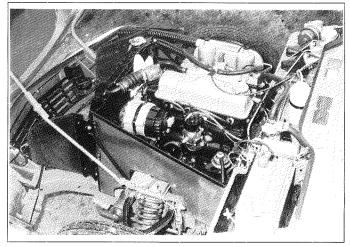
Cylinder head - black, all Carburettors - natural aluminium, not polished! machined surfaces were NOT Throttle linkage and bracket - cadmium plated. Accelerator cable - dark green plastic covered with brass fittings. Timing chain cover, front/rear Choke cable - black plastic covered.

Air filter box - silver grey, as for rocker cover.

Air box trunking - black corrugated pipe.

Air trunking securing bracket - black. Fuel pipes - zinc plated. Air filter box/fuel pipe securing clip - Spitire IV, cadmium plated metal clips with rubber insert — Spitfire 1500, black plastic clip. Fuel pipe hose clips - Spitfire IV after FH59,689, green.

Carburettor overflow pipe - Spitfire 1500 after FH105, 278 only, light green. — Vacuum pipe - Spitfire IV up to FH 25,000, small bore steel pipe — IV 1500 after FH 25,000, small bore black plastic.



Vacuum/fuel pipe clips - black. Carburettor heat shields - Spitfire 1500 only, natural asbestos.

#### 3. COOLING SYSTEM

Water pump and housing - black. Steel heater return pipe - black. Thermostat housing - natural aluminium casting (dark).

Cooling fan - Spitfire IV, orange.

Spitfire 1500 - white (Viscous, very pale yellow).

Hoses - matt black. Radiator - black.

Radiator cap - zinc plated with warning plate with 'Remove only

when cool' in red lettering.

Radiator support stays and cradle - black.

Radiator overflow pipe - clear plastic tubing.

Radiator overflow bottle - clear plastic bottle with black lid. Overflow bottle mounting bracket - black.

#### 4. ENGINE ANCILLARIES

Alternator fan and pulley - cadmium plated.

Alternator top mounting bracket - cadmium plated.

Starter motor - black with natural aluminium spacer.

Distributor body - Spitfire IV, black painted

Spitfire 1500, natural aluminium. Vacuum advance unit - cadmium / zinc plated.

Distributor pedestal - black.

Ignition leads - green with plain black end fittings.

Tacho / speedo cable - fawn / light grey.

Fuel pump - Spitfire IV up to FH 59,689, cast aluminium body with zinc plated top and brass fuel pipe fittings. After FH 59,689 / 1500 - cadmium plated.

#### 5. ELECTRICAL

Ignition coil - black lead top and bright aluminium body with red label 'Use with 1.3 - 1.5 Ohm Ballast Resistor'.

Coil mounting bracket - zinc / cadmium plated.

Starter solenoid - black plastic and zinc plated body. 'Spade' connector insulation - clear plastic.

Battery + ve lead - red terminal fitting, black sheathed cable with black boot on starter solenoid connection.

Battery earth lead - Spitfire IV. natural finish terminal fitting and braided cable sheathed with vellow plastic marked 'Negative earth - Negative earth'. Spitfire 1500 - as MkIV without yellow sheathina.

Battery - Lucas 'Pacemaker' red top, white body. Exide 'Supreme' - MkIV only, alternative.

Battery retaining bracket - black. zinc plated tie rods and wing

Battery box - painted black, although this practice was stopped on very late 1500's when it remained in body colour as the rest of the bulkhead.

Horn relay - black plastic body with 'Bakealite' end.

Overdrive relay - D-type MkIVs only, zinc plated body with Bakealite end.

Ballast resistor - early MkIV only, white with cadmium plated fitting.

#### 6. BULKHEAD FITTINGS

Heater valve - natural cast aluminium body with cadmium plated top (late 1500s had a black painted top). Brass spacer. Heater valve mounting bracket - black.

Heater valve cable - zinc plated.

Washer bottle - opaque white plastic with blue 'Tudor' lable. N.B. Around 1977 the 'Tudor' lable was omitted

Bottle mounting bracket - black. Screen washer pump - 1500 after FH 100,020 only, white plastic / cadmium plated body. Heater mounting brackets - zinc plated, not body colour as bulkhead

Clutch / brake master cylinders polished aluminium lids.

Master cylinder brackets - black Master cylinder / pedal box fixing bolts - zinc plated. Brake pipes - zinc plated.

Brake pipe clips - zinc / aluminium plated.

Wiper motor - natural aluminium casting / silver grey hammer finish painted motor body. Wiper motor retaining bracket zinc plated.

#### 7. ENGINE BAY AND SUSPENSION

Chassis - BODY COLOUR.

Bulkhead - body colour, including body number plate beneath commission plate.

Bonnet / 1/4 valance undersides - body colour.

Headlamp bowls - black Front arille bracket - black.

Horns and brackets - black. Engine valance stiffeners - black. Bonnet stay - body colour. Cable clips - black.

Front suspension wishbones. vertical, black, Link, anti roll bar, steering rack etc.

Front spring - black with purple / white identification marks.

Front dampers - blue.

Brake calipers - cadmium plated. Brake hoses / pipe brackets zinc plated.

N.B. Zinc plated - bright silver finish. Cadmium plated - yellow / gold finish.

#### **ACCESSORIES UPDATE**

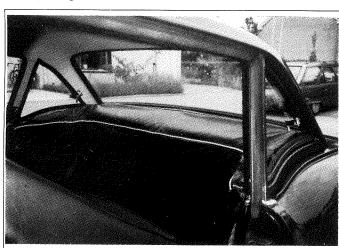
that wrote in with useful additional information on the Accessories and Special Orders I featured in June's Courier.

Vivian Arthur of Caerphilly, Mid Glamorgan had the enviable pleasure of purchasing a new Saffron Yellow Spitfire IV, LCH 7K, in February 1972. The basic price of the car was £981 87 and was supplied with the following extras:-

Overdrive - £68.75 — SP tyres £10.00 - Tonneau cover - £11.41 Vivian also purchased a bonnet lock kit from the dealer for £3.82 and had the car Ziebarted at 3,000 miles for £31,00.

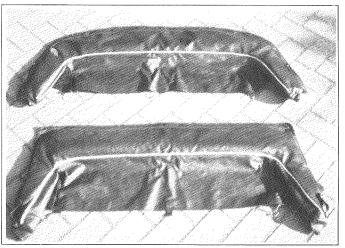
Vivian wanted a Spitfire with both hard top and soft top but could not find one at the dealers with both! Interestingly, Vivian was advised that if she wanted both, she should order a hard top version - natural cast aluminium with and purchase the soft top conversion bit separately!

In the event Vivian purchased a soft top version, but 7 months later purchased a HARD TOP KIT from the dealer. However as suspected, the hard top was supplied in primer. Vivian purchased her hard top from the famous main dealer S.A.H. in Leighton Buzzard, who at the time were offering a black vinvl spray finish for such hard top kits. The cost of the kit and spraying was £63. Vivian owned the car for 5 years and covered 72,640 miles in that time. Does LCH 7K survive today? . . . . Mr P. J. Mather is one of the few Club members who can say that his Spitfire, a Vermillion Red 1500, NKR 302W, is one owner from new, which he purchased from Dutton Forshaw, Maidstone, on 12th December. 1980. As it was the winter, Mr Mather wanted a hard too version. planning to purchase the soft top conversion kit in the spring. However it would appear that only soft versions were available at the time, although the dealer was able to order the hard top kit. NKC 344, from British Leyland. Like Vivians kit, 8 years earlier, the hard top was supplied from the factory in primer without rear window quarter lights or head lining fitted. These were installed after spraying by the dealer.



The 'hard top' hood bag in place.

Although the dealer did not make Mr Mather aware of their Many thanks to the members existence at the time, Mr Mather was subsequently able to purchase the rare soft top stowage bag for use in conjunction with the hard top. Mr Mather quite rightly points out that if you look carefully at the Vermillion hard top Spitfire in the late 1500 brochure you can actually see the storage bag fitted — you learn something new every day!



The more normal hood bag with the rarer 'hard top' hood bag below.

Another one owner from new member! Andrew Deacon of Peteculter, Aberdeen, purchased his new 1500 direct from the factory in 1979 with 93 miles on the clock. The car is actually a Californian model originally intended for Los Angeles, but never made it!



Andrew Deacon's Californian spec. 1500.

One of a small pre-production batch, the car was built in April 1977 to check out changes made to meet new regulations for the 1978 model. Interestingly the car is NOT finished in Vermillion, but Flamenco, an Austin Morris paint code CAD, a colour not previously believed to be available on the Spitfire 1500. Was this a 'special' for the U.S.A. or are there any other Spitfire 1500s out there masquerading as Vermillion

(CAE) but are actually Flamenco! Check the paint code on the commission plate. . . . Anyway, back to accessories, and Andrew. as does Richard Bromell, whose car leads this articlen and Henk Zwart of Hengelo, Holland owns one of the 'hard top' hood bags, perhaps they are not that rare after all. As can be seen, it is very similar to the more usual 'soft top' hood bag except that it has square corners. Once fitted, the hood bag very neatly covers the stowed soft top. and even looks a little like a rear parcel shelf! May thank to Henk for the photos. . . . .

On a different note Mrs M Rayner writes in with details of here 1972 Spitfire IV which she has owned since it was 10 months old with 8,000 miles on the clock. An Emerald Green car, Mrs Royner's car is fitted with the rare Silver Grev trim, which still looks as good as new. I hope to see show some photos in the near future. Mrs Rayner points out that the trim was only even an option on Sapphire Blue, Damson, Mallard and Emerald Green MkIVs.

In my article in June I stated that MkIVs were originally fitted with 5.205 x 13 crossply tyres and then 155 x 13 radial tyres from FH 38,271 as stated in the workshop

However Mrs Rayner quite rightly points out that the Owners Hand Book lists 145SR x 13 tyres as an option, as were fitted to her car.

I suspect that the course of events was therefore as follows:-

Up to FH 38,271 5.20 x 13 cross plys were fitted as standard but with 145SR x 13 being an option.

Then, after FH 38,271 155 x 13 radials were fitted as standard. It just goes to show that there is no substitute for genuine first hand information about our cars

Many thanks to the above for their informative insight into owning a new Spitfire.



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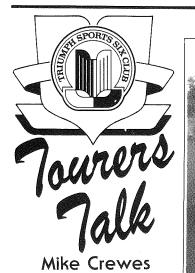
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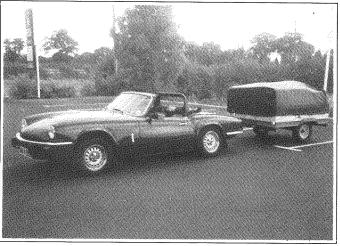




fter many years trying to cram more and more camping equipment into a Spitfire, we decided that a trailer tent was needed. Rather than buy just a trailer we opted for a trailer tent. We visited a couple of camping exhibitions and eventually decided upon a Raclet Quickstop 220.

This is of French manufacture and becoming increasingly popular in Britain. When folded and fully laden the trailer measures 2.25 metres (6ft 6 ins long), 1.45 metres (4 feet 9 ins wide) and 1.15 metres (3 feet 9 inches) high, Its all-up weight is 460 kgs, well inside the recommended maximum towing weight for a Spitfire 1500. The trailer itself is a couple of inches wider and several inches higher than the Spitfire, even with the roof up. This means that two door mirrors with extensions are necessary.

The tent is designed to be trailer throughout used with either only the trailer portion or with its awning as well. This is where its name comes into play. To use it in its Quickstop form takes a few minutes, you simply fix the four stabiliser legs in position, open is, however, very



Plenty of windows means a light and airy awning.

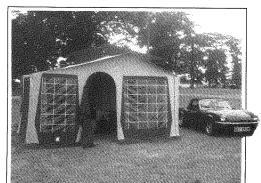
up the trailer, fix the bed frames, pull up three hoop frames and climb in. We have found this useful when arriving on a site late

#### ... most people we have convoyed with are suprised at how little effect it has on the cars performance . . .

For the full tent, skirts are zipped around the trailer and a 2.2. metre (220cm) awning is zipped and erected to the front. The trailer has an inner tent giving two double bunks individual privacy and the awning has a further inner tent with room for kitchen, wardrobe (or toilet) and living space. As with most trailer tents, the beds are proper beds with foam filled mattresses, we add double sleeping bags. The configuration of the beds is feet on the trailer, head away. The awning can be opened up along the front and side if necessary. Total erection time, about 45 minutes.

There is no kitchen with the Raclet, although some of the later models do have one. Everything can be stored in the the year and it has the advantage of removable canvas for outside storage in the winter.

The trailer cover



good and the manufacturers state that canvas removal is not necessary, or £500 for a good one. be we do.

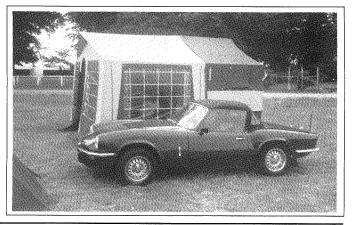
Colours, dark green and fawn, but later models are an attractive blue and multi-colours. Extras we purchased are a spare wheel and storage wheels. With the storage wheels it is possible to tip the trailer on its side (although this does take two people) and store it with some manouverability.

The trailer has no brakes and generally they are not required, Replies need an SAE please. O although emergency stops when towed by the Spitfire can be exciting! It tows very well, being naturally nose heavy. I have found that increasing the nose weight substantially has no effect on the car/trailer combination's handling. but it does substantially effect the Spitfires ground clearance (we have a smashed exhaust to prove it!).

Most people we have convoyed with are surprised at how little effect it has on the car's performance, but keeping up the engine revs is a must.

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Door glass glazing seal	Match
Hood side seal (top of door) F4 41	Inner
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Door aperture seal, convertible	Wind
Chrome door aperture seal cappings£9.99	hand
Door aperture seal, saloon£14.04	
Front valance seal £1.18	Boot
Door check link seal	
Gear lever gaitor £7.64	
Handbrake gaitor £9.34	
Triumph pedal rubber	
Bonnet stop cone £1.53 Master cylinder dust cover/boot £3.82	Tailga
Boot seal — as original	Boot
Boot seal (non original) £18.80	
Estate rear tailgate glass seal — original	=
Rear quarter window seal, saloon	Lockii
Rear windscreen rubber, saloon	Chror
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Front valance seal, SPITFIRE I, II, III, GT6 I, II£1.18	Chro
Front valance seal, SPITFIRE IV/1500, GT6 III	origi
Handbrake gaitor, SPITFIRE I, II, III, IV	Chror
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Outer door handle ass. SPITFIRE I/II/III, GT6 I/II£14.04
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SPITFIRE IV/1500, GT6 III (includes lock barrels) £72.85
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handles all other models — please state model £5.29
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Boot 'T' handle and keys HERALD, VITESSE, SPITFIRE I/II/III £12.34
Boot lock assembly SPÍTFIRE IV/1500
Tailgate handle, and lock assembly GT6 III
Boot latch/striker assy SPITFIRE IV/1500, GT6 all
Chrome flip top petrol cap SPITFIRE IV/1500
Lock barrel and keys for GT6 petrol cap £8.17
Locking petrol cap, SPITFIRE, chrome £15.28
Locking petrol cap, HERALD, VITESSE, chrome, £7.64
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Matched lock set SPITFIRE I, door boot & ignition locks £14.69
Full lock set as above with paired bonnet locks £23.50
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Full lock set as above with paired bonnet locks
Full lock set as above with paired bonnet locks
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Rear overrider HERALD, VITESSE, fully pressed (each) £32.00
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,,,
PANELS — SPITFIRE/GT6
New bonnet assembly, SPITFIRE IV/1500 £464.13
Battery box
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Front quarter valance, SPITFIRE IV/1500, GT6 III steel, original £52.88
Front quarter valance, SPITFIRE IV/1500, GT6 III fibreglass £19.68
Front wing, original, SPITFIRE I, II, III, GT6 I £61.69
Front wing, original, GT6 II
Front wing, SPITFIRE IV/1500, GT6 III (GENUINE) £38.89
Front inner wheelarch, outer section, IV/1500, GT6 III £25.50
Sill, all SPITFIRE, GT6, original
Sill, all SPITFIRE, GT6, quality pattern
Door skin, SPITFIRE I, II, III, GT6 I, II
Door skin, SPITFIRE IV/1500, GT6 III
Full floor, ONE SIDE
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Healboard bracket for radius arm £18.80
Rear wing, SPITFIRE I, II, III, GT6 I, II, original
Rear wing, SPITFIRE IV/1500, GT6 III, original£141.00
Rear inner wheelarch, outer section, IV/1500, GT6 III £31.64
Rear valance, SPITFIRE I, II, III, GT6 I, original
Rear valance, SPITFIRE I, II, III, GT6 I, II
Rear valance, SPITFIRE IV/1500, GT6 III
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Front coil spring STANDARD, state model	
Front coil spring HEAVY DUTY, state model Front shock absorbers (inc. bushes), all models	
Rear shock absorbers (inc. bushes), all models	
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Rear leaf spring SPITFIRE I/II/III NEW	£56.99
Rear leaf spring GT6 II/III, rotoflex NEW	£58.16
Rear leaf spring HERALD, NEW	£68 15
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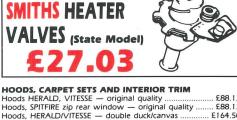
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Rad cowl GT6 ....

## **Specials SPECIALS Specials SPECIALS Specials** REGISTER

**Trevor Collett** 

be one of the most eccentric kit cars ever produced and we're lucky

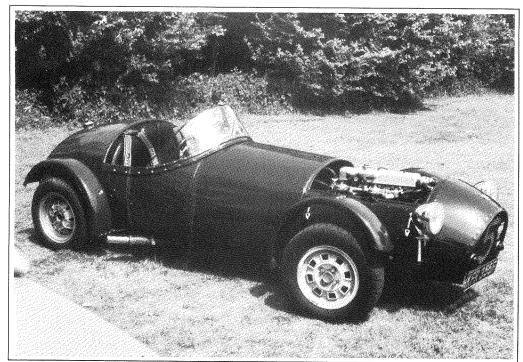
This model was introduced to an intrigued public in roundabout 1985. It caused quite a lot of interest in the kit car world. At that time kit cars were getting more and more sophisticated as the industry tried to move away from its 'Dutton Phaeton' image.

. If you don't know what I mean. I'll try to sum it up: glass fibre body, no doors, minimal weather equipment and dubious chassis dynamics . . .

Sophistication is all well and good but at what price? Build ups were getting more difficult and taking longer. The cost of the kit was going up and the cost of all the bits you needed that weren't in the kit was going even upper.

The out-turn cost of many kits was more than real production cars HE Moss Monaco must and if you really wanted wind up windows you might as well buy a Sierra.

When the Moss company announced the Monaco it came as a enough to have it in our family. breath of fresh air to a lot of people. In fact this car rams the air



so far into your lungs that breathing doesn't come into it! The price of the fibreglass body and various bits and pieces from Moss was modest. The car could be finished without vast quantities of expensive chrome and other fancy bits. The interior, a potentially expensive area when building kit cars, was also intended to be cheap and cheerful. The mechanics are, as you know, Herald / Vitesse so need no description here.

The car appealed to those looking for a cheap, fun, weekend, cobweb shifter. The Monaco met these criteria admirably. It has no aspirations to be a practical car. Seating is basic, luggage space is virtually non existent, even carrying a spare wheel is a problem and although Moss did produce a hood I've never seen one fitted.

It's style is sort of 50s racing car, but it is not exactly good looking. Despite that can you think of another car that would turn as many heads in the High Street as a Moss Monaco?

The particular Monaco pictured here turned up at this years SEM but I'm afraid I did not get to chat to the owner.

It is fitted with 6 cylinders so performance must be pretty exhilarating — there wouldn't be a single cobweb left after a blast in this machine.

#### **NEW ADDRESS**

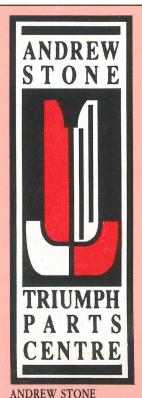
Are there any eccentrics left? If you put your hand up, the Moss Monaco is still available. The latest Moss company have recently moved to 534 Wellsway, Odd Down, Bath, Avon. BA2 2UD.

Tel 0225 840588 and FAX 0225 331509. Go on, It'll take your breath away.



## TRIUMPH KIT CAR AND SPECIALS DAY

I hope to see plenty of current Monaco owners Owners and all other cars using Standard Triumph as well as Gentry, Spartan, Hurrican, Midge, parts at Brooklands on Sunday 5th September, The Malvern, Mamba, Marlin, Arrow, SS, Douglas Museum opens at 10,00. See you there



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Front brake hose, Spitfire, Herald £6.42	non rotoflex£5.58

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SUSPENSION — REAR	20.5/
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Rear leaf spring, Spitfire IV/1500,	£40.00
GT6, non roto	554 07
Rear leaf spring, Herald	£50 16
Rear shockers, pair	
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all GT6	£27.90
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1500, GT6 III	
Front wing, Spitfire IV/1500, GT6 III	£37.60
Front ¼ valance, Spitfire IV/1500, GT6 III	£49.12
Bonnet assembly, Spitfire IV/1500 &	446.50
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Spitfire IV/1500, GT6 III	£28.96
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GT6 III	£27.06
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Inner sill, Spitfire, GT6 £8.93
Sill strengthener, Spitfire, GT6 £5.19
'A' post bottom repair, Spitfire, GT6 £9.48
'A' post filler, Spitfire, GT6 £6.59
Sill end plate, Spitfire, GT6 £2.79
Rear wing lower corner, Spitfire IV,
1500, GT6 III
Sill extension, Spitfire, GT6
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## **1993 RACING** NEWS

HE Christmas pud had barely gone down when the phone rang, It was my driver 'The Real Deal' enquiring if my services would be available for the new season to vield spanners and provide the tow-mobile.

I haggled long and hard to obtain a suitable contract, settling in the end for a couple of pints . . . real ale of course! The car would run in the same spec as the year before, funds being rather tight, apart from that is from the tyres.

We had used one set rain or shine for all the previous years events, cunningly concealing the fading tread with various plays, indeed some of our 'boots' could trace their ancestry back over a number of years and cars.

The decision was taken to purchase a set of high-tec very sticky Yokohamas, a tyre which although brand new are already half bald!

These tyres are, as you might expect, great in the dry but not when the rain arrives.

The 1993 season would see us racing under the 750 roadgoing sports championship, our low numbers preventing TSSC only grids.

Once more we would be in amongst Morgan V8s, Loti and Porsche. Obviously this would slightly reduce our hope of outright victory but as some compensation they would be able to race at the top circuits again and this is how we came to be at Thruxton for our first race.

#### THE 1993 TSSC RACE CHAMPIONSHIP

Round One: Thruxton 21st March by Spannerman Nick Barry

Eleven of our number entered for this event and when grouped in with the 750 boys an impressive 32 cars were due to practice. Amongst our lot we saw the return of the rapid and experienced Eddie 'carrot cruncher' Wilkins in his well sorted Spitfire. Also in the paddock, but alas Sprintfire-less was Russell Munn his car not quite ready for this opening round. Another new paddock addition was Kevins tow car, a massive American estate probably large enough to put the Spitfire in!

Practice saw Eddie right back in the grove, taking the Triumph pole, Kevin up next, over two seconds back followed by Adrian just hundreds behind him. A second split them from the next man John Sadler, who was comfortably ahead of John Pinkneys GT6.

Once more we would be in amongst Morgan V8s, Loti and Porsche.

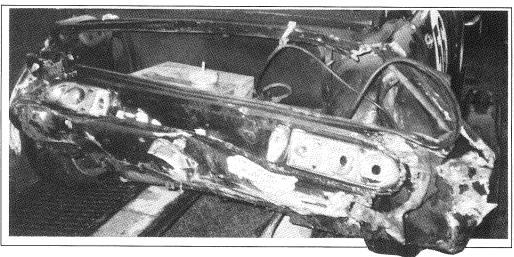
Colin Elstrop had made the six hour trip down and put his GT6 in sixth. Next up was a modern machine, a TR7 in the hands of Jeffrey Eatough followed by a brace of Spitfire piloted by Peter Whiteman, Michael Keenov,

and Jon Wolfe. The time sheet showed that Jon Wolfes luck had once again deserted him, his spluttering Spitfire a full two minutes down on the rest.

Our car was going well, my driver well pleased with the new rubber so I left him chatting with some of his fans and took a trip round the paddock.

I caught up with John Pinkney as he loaded his GT6 onto its trailer. A valve had apparently pushed its way through the collet and onto the piston below at 6500 revs, reducing his smooth 6 cylinder Triumph turbine into an Audi-like 5 pot.

Jon Wolfe was a happier man however as his Spitfires spluttering had apparently been traced to an overflowing Weber float chamber, its return to health signalled by some clean blasts around the paddock. As the hour for the race drew near, the clouds gathered above, a wet race ever more likely. I saw Kevin's Spitfire in the air only minutes before the race, his face contemplating which set of tyres to use, wet or dry?, contrasting this to the face of my perhaps the best thing you have man contemplating the thought of a wet race on half bald new tyres, maybe we could get a refund? . . . . .



Eddie Wilkins Spitfire after its shunt. The sticker on the bumper said 'Don't follow me, I'm lost tool'

warm-up lap, the heavens opened and the rain poured down making the spectators slightly unhappy.

Whilst counting the unhappy people we should include the unfortunate Jon Wolfe whose Spitfire having behaved perfectly in the paddock sensed the impending race start and started to misfire. Most race cars have this trait, I can recall points closing up, good rads bursting and tyres next few laps deflating, all within seconds of the green light! John now had to start from the pit and so had to Adrian but by wait as the others took off.

The first lap saw Kevin way out in front Kamikaze making good use of and cruising. his wets taking Eddie who had been the first of the Triumph lot.

Behind them came my man about Adrian and John Sadler, both in similar MkII Vitesse saloons - OK John, not that similar, yours is the car would use on decent one!

Next up was the TR7 of Jeffrey Eatough followed by the GT6 of Colin Elstrop and the Spitfires of Mike Keenoy and Pete Whiteman all having a good time splashing around. Jon Wolfe by now had joined the race

As cars toured round on the noted 'his car is worse than before' and John was forced to retire after just one lap.

Lap two saw a similar plan to things except that Colins GT6 was going some and had taken the TR7 whilst Pete's Spitfire went past Mikes example as they crossed the line. Three turned out to be an unlucky number for Eddie Wilkins for it was on this lap that whilst charging after Kevin he slid off and rammed the back of his Spitfire into the bank. This would have been bad enough had not the commentator described the car as a black Midget . . . I mean it looked a bit of a mess but it wasn't that bad! It appeared that John Sadler had also been off, since he had been passed by both the

TR7 and GT6 in one lap. The saw the charging Colin past now Kevin was probably having time to worry how much petrol his new Yank tow the way home.



The closing laps of the race saw Mike Keenoy back in front of Pete Whiteman, who I think had a bit of a spin, and Adrian back past Colin who had been sliding around as well. . . . So first blood to Kevin with a good result. Not only did he beat the other Triumphs but guite a few of the other 750 cars as well, as did many of the other Triumph boys improving the respect for our type of cars no end. The next race is at Pembrey, Wales and with my man saving action but as the commentator for Formula III, I've been promised a go . . . see your there. O

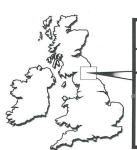


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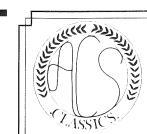
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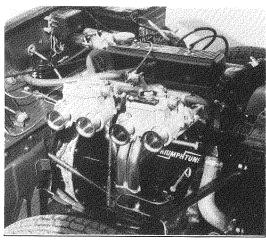
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## QUASI: To Hong Kong or Bust, or A Spitfire Back at Macao. Part II

by Peter Williams Powered by Moss Triumphtune. Drivetrain by John Kipping. Build and other mechanicals by Triumph Bookshop. Ancillaries and promotion by - TSSC Offers -



Fuel lines and linkages complete plus the addition of a top of bulkhead header tank to take the condensed oil vapour collected from the rocker box.

was included in a small selection of bits and pieces to be shipped into the tank rather out with the car should the heat than to the carbe even higher than expected. burettors. Once

With the engine and ancillaries sorted the front two in place, the bonnet was cylinders flooded. replaced and all the old product Advice was sought stickers were removed including from Terry Hurrell a couple of heartwrenching to after which the carlose 'Castrol' ads retrieved from the Le Mans pits of the victorious balance Jaquars of a few years ago. It adjusted and the may have been nice to have had the car fully resprayed but time and equally short funds just didn't permit so not so good areas were touched in and when dry looked very acceptable. Local areas were then recleaned and promotional stickers for the car off a treat.

Tuesday: Three days to go.

All fluids checked and with the fuel gauge! coil disconnected the engine was turned over by the starter motor until the oil light went out - this

ONDAY: Four days to union nuts being required to stop a slight oil leak from the high go. Ancillaries on, presure oil feed to the rocker shaft. All other unions were double including full width checked to be sure. First attempt to fire up. No go. It was soon Herald 1200 radiator, oil cooler, discovered that there wasn't any fuel getting to the engine as due distributor and electric fan. The to the different feed arrangements, the petrol pump had been mechanical fan was left off but connected the wrong way around and hence had been attempting

to pump fuel back burettors' throttle pluas taken out to dry out.

Wednesday: Two days to go.



Whole again, stripped of its old stickers and awaiting top dressing.

The engine started with a roar but was running on only two cylinders, the compression being low on the rear two. Head scratching. Must be that the rings need to bed in. A couple of gentle engine runs later and success. Compression good with healthy even levels on main sponsors applied. As the all four pots. What a sound! Timing, plug gaps and all fluid levels end result shows these set the including that of the racing spec. brake fluid were again checked. The first short road test was glorious and not without its own small drama as the car ran out of fuel - found due to an incorrectly reading

One day to go.

Second road test and the opportunity for a photo session or two. From the driver- 'Driving Quasi turned out to be a delight. The power resulted in a quick turn of the had transformed this much loved Spifire and the sound of the heavy breathing Webers coupled to the custom exhaust made driving the car some experience. It had to be remembered that Quasi was being run in and with so little time to enjoy the car it was extremely difficult to keep the car's forward urge in check.



Local pain spraying complete and the sponsors' stickers being carefully applied. A work of art in itself.

With such a tight drivetrain and with greater power, coupled with the better weight distribution and hence improved handling compared to a GT6, the car drove like and caused a sensation, distracting every other road user as it swept along."

Later the same day . . . After a total of only 75 miles of running in, the rest would have to be carried out in Hong Kong, Quasi was taken along for a full suspension check and setting up on a four wheel alignment jig. Early evening came and the car was loaded onto its troiler.

THE day had arrived.

Come Friday the 26th March, Quasi was on its way being trailered to the freighter's office in Welling, Kent where it was given an insurance value and condition checkover by one of the company's officers. From there it was off to Stratford Docks in London where after short formalities and final picture taking Quasi was left. Looking lonely in one of the huge warehouses, Quasi waited in readiness for being loaded into its own container and then to be driven, the same day, to the shipping port.

Well, the job had been completed on time. Quasi was dressed inside and outside for action and no doubt there would be some teething troubles. Could the new Quasi do the job? Would it survive? Only time and events will tell.

Below, left. The Office. Racing seat, four point harness and fire extinguisher in attendance.



One of the final jobs was the fitting of bonnet security pins.

Many thanks are due to chief mechanic Bernard Robinson and John for supplying the 'local' hard work and for making this article possible.

Sometimes assistants and photographers were John Muggleton, Bill (chief make-it happener) and yours truly.

'All done with no time to spare'



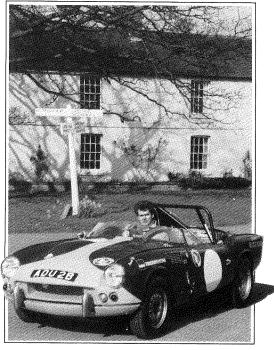


Many thanks too to chief sponsors, Moss TriumphTune, John Kipping, Triumph Bookshop and TSSC Offers too. The job just couldn't have been done without you.



Valuation and insurance condition checkover at the freighter's Welling office.

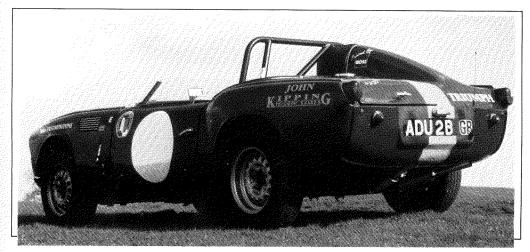




On the road: 'I'm sure there's a sign to Hong Kong somewhere around here'.

Left: End of the journey but the beginning of a new adventure as Quasimodo is unloaded from the trailer in London's Stratford Docks.

Over to you John Thomason.



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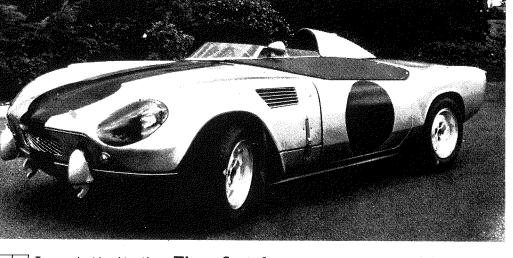
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T started with a kiss. No it didn't. It started last year on the hydrofoil on the way to see the 1992 Macau Grand Prix.

This was the race for which the famous Macau Spitfire (heading photo), was specifically built to race in, in 1965.

Today the Grand Prix includes a Classic Car race and the idea was born. Wouldn't it be something if the Triumph Spitfire could return to Macau and enter the Grand Prix on the 40th Anniversary of the event.

The choice of car was obvious. the Club's 1964 Spitfire MkI modified to resemble the Macau Spitfire and better known as 'Quasi'. A phone call to Bill Sunderland at the Club, where the idea was initially met with laughter, amazement and then enthusiasm, set the seal on the venture.

Plans were drawn up.

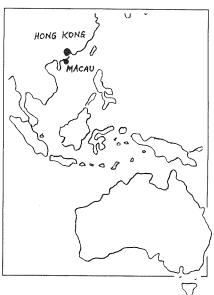
But first, where is Macau and what's the Macau Grand Prix? Macau is about 10,000 miles away, a small peninsula on the coast of China, 40 miles south west of Hong Kong (Map).

The peninsula, not quite an island is an old Portuguese colony due to be given back to

## The Spitfire returns to Macau!

Part I — John Thomason

Chinese in 1999. The Portuguese influence is apparent throughout the city with old Colonial buildings and quiet, tree-lined squares, a far cry from the hustle and bustle of the British Colony of Hona Kona.



That is until the last week in November when the streets reverberate to the sounds of racing cars and thousands of spectators descend upon the city to watch the Grand Prix.

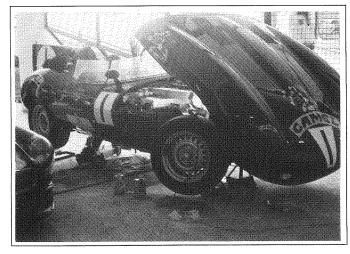
. . . "It started with a kiss"...

> . . . No it didn't"...

The Macau Grand Prix was originally conceived as an amateur race meeting for local motoring enthusiasts.

The first event was held on November 1st, 1954 and saw 15 entrants complete over 51 laps of the 3.9 miles circuit. The race was won by Eddie Cavenatho driving a TR2. The track was described by the official stewards as 'very bad, mostly dirt and loose sand'.

Since then the event has grown in size to become South East Asia's premier motoring event with all the associated 'razza mataz'. the event caters for both cars and motorcycles in a packed 2 day programme with races ranging from the Formula III Grand Prix and Class A Touring car races, to the Classic Car Race, the event not part in the event. wishing to forget its roots.



A Classic in the pits!

The circuit is regarded by many to be the finest street circuit race The Classic car race started in 1983 meeting in the world and is the only mixed (cars and bikes) street circuit meeting. The Guia Circuit, as it is known, has changed very little since the 1954 race and threads its way around the streets of Macau using roads open to the public the rest of the year.



The start line with the pits on the left.

In many ways the 3.9 miles circuit resembles the famous Monaco full field of 35 cars quaranteed, the street circuit, with a long fast sea-front section followed by the grid start, with places determined avenues and boulevards of Macau and finally treacherous hairpins by practice time being particularly as the course climbs up and down the Guia hillside at the back of impressive.

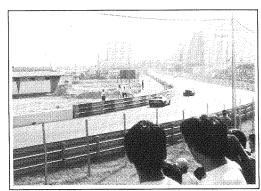
the course. Over the years the event has attracted most of the works teams and International drivers. Very few of the current Formula I drivers have not take

Ayrton Senna, Ricaro Patrese, Gerhard Berger, Martin Brundle and most recently Michael Schumaker have all contested the Formula 3 Grand Prix.

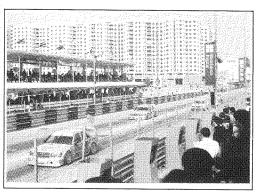
Many up and coming stars also compete, wishing to prove themselves on the difficult street circuit and progress to Formula 1.

The Guia Race for the Class A Touring cars has also attracted its fair share of works teams and drivers such as Hans Stuck, Andy Rouse, Tim Harvey and Klaus Ludwig, the event being won by tom Walkinshaws Jaguar team in 1984. Last year the event was fiercely contended by the aweinspiring BMW and Mercedes works teams and proved to be one of the most exciting races. and is organised by the Classic Car Club of Hong Kong in association with the Hong Kong AA.

Always over-subscribed with a full



Two supercars take Reservoir Bend.

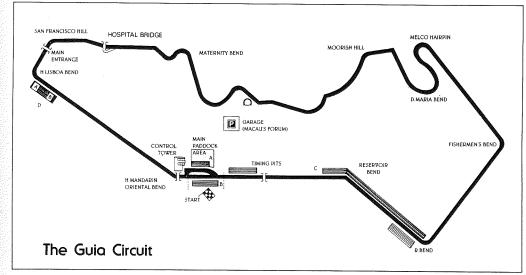


The AMG Mercedes and Mobile 1 Works team

Entry to the race is by invitation only with both the driver and the car having to prove their competitiveness in a qualifying race in either China or Malaysia beforehond

Only pre 1973 cars are eligible which should be in more or less standard form, except for modifications necessary to meet the FIA race regulations.

The race attracts a wide variety of Classic Cars which are divided into 3 classes to make the race competitive. Table 1 (below) shows the entrants in last years race. This year we'll see how 'QUASI' does. as the Spitfire Returns to Macaul



#### CAMEL CLASSIC CAR RACE — Entry List.

39th Macau Grand Prix

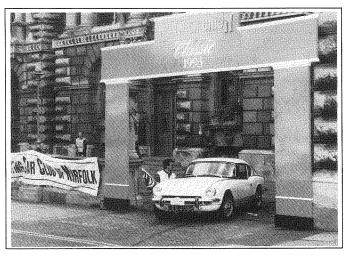
# Pen To Paper

#### Thanks to a fellow Club member . . .

IT was May bank holiday evening and I was travelling to Sheffield when my very naughty Spitfire decided that Sheffield wasn't a good idea, and that it didn't really want to go there after all.

So it promptly stopped on the A1 a few miles from Clumber Park. Despite numerous efforts. the car could not be restarted and the fault could not be traced. I was about to throw a minor wobbly, when a friendly brains couldn't find the problem. Time was running very short, as I had to be in Sheffield for 8 o'clock, so the kind chap offered to tow me the rest of the way. which he did, and I arrived at 7.56pm. I can't emphasise enough how grateful I am to the mystery man in the Ford Escort, who went over 50 miles out of his way and wouldn't take a penny in petrol money. A real aentleman, Incidentally, the fault turned out to be a broken heater controls.

Dave Grimmitt



#### SHE NOT ONLY LOOKS WONDERFUL, BUT DRIVES WONDERFULLY TOO

LAST Sunday I discovered how truely wonderful it is to be a member for an important appointment of the TSSC! You may ask, why has it taken so long? . . . .

Let me explain . . . We were fortunate enough to be participants in the Norwich Union Classic Car Run, starting from Norwich — driving a GT6 MkII — nothing so special you say! Well, this was her first real trip out since 1985 when I bought her for £200! I didn't expect to wait 8 years to have her restored but it was worth the wait.

5 W Classics in Devon have done a brilliant job on what seemed an impossible task. She not only looks wonderful but drives wonderfully too. At our starting point in Norwich the announcer could hardly believe that she had travelled 200 miles in 8 years. He commented that these cars were meant to be used!! I agree!

To return to my reason for writing, I have to say that the best face appeared. But alas, two part of the whole day was meeting TSSC members in the parking areas at Silverstone.

> As soon as we parked they appeared and soon we were chatting to people we'd never met before! It really was a terrific experience. Thanks to all of you, especially Andy and Angela McGowan for your encouragement!

I certainly am looking forward to Stafford and seeing everyone again. LEX 478H thoroughly enjoyed the day too — never had so much attention, and wants me to tell you that she completed 2 laps at Silverstone as well as 152.6 miles without a hitch, Finishers Medal to prove it!! All credit must go to Stan Walters and the lads ballast resistor wire behind the in Devon, I am really proud of my car as well as belonging to the

Sue Bagshaw

P. S. The Herald that led us from Duxford was brilliant!

#### WHAT IT CANNOT DO IS . . . .

THE recent letter in magazine No. 156 by John Richardson regarding cooling of the SPITFIRE 1500 leads me to write to you.

I have gone through the same process as John (including changing AT the risk of extending an the cooler) with the addition of --

9. An oil cooler (that should do away with some of the calories 'having my say', I felt I should normally removed by the water cooler).

10. A 25% smaller fan belt pulley for the water pump (that should ensure a more uniform temperature from inlet to outlet.

I agree with John, it works, I can run the car flat out or in traffic Register, June). on the hottest day and it will not overheat and the Kenlow hardly ever runs. . . .

However, what it cannot do is . . . . Start after a stopping period of between 5 and 60 minutes on a hot day. I can persuade it to run if I wrap cold wet rags around the petrol pump, i.e. the petrol evaporates due to heat radiation from the engine.

Does any of the members have a solution? Go electric? If so, what a little confused. Whilst it is true type and make of pump and how should it be connected, across that the metalastic bushes ignition? Any other good advice?

Lennard Schorlemmer

#### **RE-CLUTCH PLATE ALIGNMENT**

WHEN you replace you worn or stripped Spitfire 1500 wheel nuts, keep one aside as a useful clutch plate alignment tool.

Without the access to an old gearbox main shaft or a sophisticated set of alignment dowels when replacing a clutch recently, I tack welded a bolt to the head of an old domed wheel nut after removing the plastic wheel trim retaining washer. The cylindrical the rear trunnions. These have a section of the wheel nut fits snugly in the pilot bush of the crankshaft as though it was made for the job and the internal splines of the clutch plate fit over the hexagonal section of the wheelnut. Alignment and subsequent fitting of the gearbox is spot on. I have not investigated it but this may work on other Club cars as well as nylon. Apparently, however, the Spitfire 1500.

Steve Brown

#### 'HOT FOOT' GT6!! - THE SOLUTION?

IT may be of interest to GT6 owners who suffer the dreaded 'HOT LEFT FOOT' while driving in hot weather to know what I have done to keep my foot cooler.

Firstly it's obvious to make sure the engine is running at its normal temperature and the heater valve closes fully. I removed the transmission tunnel on my car and stuck TWO layers of central heating radiator foil to the inside of the tunnel (shiny side facing gearbox).

The adhesive I used was 'Copydex' which is a little slow in setting, but did the job OK. Also I fitted new carpets and left the old ones up if you have the necessary in place, so in fact having a double layer.

This helps in both sound proofing and keeping my feet cooler as well. I reckon the hot weather temperature inside my car has been reduced by 50% at least.

#### ARE YOU SITTING COMFORTABLY?

already serious reputation for make a comment regarding Bruce Pilbrough's article on rear suspension problems (Bond

The problem of jacked up rear ends can apply to all nonrotoflex Club cars, even if some seem to suffer the opposite. Bruce's three causes are all quite valid except that the last one is should be fully tightened under road load, in practice the rubber will usually adapt to the correct position but MAY SUFFER DAMAGE in the process, hence the workshop manual's instructions. An alternative explanation was pointed out to me some time back by a Bond Equipe 1300 owner.

problem appears to be with hardened steel tube inside a nylon bush inside the hub. The tube is clamped by the vertical link but free to rotate inside the some of the trunnion kits available contain a steel tube which is fractionally too short. Once fully tightened, these allow the vertical link to clamp onto the hub and effectively prevent any suspension movement. This, of course, causes problems even if tightened under road load so that the suspension looks right. The only solution is to obtain a trunnion bush kit with the correct length of tube, or to make one equipment. Fortunately this problem appears not to affect the front trunnion bushes.

While I'm at it (OK so maybe the reputation is deserved) Geoff Bryan readers of John Richardson's

regarding radiators might like to know that early Spitfires (MkI and MkII) had a bigger radiator than the later ones. Naturally it will fit. It is also possible, though not quite so trivial, to fit a Herald radiator. The 1200 version is HUGE. So why did Triumph keep making the radiators small?

Perhaps the 1300 engine was considered more efficient and intended to run at a higher temperature. From my experience though a MkII Spitfire runs fine with a MkIII radiator and 1500 Herald runs fine with a 1200 radiator.

MkIII GT6, however, gets very hot. Talking of which have you noticed that the bonnet bulge on the MkIII GT6 is cleverly designed to improve engine cooling by tunnelling the hot air from the engine straight into the cabin air intake?

## Robert Pearce ... reply from Bruce Pilbrough . . .

EVERY effort is made to produce articles which are not confusing and these are then given to a work colleague who is interested in cars but not technically minded for his comments regarding clarity.

In producing articles which will be read and taken as 'authorative statements' one can only use one's own experiences and those of a number of trusted enthusiasts, logic and common sense.

Replacement parts which are not 'STANDARD' in size or quality can of course always cause problems. I wonder how many of us measure each component before fitting a replacement . . . perhaps we

. . . I have not experienced difficulties with rear trunnion bush kits (of this nature), but I accept that replacement parts which are not to original specification can be an ADDITIONAL source of problems.

Bruce Pilbrough

#### ... a very large boquet of flowers to Anglia Triumph Services . . .

I should like to offer a very large boquet of flowers to David of Anglia Triumph Services, he deserves it.

In February of this year I bought a MkIII GT6, from David, which had little or no useful history but was 100,000 plus miles old. My expectation was that HAN (HAN 525M) would keep on going until I could raise the money to rebuild the engine. Within 2

months the engine threw a con-rod and that was that — fate. Fate was also very kind to me — I aot a large windfall (thank you Mr Tax person!).

David, with much kindess and many consolina words took HANNAH into the workshop, I have to say at this point that although I'm not actually a nag, I do worry! I work for the National Trust, and my working hours don't allow me much time off the job, but it doesn't stop me using a phone to find out how the patient is coming along, does it?

To cut a long story short . . . after many more consoling words the rebuild was completed and HANNAH was ready to dip her rubber into the tarmac once more. Unhappily, tied to Wimpole as I am I couldn't collect. 'No problem', said David and drove a 150 mile round trip to deliver my HANNAH to me. The last time I saw David (just after he had changed the oil and checked everything after I'd run it in) he said to me 'See you in September for your MoT'. Knowing that David and his staff are very polite and helpful he probably meant it — if it had been me I would have added 'and don't you dare come back before.

Thank you very much David, See you . . . . !

George Wimpole Hall, Royston, Herts.

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## AROUND THE TSSC WORLD IN '40' DAYS - IV

Leon F Guyot

ONE pair of intricate Chinese Lions — with a large choice I was a little indecisive at first, but was helped by a kindly elderly Chinese shop assistant of which there seemed to be no shortage.

I asked him to wrap my fragile china as thoroughly as possible. as I was going to take it all the way around the world, back to England. He then proceeded to find a box of exactly the right size and lots of packing material, wrapping the package up in their own wrapping paper and tying it oh so neatly with orange binding and even giving it a cute little wire and bamboo handle.

He asked me if I was British, I said yes, he asked me if I was a traveller, I said yes, and he told me he had served Michael Palin who was also British and asked me if I know Micheal Palin, so I replied Yes — he's British!

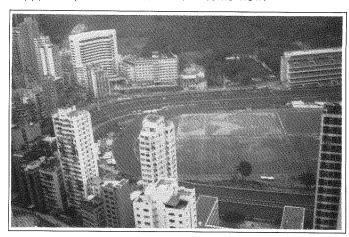
I then shook his hand — just like Michael Palin always does on his travel programmes, and by the shocked look he gave me, followed by lots of bowing. I guess that British people don't normally do that, but since it was by now almost 11am. I hurried from the store and ran back to The Lee Gardens Hotel as fast as could, up to the 11th floor. arabbed my back pack and proceeded down to the lobby where Andrew Brown was awaiting with the BMW checked out by throwing the room keys into the key-bin at the reception desk, I don't think I'll bother with that particular overpriced hotel next time I come this way.

Andrew drove in his usual

where we awaited Mike and Tracey Crewes, just in from London via Frankfurt for Andrew and Lorraine's wedding, their Lufthansa aircraft apparently having made a somewhat bumpy landing.

I can't say if Mike was surprised to see me awaiting their arrival in Hong Kong, but when his jaw hit the ground and he asked me what I was doing there, I said that obviously as TSSC International Liaison Secretary the interests of all TSSC members abroad was my concern, so I had to check to make certain that they arrived OK, but I think he was a little too tired to appreciate my little joke!

After dropping Mike and Tracey off at the Hilton Hotel (how much are you paid Mike?) Andrew took us all back to his father's luxury apartment on the 37th floor, I think, and overlooking the famous Happy Valley Racecourse (below) — some view.



Andrew and Lorraine's young son Aidan, asked me if I had my funny red car with me, I told him that they wouldn't let me take it on the aeroplane, he replied that was a pity as he liked it because it didn't have a roof! Cute kid, Aidan, but quite mad, just like his parents. Then we all went to the English style supermarket and on our return, Lorraine kindly cooked me brunch which was much appreciated. Here I include (over page) an article from the South China Morning Post, given to me later on by someone whose name temporarily escapes me, I'm very sorry but thanks very much anyway! A little later, Andrew took me back to the airport for checking in, where I discovered that you must pay \$150 HK Departure Tax, overlooked by my otherwise good travel agent.

It's just as well that Andrew was with me, as I was getting rather spirited style to Kai-Tak Airport short of local currency by now.

Then came more of the so called safe X rays for baas and jacket, followed by an electronic wand body search, these officious Hong Kong airport police, obviously British trained, seem rather over zealous about their job, they didn't like my metal shirt buttons, and took exception to the small baggage padlock in my pocket! In fact, they nearly pulled their guns on me when the alarm went off for the third time . . . quite why they should suspect that a British tourist should wish to smugale a two-inch long gun on board an Australian aircraft flying from Hong Kong to Sydney is beyond me!

As we boarded the Quantas Boeing 747 - 200 'City of Mount Gambier' (VH-EBR), the weather changed and it began to rain. We were told that the distance from Hona Kona to Sydney is 7371km/4593 miles, and takes motoring kind some 81/2 hours to cover.

After an uneventful take off, we ascended through the rain clouds to 10,061 metres/33,000 feet and we were travelling at 978km/h. The temperature had fallen to an icy minus 41 degrees C. Out across the South China Sea and just west of Manilla in the Phillipines we flew. What can I say about Quantas? Well the food is front make the Heralds yet leading and ear only a year call.

But Mr Goddard's wire, 1970 and the graph of the care of very much better and indeed hotter and the staff are genuinely friendly. Even the toilets were better and more numerous - an important consideration on the very long haul flights. By now we were at 11,280 metres/37,000 feet and travelling between 928kmh/ and 1013 km/h.

that I overdosed on the view, as we flew directly across the seeminaly endless expanse of central Queensland, the Great Dividing Range and Darling Downs and on to New South Wales and Sydney. An unforgettable view that will live with me for the rest of my life, surely one of the greatest and most humbling of human experiences. Our wheels screeched onto the runway at Sydney's Kinasford-Smith International Airport at 8.10am local time, dead on time. All in all, a lovely flight to a different world.



## Heralding the Triumph of a

By ADAM OLIVER

Mr Colin Goddard's matching pair of bright red drop-top Heralds are proba-bly unique in Hongkong and in the crowd of rounded and

apart.

The shape is quite different to today's cars. The slab sides and definite face at the

But Mr Goddard's wife, 1970 and the second in 1971. Cyndi, is not zure about the "right at the end of the 12-worth of the Heralds. She teles something more modern and air-conditioned where practical for any one of the territory, but Mr Goddard is smitten with his twin Triumphs.

It seems almost rude to the interior, or we have been almost rude to the interior.

and his past cars include a Triumph Spitfire and a Re-nault Floride and his love for open-top motoring hasn't waned.
"I started driving cars

n the crowd of rounded and wanned.

Jain Japanese cars, the "I started driving cars inned Triumphs stand upart.

The shape is quite different the stand my enthusiasm hasn't died," he

the interior.

The most striking part of
the interior is the width of
the transmission tunnel
which houses the drive shaft
running from the engine to
the rear wheels. This tunnel
is so wide the pedals have to

I opted for the one closest

To his credit, Mr God-dard hardly winced as I crunched the gearbox while looking for third gear — it isn't where you would expect

The chrome tasks on the front bumpers make th

spin and, unable to see much and pleasant to drive.



It was at this point, early in the Antipodean morning and a perfect landing, even if Captain Barday did seem to spend more time in the cabin than in the

> We weren't allowed to leave the aircraft until it had been sprayed with insecticide by men wearing masks! . . . . . , what about us!

> > Continued next month



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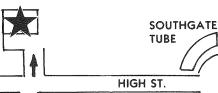
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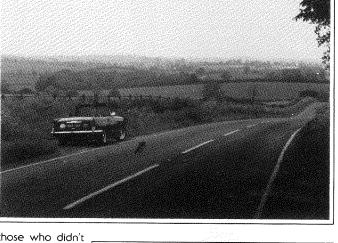
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### INTERNATIONAL LIAISON **SECRETARY**



UMMER'S here! As three those who didn't weeks of blazing sun like the idea subside to the coldest of 'our' cars being July days since records began, and sent off to our conwith our Stafford Int'. Show just tinental cousins! A one week away, your Club couple of days officers are all working flat out on later found us in your behalf, with the TSSC HQ virtually under siege from 18,000 members.

I make no apologies for the first photo which is of my own dear Herald 1200 Convertible topless in Englands green and pleasant land (what's left of it), actually in deepest Northamptonshire, just a few miles from TSSC HQ, proving that there's still some fine motoring to be found on those forgotten country roads — for which our cars were designed, and away from those horrible congested motorways! One week later found me, my car and fellow member Bob Rowland with his Vitesse convertible convoving with our Dutch friends and their own Vitesse near Eindhoven in the Netherlands. A most enjoyable event, rather like some of the larger British events were, before they became spoilt by over-commercialisation and exhorbitant entrance pric 3.

Almost al of the cars in attendance exhibited a very high stock including a standard of restoration, take note Sports Six conv.

Belgium (if it's Tuesday it must be Belgium!), visiting Stefan Vandendijk (TSSC Belgium A/O), Claude Buntix and family and other members of TSSC



Belgian TSSC on their home turf. I took the opportunity to present Claude (below) with his special award of a TSSC chassis trophy as 'TSSC International Member of the Year 1993' at his home in Voroux Lex Liers, near Liege. After a most memorable evening (I think!) with members of the TSSC Belgium, I stayed with Claude at his home with fully equipped Triumph only workshop, most impressive and I'm BRG

with envy. Bob Rowland staved with Stefan Vandenkijk in Tongeren where he as able to take a look at Stefans 'Racing Box' British Classic car import/resale business and see the various cars in



from Oregon state in the N.W. United States and a 10c coin in the glove compartment, which he says GT6 + 2 also from Oregon, this car is now being restored by an enthusiast in Antwerp. The next Standard Atlas van (not camper conversion) recently imported from England for Stephans own collection. a very rare vehicle indeed!



And now for something completely different, back in the UK on 3rd July, I received a phone call from new member Azad Kadri from Cape Town, South Africa, just to say HI! and tell me about his Spitfire MkIII that he has owned for some 14 years. I'm looking forward to meeting you and car when I'm in Cape Town next May, along with my friend and fellow TSSC member Clive Bergman. Later that evening, I received a phone call from new member Rene Heise of Hilversum, NL, who told me that he was coming to England to locate and buy a Vitesse 2L MkII Convertible, if only he could find one in good condition, luckily for him, yours truely knew of one really fine example locally with 4 brand new chrome wires! Next day, after a wonderful test drive, saw Rene, a very happy Rene sitting in his Triumph



Vitesse Convertible, date of reg 11/4/69, but what really clinched it for Rene was his finding a Dutch

he will keep in there forever for good luck!

Rene tells me that he will be using the car to drive picture should get Mike Costigan going, as it's a to/from his favourite country (Scotland) to play golf with his friends. I'm sure that we would all wish Rene all the best with his Classic open top motoring!

A picture now, to remind you what a European winter can be like. Taken by Udo Riemenschneider. his 13/60 convertible last December.



Udo says that his 13/60 is a 'beautifull, well engineered old British car' and that his daughter in the photo wil be cars driver in around 16-17 years. Talking of Germany, here are some fine cars at the July 1992 Summer meeting of the 1st Spitfire Club Deautschlands (calm down Mac Reynolds).



Lastly, I've heard from David Eaton in Olympia, Washington, A/O for the western half of USA he tells me that he would like to continue as AO and has had a lot of enquiries recently, possibly because of the coming Vintage Triumph meet at Seattle from 4th-8th August 93. Well I'm going there myself in a Sports Six Conv. I look forward to meeting you and just as many of our American/Canadian members as possible. Full report to follow. Until next month, all the best and happy Triumph motoring:





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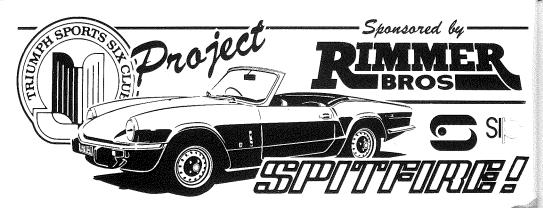
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**PART SIX** 

## 'The best laid plans'

HE most detailed photographic Spitfire rebuild ever, well, that was our intention, our former local film processors decided to alter those high ideals by first of all losing a film and then miraculously finding it, but we're afraid that the prints were not up to their usual standard, and not all would print, so, some of the photos this month may not be so good.

I will try to visualise in words the missing shots. Rest assured though that we now use another processing outfit and the mechanical build up section (when we eventually get there!) will be more detailed.

Whilst I'm being brutally honest I overlooked removal of the front quarter valances in last months article so I'll kick off from there.

Fig. 2. Now undo the bolts on the chassis rail (prior treatment with penetrating oil probably a must here). The front bumper bolt is taken out next and then the valance can be pulled free. The indicator lamp loom will come with it.

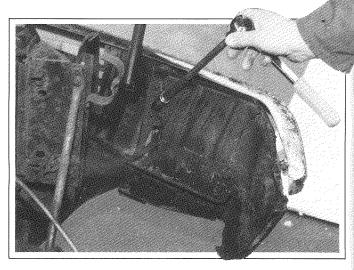
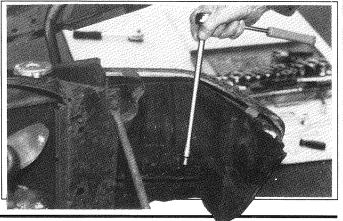


Fig. 1. The quarter valances literally hang on the front chassis rail and hinge box and are notorious for the ease with which they rot through. This is manily due to the fact that these panels are of a double skin construction and trap road dirt easily. They are secured by right angled brackets, undo the hinge box brackets first.



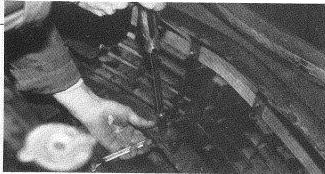


Fig. 3. Next release the front grille from the chassis rail by undoing the nuts and bolts. Remove complete with bracket and place the nuts and bolts in the bracket to remind you where they are from.

Fig. 4. With the valances off, don't forget to remove the mounting brackets as you'll need to re-use them with your new units. Whilst you're there, unscrew the lamp and store these away. As you can see, John has also removed the radiator support tubes. The other two triangular brackets are for the horns which are found under the radiator on its support frame which . . . . . .

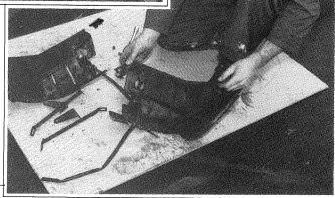


Fig. 5. . . . . can now be released from the brackets on the chassis. Once these are clear, remove the radiator hoses, top and bottom (of course you drained it first, didn't you?) and the rad. frame and all will lift clear. If your radiator is good and is to be re-used, protect the front and rear vanes and tubes by taping some thick card over them as these are otherwise easily damaged.

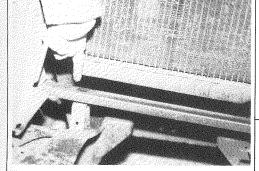


Fig. 6. We opted to remove the engine and gearbox as a complete unit. Here I can be seen attaching the lifting chain through the engine lifting eyes whilst waiting for the engine hoist to be delivered from the hire firm (hiring is probably the most cost effective way of doing this job safely.









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Unfortunately this is the section of shots which didn't come out. fitted. Undo the engine mounts Luckily this job is fairly straightforward, although please follow the from the suspension towers and lift safety rules. Make sure the lifting equipment you use is adequate the engine and gearbox to the job. Engines plus gearboxes are heavy and awkward to manouvre around. A good quality engine hoist is the best solution and is easily hired from local sources. Prior to lifting, undo the propshaft bolts from the rear of the gearbox flange. Whilst you're at it, undo the bolts on the differential flanges (don't forget to mark store it. Referring back to a tip both flanges front and rear first to enable you to replace the prop in the same position) lift the propshaft and store to one side. After attaching the lifting arm on the hoist to the engine, lift and take the weight. Check that nothing is connecting the engine block to the chassis, such as the engine steering rack earth strap. Once all is clear, undo the gearbox bobbin mounts or overdrive mount if

complete. Once clear, move the chassis back from under the engine. Now you can manouvre the engine to where you wish to from Pete Williams, storing the engine upright on a couple of old tyres, protects the sump from damage. Don't forget to chock the unit safely or rope it to the garage wall to stop it tipping over.

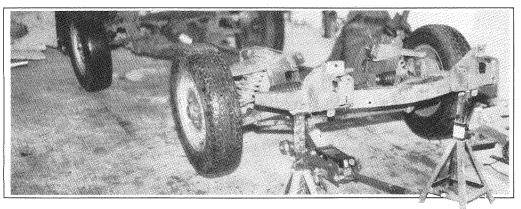
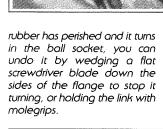


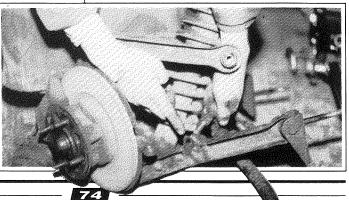
Fig. 7. Before removing the front suspension jack up and support the chassis with some good quality stands. We slackened off the wheel nuts first.



Fig. 8. Just so it wasn't forgotten, the gearbox mount was removed first. Four bolts hold the place in place, you may like us, have to delve into the oily muck to find them, but they're in there somewhere, honest!

Fig. 9. To remove the anti roll bar, first undo the bar link nut found on the bottom wishbone, if the links





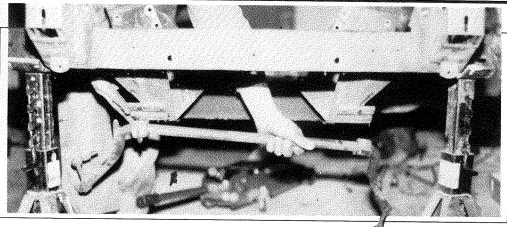
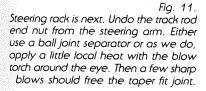
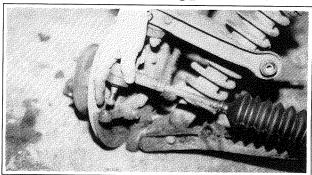


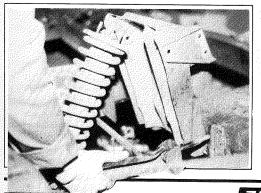
Fig. 10. The anti roll bar itself is held by U bolts on brackets under the main rails. Remove the nuts and drop the bar.

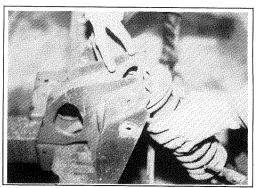




It is simpler to remove the front suspension as a complete unit. Start by undoing the top wishbone bolts (removed already in shot), then release the three nuts holding the spring to the tower.

Fig. 13. Release the two nuts holding the lower wishbone (found inside the chassis rail) and pull the unit clear). Make a note of the position and number of shims found behind these brackets, for correct wheel alignment on replacement. Kerchunk! Sound of unit hitting the floor. See you next month.





**NEXT MONTH** FRONT SUSPENSION **BREAKDOWN** 



## 11th International Spitfire Weekend

OR the 11th year the OR the 11th year the Dutch Triumph Spitfire → Club is organising the International Spitfire Weekend. On September 4 and 5 we are expecting more than 750 Spitfires in the recreation park 'De Beekse Bergen' in Hilvarenbeek (near Tilburg).

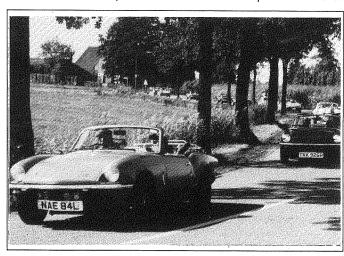
The organisers of the weekend have worked hard to optimise this location, which was also chosen as last year's venue. Visitors can park their car in the main ground, over which the cable car way runs. Here also the spare parts market takes place. A lot of time has been spent to make the arounds as attractive as possible, for instance by serving draught beer on large outdoor cafe's, a stage with live music performances and games. in which teams can challenge each other in a sporting manner.

New during the weekend are the live music performances on Saturday and Sunday afternoon. Two marvellous bands are contracted, the blues/rock band Bow Tie Scareplane and a formation of no less than 11 musicians, including a brass section, called Never Mind the Neighbours, who play covers of, for instance, Joe Cocker / Blues Brothers and who can change each event into a complete party. Top of the bill this year is a real Dutch racing Spitfire. A couple

of months ago Arthur Denzler, a Dutch TSC member, completed the restoration and preparation of this GT.



At this moment he has already finished his first races at the race track of Assen in Holland. His car is a replica of the Le Mans Spitfires, Le Mans, the place where in 1964 the couples Marnat/Piot and Hobbs/Slotemaker created a furore. The very latest racing Spitfire has a 100 hp motor and a very rare 8 valve cylinder head. Arthur Denzler is officially sponsored by the Dutch Triumph Spitfire Club and therefore will certainly attend the International Spitfire Weekend.



Activities during the weekend are amongst other on Saturday the market with spare parts, accessories and books by traders of various countries, but also by private persons (boot sale) and an

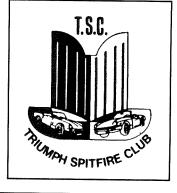
international concours d'elegance of about 30 Spitfires in mint condition. On Saturday evening, after the official welcome a fabulous party takes place with the co-operation of the band No Tuxedo, who return after last year's great success.

On Sunday the market starts early and it's time for the famous tour of hundreds of Spitfires, with which the Triumph Spitfige Club made the Guinness Book of Record's in 1984 with the longest queue of cars of the same trademark (604 cars).

Also on Sunday the prize giving ceremony takes place of the election by the visitors of the weekend of 'the best car in Europe' and 'the worst car in Europe'

The public itself can win areat prizes in the raffle. The weekend is concluded by a joint dinner on Sunday evenina.

Triumph Spitfire Club 11th International **Spitfire** Weekend



The recreation park De Beekse Bergen is a well known location for car events (Camel Trophy) and offers participants to the weekend many free attractions such as the beach pool, a boat trip, the cable car, several restaurants and open air cafe's, row boats, pedal boats and even a real safari park.

The by now worldwide known International Spitfire Weekend starts its second decennium with more attractions than ever before. The organisation expects a total of about 3000 visitors, among which are 1200 quests who will stay for the night. De Beekse Bergen offers both bungalows and camping places to spend the night.

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See booking form in Review.

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- 3		
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	Half floor £35.00	Rear shocks (PAIR) £31.00
-	'A' post filler £6.70	Front wishbone bush 60p
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-	Windscreen seal £17.00	Front coil spring £13.50
-	Rubber bumper set £99.00	Timing chain £2.25
	Rear quarter valance £14.95	Tensioner
	P.V.C. hood£79.00	Front oil seal (LATE) £2.10
-	Boot 'T' handle £12.90	Rear oil seal (ALL) £2.25 Ignition coil £9.50
	Horn push assembly£11.00	Air filter£9.50
	Wing arch repair£12.00	
	Herald/Vitesse moulded	<b>★ WORKSHOP / FITTING</b>
	carpet set£99.00	SERVICE AVAILABLE ★

STS Triumph Spares, Unit 3, CUmber House Bennett Street, Ardwick, Manchester. M12 5BW TELEPHONE 061 230 7606 5 0831 690895 anytime Opening times: MON-SAT 10am - 6pm ACCESS / VISA FAST MAIL ORDER SERVICE / NEXT DAY DELIVERY WO Club members from the Norfolk district, Lionel Page and Nick Greenwood drove Lionel's MkIII GT6 round Britain as part of the 'Everest Challenge' for two charities, 'Help the Aged' and 'Crusaid' over the weekend May 22-Monday 24 and raised over £600.



The cars preparation was completed on Friday night, 21st. The day began early at 'Eagle Classics' of Newmarket and Norwich with the arrival from Moss Europe of the differential which they had reconditioned and with an MoT

booked for 3pm things were a little hectic to say the least.
We set off early Saturday, our first stop the Moss HQ in Richmond.
En-route the diff mounted exhaust bracket broke, so on arrival some photographs were taken, then into Moss's workshops where a jack,

axle stand and a new bonded bracket were provided for us to fit, just another example of how helpful Moss have been.

Classic Way
to tour
Britain In
Triumph!

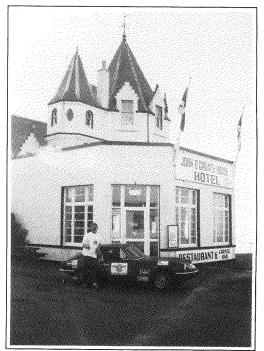
Lionel Page

the car went very smoothly, returning some 30mpg and averaging 51mph. The car, Nov. 1973 GT6 MkIII, I have owned it since June 1989, since then it has been fitted with an uprated g/box and J type o/drive purchased from John Kipping.



We arrived at Lands End early Sat. evening, just stopping for some photos, then back to Exeter and onto the M5. After a stop for sleep near Preston on the M6 our route took us onto Glasgow, Stirling, Perth, Inverness, Wick and on to John O' Groats arriving at 19.50hrs Sunday at 20.45hrs, began the long journey home.

After a few hours sleep we crossed the Forth road bridge early Monday morning and finally home to Norwich at 16.30hrs. In all we covered 2040 miles in just under 40 hours of driving and apart from the broken exhaust bracket on Saturday





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All magazine material must be received by the 15th of the month prior to month of publication

DEFINITION OF DEADLINE — Last date by which copy can be included in the publication, assuming space is still available. Always try and work well in advance to the deadline.

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Bill Sunderland (Club Manager)
TSSC, Main Street, Lubenham, Leics, LE16 9TF

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Please only contact the relevant searctary with specific questions on each marque and ONLY at reasonable times. Remember, this is a voluntary service and each secretary will only deal with problems and enquiries in his own specific area.

#### TECHNICAL SECRETARY:

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Chris Longhurst, 30 Shannon Close, Grove, Wantage, Oxon. OX12 7PT.

#### **HERALD 13/60**

**Phil Willson**, 37, The Grove, North Cray, Sidcup, Kent. DA14 5NG. Tel: 081 302 0059 (7-9pm only).

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#### SPITFIRE MkIV/1500

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#### VITESSE 1600/MkI/II

Mac Reynolds, 'Burrows Mill', Beeny, Boscastle, Cornwall PL35 OHL. Tel: 0840 250013.

#### GT6 MkI/II/III

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