

Spitfire/GT6 Panelwork



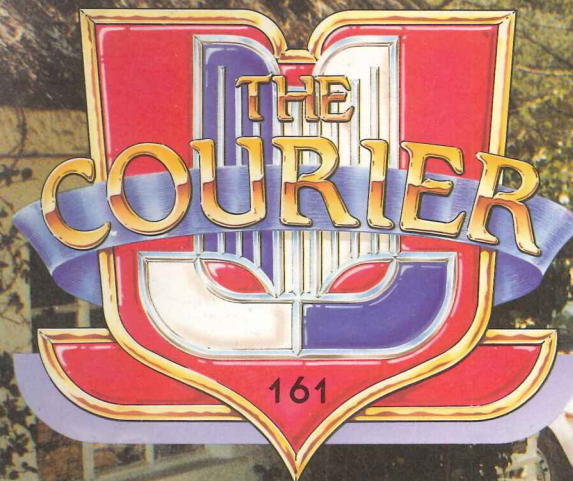
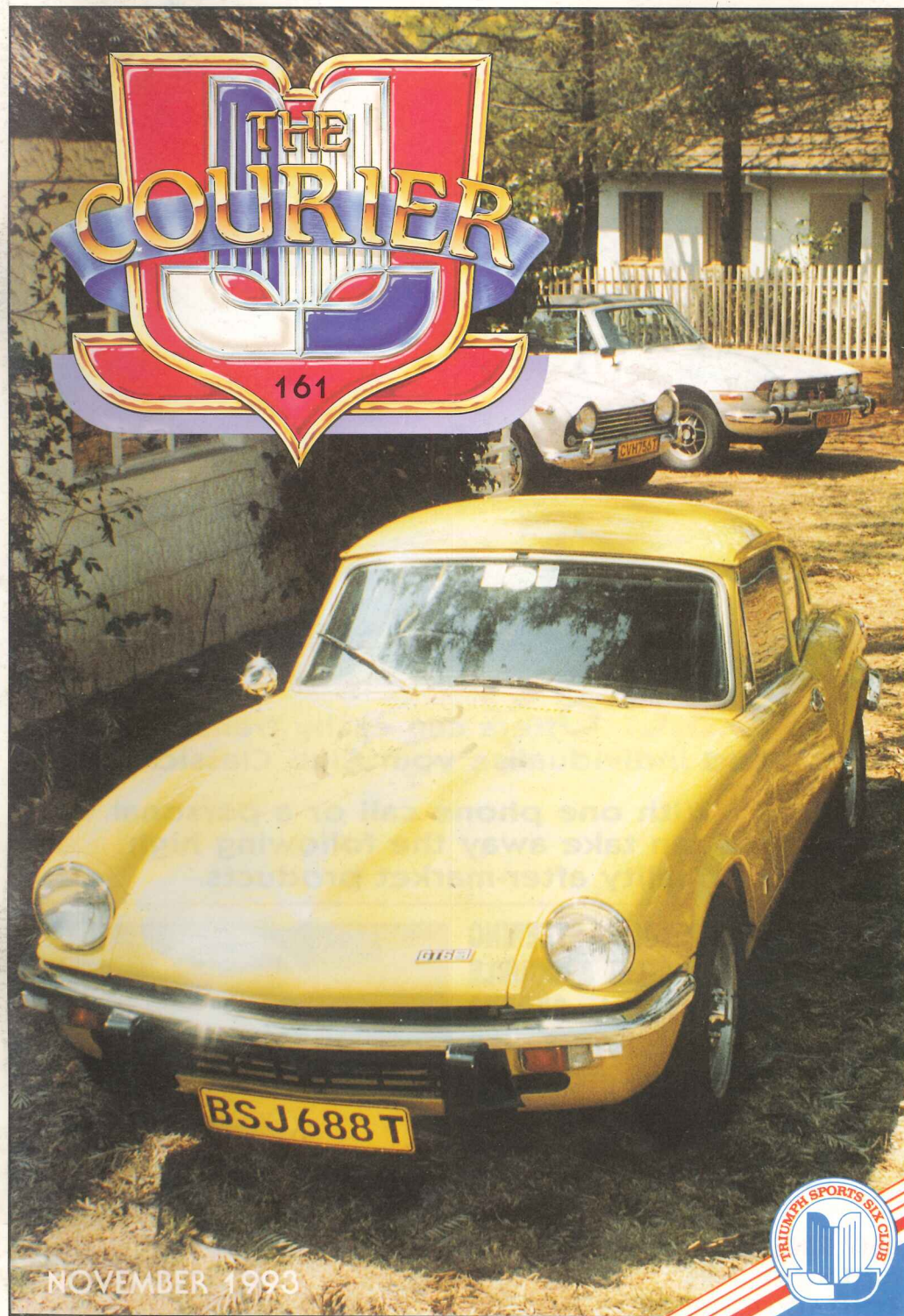
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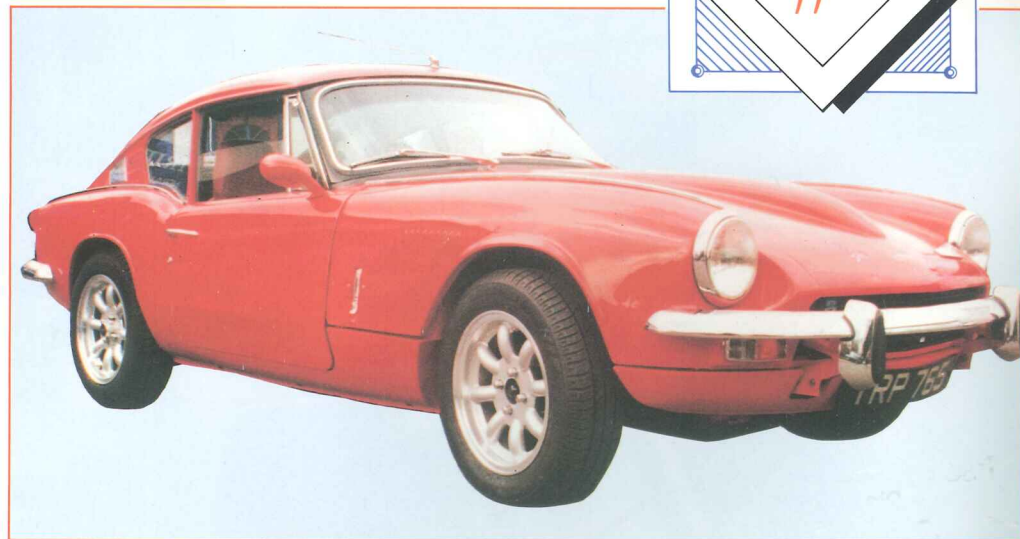
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THE COURIER

The Official Monthly Magazine of
The Triumph Sports Six Club
VOL.14 No. 161 NOVEMBER 1993
Price £1.50 Free to Club Members

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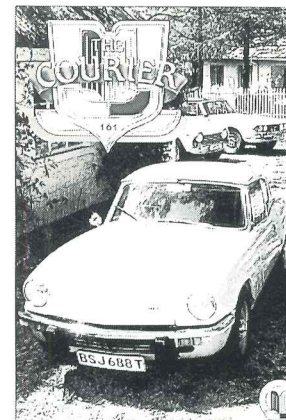
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Bill Sunderland, Mike Crewes, John Thorpe,
Mark Huggall, Stuart Newbould, Annis Green,
Simon Roberts, David Aspinall, Tom Longley.

For a full list of TSSC Officials see page 82

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Cover photo.
Peter de Sautoy's
South African
GT6 III.

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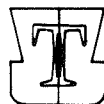
Plus Area News Review/Classified Newspaper

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.

T.S.S.C.



EVENTS '93' Calendar



HIS is the official TSSC Events Calendar for 1993/94 containing details of all TSSC organised events and National and Local events to which the Club has been invited. Whilst every effort is made to ensure that the details contained in this calendar are correct, no responsibility is accepted for errors or changes due to unforeseen circumstances. For additions and amendments contact the Club headquarters. Tel: (0858) 434424. FAX: 0858 431936.

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

FEBRUARY — 1994

13 — SUNDAY — LONDON ORBITAL MEET, Wheatsheaf Pub, Old Windsor, Berks.

MAY — 1994

12-15 THURS-SUN — THE 20TH ANNIVERSARY NATIONAL GATHERING OF THE TRIUMPH SPORTS CAR CLUB OF SOUTH AFRICA, at Midmar Dam Holiday Resort, Natal. A full weekend of Triumph

related activities set in the Natal midlands at a time of the year when the weather is fine and warm. Join Triumph sports car enthusiasts from all over South Africa for a memorable weekend. For further information write to Graham Cheetham, Box 29252, Maydon Wharf, 4057 South Africa, or telefax 01027 31 256014.

MAY — 1994

7/8 SAT/SUN — S.E.M. (SOUTH OF ENGLAND MEET), Leatherhead Leisure Centre, Surrey.

JULY — 1994

15/16/17 FRI-SUN — TSSC INTERNATIONAL WEEKEND, STAFFORD COUNTRY SHOWGROUND. Contact Club HQ for details. (0858 434424).

NATIONAL & LOCAL EVENTS TSSC INVITED

NOVEMBER

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

FEBRUARY — 1994

24-27 THURS/SUN - DAILY EXPRESS MOTOR RACING SHOW, Olympia 2, Kensington Avenue.

APRIL — 94

17/22 — SUN/FRI - RALLYE D'ALSACE — FRANCE

JUNE — 94

20-28 MON-MON - RALLYE DES PYRENEES — SPAIN/France

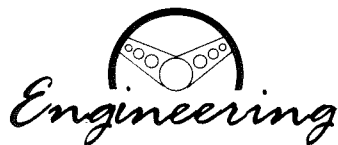
AUGUST — 94

28/29 — SUN/MON WALSALL CLASSIC CAR & COMMERCIAL SHOW, Old Walsall airport, Bosty Lane, Aldridge, Walsall, West Mids. In aid of charity. To take humanitarian aid to countries in crisis.

SEPTEMBER — 94

16-25 FRI-SUN - THE SCANDINAVIAN CLASSIC, DENMARK/NORWAY/SWEDEN

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TEL: SLOUGH (0753) 696216

Bill Sunderland

"Comment"



UR expansion plans for the Club's HQ are finally underway. 18 months after the first preliminary objectives were set, we have now obtained the necessary design and planning permission to proceed.

Whilst the discussions have gone on between all the relevant parties, we have developed the very best that the Club could ever have dreamed of for a working headquarters.

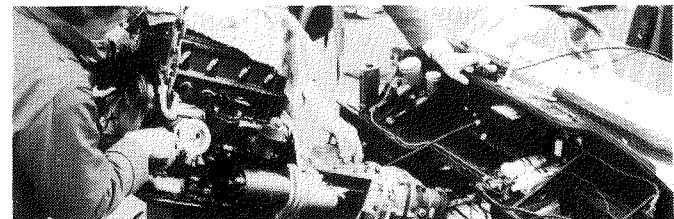
The development starts this month and should be complete by June 1994. The facilities which are extra to the original plan include all archive and video, technical and workshop photographic studio open in 1994. The short term turmoil is compounded by fact that the clock tower is being converted into the new editorial studio. All in all a very exciting time, but one which will put further pressure on the HQ team. I would ask you to bear with us through early 1994 as the expected result will give benefits to all members, with better working practices and possibilities for the Triumph Sports Six Club.

WORKING NIGHTS

Many members use the winter for maintenance and rebuilds to make the most of the cold months; no TVs, just a little heater to keep the frost at bay. Fortunately the success story



The best laid plans



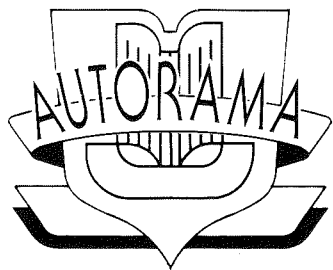
goes on, TSSC traders are trying extremely hard to keep the supply of parts coming and as much more satisfying!! We know from the vast archive of TSSC insurance valuations the basic condition of the Club cars and we also know of the thousands of cars on the way up. It's just one big circle but your winter work will secure the future for many more Club cars,

We have developed the very best that the Club could have ever dreamed of for a working Headquarters

said so many times before, with increased remanufactured lines.

Using Club cars is the only way of saving Club cars and as we enjoy our Triumphs so much this has had the right effect. Therefore making working on our cars so

as money spent with TSSC traders will create wealth for more parts and more investment in the cars that the press had written off in the early 70s — *light that fire!*



*In and Around
the Trade Scene*

NEW ASSOCIATED CLUBS CAR BADGE



WE have recently re-designed the Associated Clubs car badge. The new badge reflects a more traditional style and has a classic overall appearance. We feel that it will particularly appeal to those with an interest in motoring and Classic Cars.

The badge will be sent to all enrolling Members as per the existing arrangements. Existing Members wishing to purchase the new style badge can do so by calling 0345 41 41 51. Badges are available at the new price of £10. At present, only grille badges are available in the new style. Bar badges will be available in November of this year. ☐



NEW FROM TSSC OFFERS

A COMPLETE range of early Triumph paints.

TSSC Offers have managed to source a paint manufacturer who can supply any Triumph colour 1959-1981 in spray cans, touch up tins and 1 litre cans. These paints are mixed to the ORIGINAL paint manufacturers specification ensuring a perfect colour match.

See advert in this months Area News Review.

Trade enquiries welcome.

STAINLESS STEEL HERALD / VITESSE TREADPLATES

TOTALLY TRIUMPH are producing a short run of treadplates made from 304 grade stainless steel.

They come with all fixing holes drilled, though with a surface pattern which differs from the original treadplates. They will be available from mid November at a cost of £20 per pair plus P&P.

It is anticipated that they will sell well, so get your name down for a pair!! Totally Triumph, Unit 1, Fir Tree Farm, nr Northwich, Cheshire. CW9 6NX. Tel:- 0565 777 577.

TRIUMPH SPITFIRE PLASTIC GEARBOX TUNNEL — XKC1673SAP

AT last, the ultimate gearbox tunnel for your Spitfire, manufactured from 'Space Age' plastic.

Replace your old oil-soaked crumbling piece of cardboard with this Hi-Tech plastic cover, so easy to fit, it almost fits itself. Model application:- all models, Spitfire 4 and MkII all the way through to the 1500. (Also available is the tunnel to body gasket kit).

Retail price £47.00 inc. VAT.

**HAVE YOU RECEIVED THE NEW 1994 TSSC
OFFERS CATALOGUE? IF NOT, PLEASE
CONTACT JOHN MUGGLETON AT CLUB HQ
0858 434424 FOR YOUR COPY**



It's Wednesday evening, the congress is on Sunday

and I've only got 12 entries. I've already been clobbered by having to split the venue because of re-scheduled building work. Is this event going to work?

1st TSSC N.W. CONGRESS

26th SEPTEMBER 1993

The Noggin, Risley

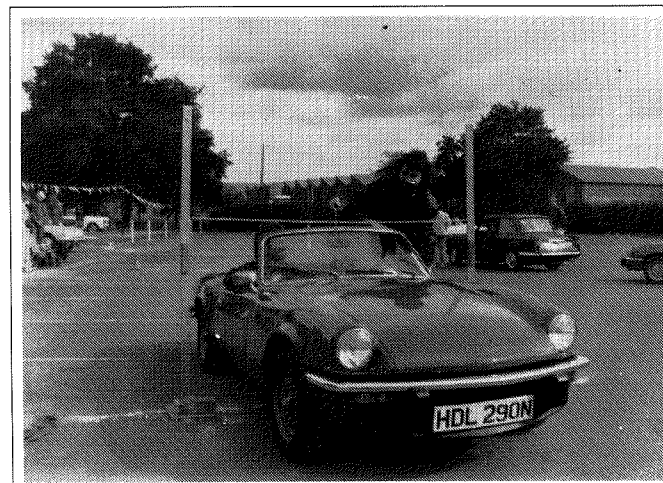
(The Organisers View)

Ian Cook

It's now Sunday morning. It's sunny and I'm loading all the gear onto Anne's Mini (Suki, my green Spitfire being, a) too small for this and, b) off the road) and I'm confident of 20+ cars as I know some people are coming on the day.

So head for Risley and see Keith's Spitfire/GT6 hammer past me down the M6 and eventually arrive at The Noggin with about half an hour to set things up — having already put up the promised signs on the way. It's happening now. Keith and his son are there as is Ian, the Mersey co-organiser.

The area is rapidly roped off and the driving tests set out and the bunting put up (*incidentally who had the Northern bunting before me and kept Anne and myself up until 2am untangling it? Someone was not popular!*).



Andy Barker, Spitfire 1500.

By now Chris the other Mersey organiser had arrived and all we needed were the driving test marshalls and the customers, they gradually arrived.

So, it's happening. All the driving tests are manned (and womaned, sorry folks, in some quarters I'm apparently known for a sexist streak). I need to be in three places at once. The early arrivals have been registered and given their plaques, driving test

instructions, raffle tickets etc. The Car of the Day judges are prowling around and it's time to get some wheels rolling with a driving test demonstration. How do you judge the height of a Mini when it's got a notice board on the roof and is higher than the posts? Answer, ignore it. Test 1 Judge the height. Test 2 Judge the width. Test 3 Reverse to a pole. All easily done with no embarrassments like hitting anything. Test 4 an autotest type course, but with a ball in dish on the bonnet to slow you down. Now with a bit of cajoling people started trying out the tests and things seemed to be OK. Even the sun was still out and I'd got 30 cars.

Is there no let-up for the organiser? Collect results sheets, talk to the sponsors, chase late entries. Finally things quieten down. It's time to collect the results, work out who's done what and go out for the convoy to the prize giving at the nearby General Elliot at Croft. But... there's no one there except Dennis and Julie and Peter and Margaret. Oh, they've all gone ahead. Fine. So eventually we get to a scene of chaos. People milling about the bar, eating, ordering food, waiting to get away. The raffle is drawn and prizes distributed in a very low key manner.

Then the actual prize giving after a bit of bullying to get most people together. The worthy winners are applauded and I can

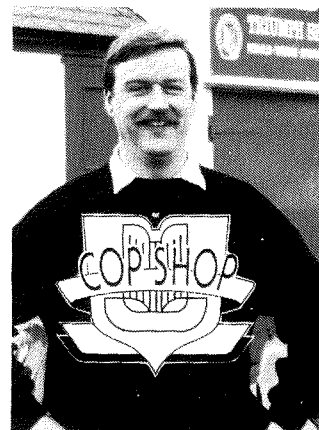
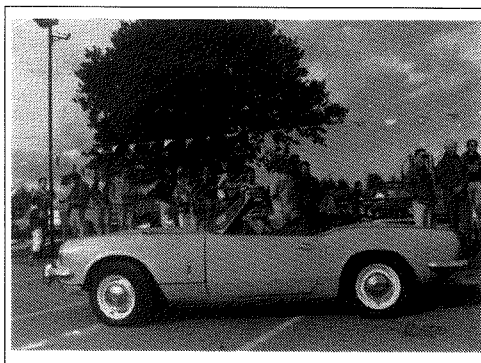
sit down with a pint and some food. It's been a good day and a success and we will certainly have another N.W. Congress.

So what about the Honours List? Well, here goes, firstly, my thanks to my sponsors:-

Trophies from:		Judges
Fylde Triumph/	Motortechnic, Pentangle	Restorations,
Totally Triumph.	Driving Test Prize	Pentangle Restorations
Raffle Prizes from	Moss Manchester,	The Noggin, Risley
The Winners		
Totally Triumph Car of the Day	Peter Dunne — Vitesse.	Pentangle Restorations
Driving Winner	Dave Hawcroft — Vitesse.	Fylde Triumphs/Motortechnic
Entrants Choice	Ray Fields — Spitfire.	
Commendations	Spitfire —	Ray Fields
GT6 —	Vivienne Fisher	Herald — Ian Ellis
Vitesse —	Dave Hawcroft	Bond — Peter Shawcross
Raffle 1st prize —	Sharon Connelly won £50 of goods from Moss.	

Finally, the reflections. Dave Hawcroft had a good day, a trophy, an engine service (prize), a commendation and a raffle prize. I enjoyed putting this meet

together but it couldn't have been run without the other areas, thanks Chris, Ian, Lindy and Louise for providing bodies, truly a North West effort. What would I do differently, start organising earlier, put more people on the driving tests and try not to split the venue. I'd like to take Sukki too, I know she would love it!



Mike Crewes

MANY of us use motorways on a regular basis and since last month we all know the regulations, but how many of us know what to do if we break down on a motorway. After all it is, hopefully, the most eventful thing that may ever happen to any of us on a motorway.

If your vehicle is about to break down then let it break down on the hard shoulder, that is why it's there. DO NOT drive on the hard shoulder unless the vehicle is coming to rest.

If your vehicle is not on the hard shoulder when it breaks down, get all its occupants out and onto the hard shoulder.

Next to where you have broken down (or at least within 50 metres) there will be a white post about 1/2 metre high (they are 100 metres apart). On the post you will find a series of numbers which represent the exact location of the post, and a picture of a telephone handset with an arrow. The arrow points in the direction of the nearest emergency telephone. The telephones are about a mile apart so that you should not need to walk more than half a mile. Sometimes they are closer.

Once you pick up the telephone you will have a direct line to the Police Motorway Control. The Police will answer the telephone and take details of where your car is, you, your car and the nature of the breakdown. If you are a member of a motoring organisation they will be called out for you, if you are not you may call a friend of relative (or member of the Self Help Scheme — ALWAYS carry your Membership Handbook).

If there is no one to help you, the Police will call their nearest authorised garage, but you will be liable for their cost.

If you are a woman and are alone, tell the Motorway Control when you speak to them. You must then return to your car and await your helper.

If your car is broken down away from the hard shoulder or where there is no hard shoulder, summon help from the motorway telephone as a priority. The Police will then send a Police vehicle to assist you in making your vehicle safe from accident.

If you stop on a motorway for any reason, use the motorway telephones, do not wander off the motorway looking for a telephone.

If the Police know your problem they will be able to help you, if they do not, then all sorts of problems arise, your car could be removed from the motorway if it has been left unattended for two hours and you will be liable for the removal fee and the ticket.

..... remember, ALWAYS carry your MEMBERSHIP HANDBOOK

If you are within a road works area, the emergency telephone may not be working, there will be signs displayed to that effect. If you break down, stay in your vehicle and a Police Patrol will find you.

If after your emergency you are able to continue driving your vehicle then build up speed on the hard shoulder before rejoining the main carriageway.

Remember, a motorway is a dangerous place, keep all the vehicle occupants away from the main carriageway and NEVER drive on the hard shoulder unless it is an emergency and you are stopping or you have been directed to do so.

If you have any queries or topics regarding road traffic legislation, write to Mike Crewes, 112 Blackmoor Wood, North Ascot, Berks. SL5 8EN.



SPITBITZ



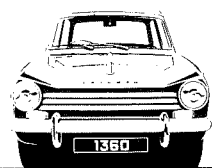
'WE'RE ON THE MOVE AGAIN'

and due to the huge stock of used Spitfire / GT6 parts we have, we've decided to sell them off VERRRRY cheaply, so rather than move them, we're selling at up to 50% off, but HURRRRY, we hope to move 1st of December.

JUST LOOK AT SOME OF THESE PRICES

Hard tops MkI, II, III	£50	Manifolds, 1300 inlet or outlet	£10
Chassis, MkI, II, III, NO RUST	£45	Springs, all models and Herald	£10
Chassis, MkIV, 1500	£75	Light units, MkIV, 1500, GT6 III, rear	£5
Driveshafts, MkI, II, III, early MkIVs, 2 Heralds	£20	Glass, MkIV, 1500, door	£5
Engines, 1300 full, guaranteed	£65	Hood frames, MkIV, 1500, complete	£35
Doors, NS, MkIV, 1500 complete	£25	We also have various new parts available, ie soft tops, carpet sets, boot racks, chrome air filters, windscreen sill, boot sill, Furfex, quarter valances, NS glove box, clutch master cylinders and various new panels.	
Doors, OS	£45	We take Access & Visa and can deliver next day if required or if you prefer to call in, we are just off Junction 11 of the M4. BUT PLEASE RING FIRST.	
Suspension units, front, includes wishbones, vertical link, stub axle, disc, hub spring and shocker	£20	0734 732648	
Gearbox, 1500	£25	POSTAL ADDRESS ONLY:- JINGLES FARM, NEW MILL ROAD, FINCHAMSTEAD, BERKS, RG11 4QT	
Boot lid, MkIV, 1500 from	£20	'SPITBITZ' The only name to remember	
Wheels, all models with tyres, from	£5		
Steering rack, all models and Herald	£5		
Propshaft, all models, NONE overdrive	£10		
Propshaft 1500, NONE overdrive	£15		
Petrol tank, all Spitfires	£10		
Distributor, 1500	£10		
Steering column, all models	£10		
Gauges, Smiths and Jaeger, ANY	£5		

Herald



13/60
Register

Phil Willson



Le Triomphe Héraut de Philippe Mathieu

THIS summer I had a very good holiday wandering around Europe inflicting my inadequate German, diabolical French (and pretty awful English I hear you say!) on our fellow EC citizens. The timing was cunningly arranged to get me to the Dutch Spitfire Weekend for the first time this century.

The Beekse Bergen is an excellent venue with many leisure facilities which kept my family occupied while I viewed the cars - I'm not silly, believe it or not! I was very pleased to come across four or five 13/60's

in a variety of conditions and have chosen a couple of them to show you. The first, undoubtedly the best of the bunch, was a very carefully restored example belonging to non-member Philippe Mathieu from Verdun in France. This was a nut-and-bolt rebuild carried out by Philippe himself and beautifully finished in a green that is a shade or two lighter than the original Conifer. The commission number was a little strange in that it was 1GK79022LCV. The leading '1' signifies, I believe, that it was assembled in Belgium, the 'L' that it is a left hooker and, of

course, 'CV' for a convertible. The number suggests that the car was probably built in early 1971, about 3 or 4 months before the final examples appeared (May 1971). But the 'GK'? All 13/60's of my acquaintance have the code 'GE', so is this a mistake or what? I must admit to being slightly mystified.

The second car is almost at the other end of the spectrum being a very well used estate car. Its owner, Peter Willey, and TSSC council member Annis Green had bravely driven all the way from Sheffield (except of course for the wet bit) to be in Tilburg. The car

had been Peter's hack for several years and he readily admits that it is in need of a slightly major rebuild. Nevertheless it shows that our beloved old Herald's are perfectly capable of giving long and faithful service.

OVERHEATING HERALDS

Not let's get a bit technical and talk about cooling systems. Through the summer months I had several telephone calls about overheating Herald's. There can be a variety of causes, some of the problems building up unnoticed over a period of time until one hot summer's day... Figure 1 shows the normal flow of water in the system with the water pump at the heart maintaining the circulation. The hot water, heated by the combustion process, passes from the block up through the thermostat into the tank at the top of the radiator. From here it goes down through a large number of very narrow, thin walled tubes interconnected by an array of zigzag shaped cooling fins which provide a large surface area for the cooling air. When cooled the water passes back through the pump into the block. The thermostat controls the flow into the radiator according to its set opening temperature, usually around 82°C. It is completely closed during warm-up thus preventing any water from reaching the radiator so that the engine reaches its optimum operating temperature as quickly as possible. The radiator cap, as well as being the access point for topping up, allows the pressure in the system to rise. This has the effect of raising the boiling point of the coolant to around 110°C and minimising the chance of pockets of steam forming in the block, steam being a poor conductor of heat.

When a system is in good order the temperature gauge should indicate near normal while the car is moving along at a reasonable speed since the air is flowing freely through the radiator cooling fins and over the engine block assisted by the fan. When stationary with the engine at idle or when moving slowly in traffic you would expect a temperature rise since the coolant circulation rate is slower, there is no longer a natural flow of air and the fan is only turning at a low speed.

If you find the engine is overheating even when travelling at reasonable speeds then you obviously have a problem. A clear sign that this is genuine overheating and not a faulty gauge is that the car has an increasing tendency to 'pink' when accelerating under load.

The prime suspect is usually the thermostat which can stick in the closed position thus not allowing water into the radiator for cooling. However, if the radiator appears to get very hot then this is less likely to be the problem. Other things to check include the radiator cap, the water pump, which should rotate freely with no play in the bearings, and the tightness of the fan belt which drives it. It is generally recommended that radiator caps are replaced at regular intervals anyway since their performance drops off at a steady rate. Then check that the radiator fins are not blocked with dead flies collected through 25 years of

happy Herald motoring. If this latter is the case you can use a hose from behind (i.e. the engine side) to wash the debris out forwards. Another action that can be taken, especially if the engine has been run for long periods

of the sediment that is hiding in quiet little corners — an action known as back-flushing. This action should be repeated with the radiator, back-flushing being best achieved by removing it completely from the car, inverting it and hosing through the bottom orifice (which is now at the top, of course).

Another problem that can creep up on you is that the engine and radiator become furred up thus restricting the circulation and reducing the cooling effect. This problem occurs because most people, me included, use tap water

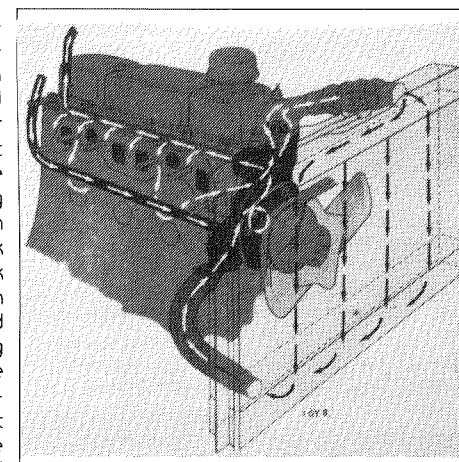
without antifreeze and/or corrosion inhibitor, is to thoroughly flush the block and radiator which could have gradually become clogged by a sediment of rust.

The method I would suggest is to drain the system then remove the top and bottom radiator hoses and thermostat. Use your trusty hose to squirt water into the thermostat housing which will cause fresh water to flow back through the block and head, through the water pump and out, hopefully taking with it all the loose sediment. This direction of flow is in fact the reverse of the normal direction and has the benefit of loosening some

when topping up or refilling the system. All tap water contains dissolved salts to a greater ('hard' water) or lesser ('soft' water) degree which comes out of



Flying the Flag!



Water circulation.

solution more readily as the water heats up — the same reason that kettles also collect fur deposits. You can usually see signs of this build up if you look down into the core through the filler neck. The solution here is to use a proprietary descaler such as Holts Radflush, three part process for removing scale and other deposits which costs between £3 and £4. This product has had a dramatically successful effect on at least one misbehaving 13/60. As with all such products, follows the instructions carefully to ensure the best effect. This particular problem can be prevented in the future by religiously using distilled or de-ionised water on every occasion, but this option is unfortunately not available to most at an economical cost.

On a cautionary note, I imagine it is possible that the fur deposits are concealing a weak area in the radiator which could start leaking after descaling. This would replace one problem with another, but this can also be cured after a visit to your local friendly accessory shop. The appropriate products include 'Bars Leaks', 'Radweld' and 'Wynn's Radiator Stop Leak' although I would be very interested to know about the properties and side-effects, if any, of such leak sealers. Does anyone out there know whether they only act on the leak or do they put a coating over the whole of the inside of the system thus causing a degree of constriction in the flow!

WARNING: Some manufacturers also market heavy duty products specifically for curing ENGINE leaks but these must NEVER be used in radiators since they will probably cause

blockages. Some general points: The above is generally applicable to all Club cars but it should be noted that Spitfires and GT6s do tend to overheat as a matter of course. I imagine that this is due in part to the smaller intake grille and a smaller than ideal radiator

quite a lot of energy unnecessarily by moving huge columns of air and making a good deal of noise in the process. The fan is needed most when you're stuck in traffic but, because the engine is idling, it is rotating very slowly and contributing very little to the cooling effect. The viscous coupled fans found on some models will consume less energy because they slip when the air resistance reached a certain level, but they still give no real help when needed most.

Electric fans, such as the Kenlowe, offer a near ideal solution since they are thermostatically controlled and only turn on when a certain preset temperature is reached.

This is usually arranged to be good margin above the normal running temperature ensuring that they rarely cut-in when the car is in motion.

They run at high speed providing a good blast of cold air at just the right time.

The additional advantages are that the car runs quieter and that less power is wasted. This can be translated into either a reduction in fuel consumption or an increase in available performance, depending on your driving style.

Unlike many performance improving modifications, the insurance companies do not penalise you for fitting them.

Finally, on a personal note, who half-inched the badge from the tailgate of my 13/60.

It can't have been a club member, can it?

Next time I'll use Superglue. ○

'The traditional fan is a bit of a waste of time'

due to space restrictions under the bonnet — the price you pay for nice, low sleek lines! On a Herald it should not really be necessary to resort to a wider radiator unless you are towing regularly or tuning the engine for more power. The standard system is perfectly adequate if maintained in good order. I have not covered the secondary water circuit that heats the inlet manifold and feeds the heater since it does not give rise to overheating problems — quite the opposite in fact. However, maintenance is exactly the same and the opportunity to flush out the heater matrix should be taken. This is best done by injecting water directly into one of the inlet/outlet pipes, but it will be done partially at least during the block flushing process described earlier so long as the heater valve is left in the open position.

IMPROVEMENTS

As hinted at earlier, the traditional fixed fan is a bit of a waste of time. When the car is moving there is enough natural airflow to keep the engine at the correct temperature. The fan is consuming

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CAMBRIDGE
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SPARES

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ENGINE AND ENGINE PARTS	
104892	Rocker shaft Herald 948/1200/Spit Mkl. II
105131	Timing chain, all models
105143	Crankshaft spigot bush, all models
106023	Rocker number 2
106024	Rocker number 1
114774	Sump drain plug (square end)
143456	Rear crankshaft oil seal, all models
143552	Cam follower all models except 948 Herald and 1600 Vitesse
144195	Crankshaft thrust washers (PAIR) state size
155357	Spitfire crankshaft pulley nut IV/1500, large crank
211125	Sump gasket GT6/Vitesse
211126	Timing cover gasket, all models
242425	Timing chain tensioner, all models
A0010	Full engine re-build, bench tested, 1147cc (EXCHANGE)
A0015	Full engine re-build, bench tested, 1200cc (EXCHANGE)
A0020	Full engine re-build, bench tested, 1600cc (EXCHANGE)
ALL ENGINES CARRY FULL 12 MONTH/12,000 MILE WARRANTY	
STEEL BODY PANELS - STEEL BODY PANELS	
705883/4	Rear quarter valance, Herald (not 948)
803070/1	Outer sill, all Herald / Vitesse
805937	Rear centre valance, Herald (NOT 948)
902268	Rear centre valance, Herald 948 & Vitesse
902270/1	Rear lower wing all Herald / Vitesse
902273/4	Rear quarter valance Herald 948 / Vitesse
BONNET HERALD / VITESSE	
703627/8	'D' plate (strengthening) all Herald / Vitesse
806879	Bonnet HOOP (RUST FREE IMPORT)
812140	Upper front panel 13/60
901397/8	Wheelarch outer front, all Herald / Vitesse
903075/6	Wheelarch inner front all Herald / Vitesse
713267	Wing left hand 13/60
713268	Wing right hand 13/60
8121210	Lower front valance 13/60, not yet avail. in steel
814113	Inner grille bar Vitesse
BILLS AND FLOORS - BODY PANELS COMMON TO ALL SPITS	
812527/8	Bracket front floor
708289/9	'A' post to sill filler panel
708422/3	Sill and reinforcement
806834/5	Sill reinforcement
806836/9	Inner sill
806707	Battery box
903097/8	Outer sill (GENUINE)
903097/8	Outer sill (PATTERN), excellent quality
903134	Headboard
TS22/JR	Full floor, front to rear, per side
TS23/JR	Floor footwell
TS25	Floor - X member
815279	Boot floor
BONNET - SPITFIRE I, II, III, GT6 I, II	
813597/8	Stiffener wheelarch to grille
706311/2	'DR' plate (below / behind sidelamps)
719030RP	Rear valance
811676	Front valance, pressed from front grille
817252	Front grille (black plastic)
903088/9	Front wing Spitfire I, II, III and GT6 Mkl
903137/8	Front wheelarch outer
908113/4	Front wing GT6 Mkl only (Louved)
BODY/HELL SPITFIRE I, II, III, GT6 I, II	
77210/5	Rear wing and / inner wing repair
TS11AJAR	Doorakin Spitfire III, GT6 II (Handle hole cut)
TS11LR	Doorakin Spitfire I, II, III, GT6 I, II plain
BONNET SPITFIRE IV/1500 & GT6 III	
715889	Front centre valance (not used when spoiler fitted)
815010	Stiffener bonnet front edge
815277/8	Underbody original plastic
815391/2	Front quarter valance
818871/2	Headlamp support panel assembly (base and ring)
818871/2B	Headlamp support panel base only
909351/2	Wheel arch outer (joins to front wing)
909683/4	Front lower wing
909787/8	Wheel arch inner
911101/2	Headlamp surround (cast alloy 2nd hand)
GL2808FG	Fireglass front spoiler
GL2808	Plastic (ORIGINAL) front spoiler
BODY/HELL SPITFIRE IV/1500 & GT6 III	
812965	Bonnet stop cone all models
823796	Bracket heelboard to radius arm Spitfire/GT6
718182	Rear light panel Spitfire IV/1500
725525	Side badge 'LEYLAND' front wing Spitfire 1500
813365/6	'B' post Spitfire IV/1500 / GT6 III
813693/4	Rain channel Spitfire IV/1500
908970	Rear lower valance Spitfire IV/1500, GT6 III
811327	Bootlid Spitfire 1500
WK2468/7	Rear wing Spitfire 1500 / GT6 III (RH)
Doorshell	(less fittings) U.S.A. rust free Import Spit IV/1500, GT6 III
BRAKES	
Set 4 brake pads Spitfire/Herald early (type 12 calipers)	£8.00
Set 4 brake pads Spitfire/Herald late (type 14 calipers)	£7.00
Set 4 brake pads (GIRLING) Vitesse/GT6 large pin calipers	£15.00
Set 4 REAR shoes Armstrong or GKN Vitesse/GT6 rotolox	£10.00
Set 4 REAR brake shoes late GT6 non rotolox (self adjust)	£8.00
201248	Brake drum rear all Spitfire/Herald
208715	Brake disc front all Spitfire/Herald
GENUINE STANPART TONNEAU COVERS - EXCLUSIVE TO CAMBRIDGE TRIUMPH	
704960	Herald/Vitesse right hand drive in black
708822	Spitfire Mkl, III right hand drive
708886	Spitfire Mkl, II left hand drive
816999	Spitfire MkIII right hand drive WHITE
818521	Spitfire MkIII left hand drive BLACK
818991	Spitfire MkIII right hand drive BLACK
THE COVENANT GENUINE FACTORY ITEMS, MOSTLY IN THE ORIGINAL PACKAGING WITH STANPART LABELS	
FRONT SUSPENSION	
102889	Grease cap front hub, Herald/Spitfire
102890	'D' washer under front wheel bearing nut
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
140919	Brass trunnion block right hand all models
140920	Brass trunnion block left hand all models
158729	Wheel stud all models front or rear
206865	Lower wishbone assembly right hand new with bushes
206866	Steering arm Herald disc brake models/Spitfire r/h
211048	Steering arm Herald disc brake models/Spitfire l/h
306803	Vertical link Herald disc/Spitfire right hand
306804	Vertical link Herald disc/Spitfire left hand
41419	Front trunnion bush kit all models
GHS148	Felt oil seal and retainer on stub axle, all models
GSA364	Front shock absorber standard
TXC184	Front spring standard Spitfire (all others available)
UKC1310	Top ball joint all models
UKC697	Stub axle Herald/Spitfire
REAR SUSPENSION	
151968	Bracket rear radius arm Spitfire III/IV right hand
151967	Bracket rear radius arm Spitfire III/IV left hand
132784	Vertical link rear left hand Herald/Spitfire
128135	Driveshaft & yoke axle (short shaft) Herald/Spit III, IV
C8939A	Bush rear spring eye all models (117575)
158976	Drive shaft shock absorber all Spit IV/1500, GT6 III
514370	Trunnion bush kit standard suspension
GSA365	Rear shock absorber Girling, gas
305894	Rear spring Spitfire I, II, III NEW, not reset
SPECIAL OFFERS	
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Spitfire roll over bar, untrimmed, including fitting kit	
THIS IS ONLY A SMALL SELECTION FROM OUR CURRENT STOCK, PLEASE PHONE OR FAX YOUR REQUIREMENTS. SOME USED PARTS ALSO AVAILABLE	
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TRIUMPH TRIUMPH TRIUMPH

GT6

REGISTER

Gordon Hulmes



I START this month with a photo of Matthew Arnold's lovely Pimento Red GT6 MkIII. Matthew, from Maidstone, Kent, bought the late 1973 car to replace his Spitfire which was unfortunately stolen. He bought the car in its present condition, it needed only new carpets and some work to the gearbox to complete (why aren't we all that lucky?!). TPE also came with all old MoT Certificates verifying its 76k miles.

Secondly, I've moved house this month, only a mile down the road so I'm keeping the same telephone number, which, by the time you read this should be connected, apologies if you tried to call me recently while I was having a line installed. My new address is inside the back cover.

Also this month, I've decided to get my GT6 on the road. As I've said before, time and facilities are a problem for me at the moment so I sent LTN 306L off to a small local firm, TEAN TRIUMPHS in Tean, Staffordshire, the proprietor of which owns a Herald and a TR7 (apparently in a similar state of decay to mine). I gave specific instructions to re-assemble it and do the minimum work required to get it

through the MoT. So there should be plenty of work for me to annoy the new neighbours with on Sunday mornings. By the time you read this, she should be back on the road.



OVER TO YOU

When I took over over the job of GT6 Register Secretary, I never professed to be the world's best mechanic, far from it. Aided by my reference material, however, I hope I can help with a good proportion of GT6 related queries. From now on though, any problems that have me stumped, I will print a brief description and if anyone can solve them, please write to me and I'll print the answer the following month. That way we can all learn from each others knowledge and experience. This month a member from Stafford (sorry, I didn't get your name) has a Mark III which

. . . . runs fine until it reached normal operating temperature, then it splutters and misfires. The engine is original and in good condition and the electrical system has been replaced and double checked, the Stromberg 150CD carbs have been overhauled and the choke is not sticking,

any ideas, please let me know.

STATISTICS

Despite moving house, I've finally found time to sort the IVRs. As you can see from the table, I've also broken them down by colour. The task was not as simple as it might appear. When sorting by chassis number, the suffix letter 'O' signifying overdrive is easily confused with the last digit of zero, so I've had to use my judgement

in a lot of cases, based on factors like the date of registration and engine number etc. Likewise, with the colours, I've had to include 'unspecified' red, blue etc., where the owner has not included the exact shade in either code or description form. In the table, the main number indicates the number of GT6s of a particular mark which were originally that colour, a minus number in brackets is the amount that have changed from that colour to something else and a plus number is the amount that have changed to that colour from something else. Some points of interest, which are not apparent from the table are that, in the MkIII, there is a definite change, early to late, from Saffron to Mimosa Yellows and from Pimento to Carmine Reds, both change over with some overlap but there is a definite phasing out of the former. Although various colours spanned all three Mk, white (19) seems to be the only colour that was available from beginning to end. Saffron seems to be the least popular colour these days with 8 of the original 19 Saffron cars now some other colour. You'll notice at the bottom of the table, 2 unknown colours, codes 51 and 25 (25 being described s green) if you know the names for these,

let me know, also British Racing Green (code 06) is this the real name for this code.

As for first and last:-
MkI earliest: KC2238-0 (RLY 128E, reg 26/6/67).
MkI latest: KC13081 (NSG 810G - reg 1/1/69).
MkII earliest: KC51079 (PRL 121G - reg 12/12/68).
MkII latest: KC81992 (EAC 823K - reg 12/10/71).
MkIII earliest: KE36-0 (UNT 82J - reg 28/10/70).
MkIII latest: KE24207 (SKJ 1907M - reg 1974).

I hope you found these statistics of interest. If you have any comments to make, especially any information on colours I'd like to hear from you. Also, if you think your GT6 is not on the register or that its details are not up to date, again, let me know. I'll send you an IVR on request but if you just send the details on a scrap of paper or even phone me with them, that will do. The main details I need are, Name, address, membership number, GT6 Mk, registration, chassis number, engine number, date of registration, body number, paint and trim codes (or at least a description) and anything else you think is interesting (history, modifications etc).

Bye for now.

Production Chassis Dates	MkI - 15,800 KC1-KC13752 July 66-Sept. 68	MkII - 12,066 KC50001-KC82398 July 68-Dec. 70	MkIII - 13,042 KE1-KE24218 Oct 70-Dec. 73
WHITE (19)	4 (-1)	7 (-2)	30 (-5 +1)
BLUE; Wedgewood (26)	0	1 (+1)	1
Royal (56)	1 (+1)	5	0
Valencia (66)	2	10 (-2)	3
Sapphire (96)	0	0 (+1)	15 (-1)
French (126)	0	0	11
R = Unspecified	0	0 (+1)	3 (+2)
RED AND PURPLE: Signal (32)	3	9 (+2)	6 (+1)
Pimento (72)	0	0 (+1)	22
Carmine (82)	0	0	15 (+1)
Magenta (92)	0	0 (+1)	16 (-2)
Damson (17)	1	7 (-3)	5 (-1+1)
Unspecified	0	4 (+2)	10 (+7)
BROWN, Sienna (23)	0 (+1)	0	7 (-3)
YELLOW: Saffron (54)	0	4 (-3)	15 (-5)
Mimosa (64)	0	0	23 (-2+1)
Jasmine (34)	0	3	0
Inca (69)	1	0	0
Primrose (04)	0	0	1
Unspecified	0	0	1 (+1)
GREEN: Laurel (55)	0	3	0
Conifer (11)	1	0	0
Emerald (65)	0	0	17 (-1)
Mallard (106)	0	0	7 (-1)
B.R.G. ?? (06)	0	1	0
Unspecified	0	1 (+1)	2
SILVER (non original)	0	0	0 (+1)
UNSPECIFIED COLOUR	0	3	1 (-1)
UNKNOWN COLOUR (51)	1 (-1)	0	0
UNKNOWN GREEN (25)	0	1 (-1)	0

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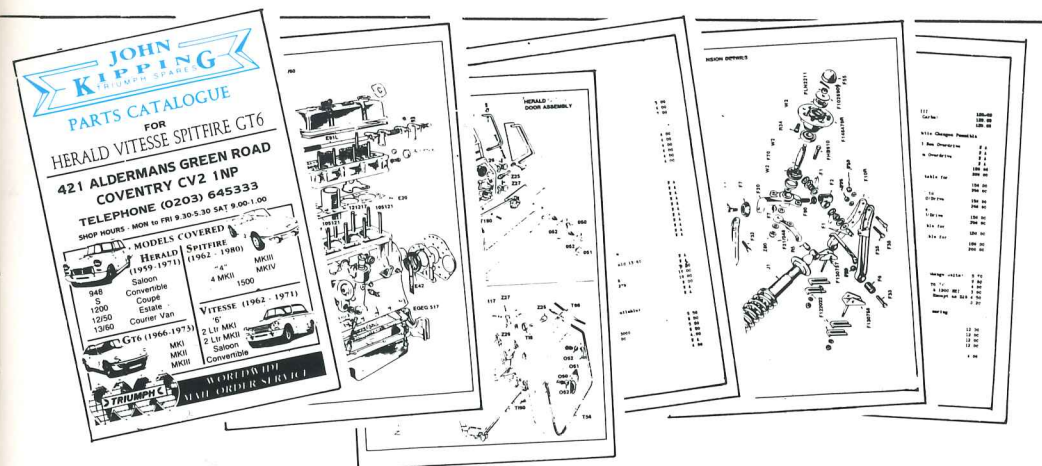
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TRIUMPH VITESSE



THE REGISTER MAC REYNOLDS



!! The first featured Vitesse here this month belongs to Peter Woodings (Chaddesden) . . . he has owned SDE 654H . . . a MkII saloon with overdrive . . . for approximately 1 year . . . in which time he has carried out a 'rolling restoration' . . . She has had new wings, doorskins, sills and valances . . . plus some welding in other

badge to replace the one that was stolen!! . . . any joy Peter? . . . The second feature is a 1965 convertible . . . AVB 604C . . . and having the name of 'Tessie' . . . she is lovingly owned by Gordon Scott (Tring), the fourth owner . . . having a genuine mileage of 83,000 . . . complete with a full service history . . . Gordon is gradually restoring her to a 'living' rather than concours condition . . . last winter he removed the engine . . . decoked, new valves, springs, timing chain, clutch, brake hoses, shoes etc . . . stripped and Hammerited the underside . . . with a total cost of welding to the chassis of £65, not bad for a 28 year old . . . keep up the good work Gordon . . . by the way . . . is 'Tessie' parked outside a hostility . . . ? . . . (good scheme!!) . . .

An interesting and possibly valuable piece of information was sent to me by David Shead (Bournemouth) who when attending the Beaulieu Autojumble . . . had the good fortune to speak to a company who will repair hood frames (they will also make one-offs . . .



design . . . or restore . . .) so if anyone has any problems with their frame . . . contact 'Wessex Workshops', 145 Westbury Leigh, Westbury, Wilts, BA13 3SU . . . or phone . . . 0373-823513 . . . ask to speak to Mr P Jones . . . frames can be fitted to individual cars . . . labour charges are £15 per hour . . . if anyone uses this service, feedback (of any kind) would be appreciated . . . thanks . . .

Talking of feedback brings to mind electrical circuits and the problems I'm having at present with

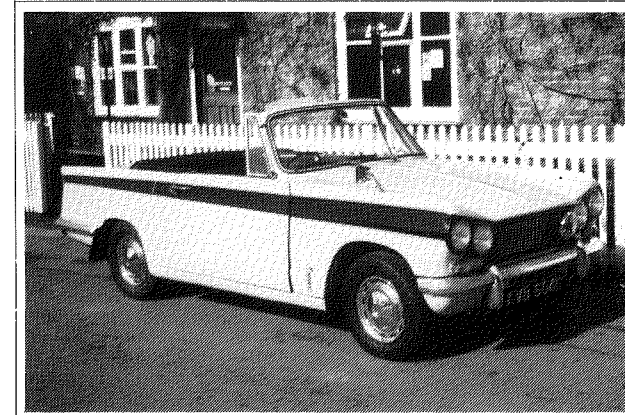
my overdrive unit . . . it has a mind of it's own, at times not engaging . . . at other times when it is engaged . . . to not too politely . . . just jump out unannounced without any prior notice . . . rather unnerving . . . it has also on other occasions, when engaged developed a sort of slipping clutch syndrome . . . all very strange . . . so I am at present involved in an intensive research/monitoring program . . . hopefully to get to the bottom of the fault . . . before it drives (or non-drives) me mad.



areas . . . the colour was originally grey . . . but has now been changed to white to compliment the red interior . . . it has also been fitted with an original Whitter tow bar . . . Peter uses her every day . . . and at the time of writing was seeking an overdrive

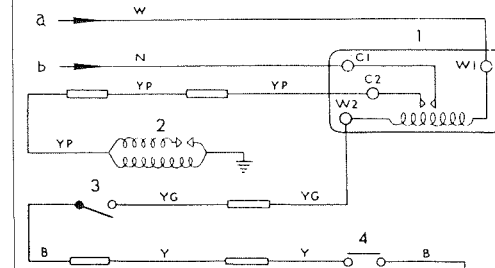
So, as overdrives are an item I regularly get asked questions on . . . I'll firstly explain basically what/and how they operate . . . followed by a short fault finding chart (see below) . . . The overdrive is an additional gear unit mounted on the rear face of the gearbox in place of the normal extension, to provide a higher overall gear ratio on third and top gears. It is operated by an electric solenoid, controlled by a switch mounted on the steering column . . . when overdrive is selected the solenoid actuates the operating valve . . . re-directing the flow of fluid under pressure and causing engagement of the epicyclic overdrive gears, hydraulic pressure is developed by a plunger pump, cam operated from the input shaft . . . (An inhibitor switch fitted in the electrical circuit prevents engagement of overdrive in reverse, first or second gears). As the overdrive works on hydraulic pressure it is important to maintain the correct oil level, the gearbox and overdrive unit are interconnected and so have a common oil level . . . which is maintained by topping up the gearbox . . . (NOTE: always use clean oil and take great care to avoid entry of dirt or lint from the wiping cloth) use Hypoid 80/90 . . . see below for circuit diagram and fault check list.

A members plea for past history on a Vitesse . . . *actually it's me* . . . anyone know anything of my recent newly acquired 1964 convertible YCV 188B? . . . it could have had a different original number as I see there is a 'CT' on the V5 document . . . indicating it has at some time been involved in a cherished number transfer . . . interesting A useful tip comes from Geoff Cooper . . . a local member from Cambourne . . . who when recently rebuilding his 13/60 . . . discovered that the boot seal rubber from a MkI Cavalier fits perfectly . . . this opens up a whole new area . . . what other 'modern' cars hold bits of kit that will fit our cars . . . that we may be able to obtain from breakers yards? . . . and save ourselves a few bob! . . . an immediate one that springs to mind are the window to glass seals . . . as used on some Fords . . . available from your local Ford dealer (correct length . . . need slight modification around the quarterlight area) . . . these are part no. 6051692 . . . complete with clips, these are the same to fit as the original seals . . . (I'll cover that next month . . . I have a pair of these Ford items to be fitted ASAP . . .). OH! . . . I had word from the unknown scribe who left notes under my windscreen rubbers . . . all to be revealed at a later date . . . Until next month . . . keep your letters and photos coming in . . . thanks, take care, cheers . . .



CHECKING THE ELECTRICAL CIRCUIT

If any failure of the overdrive unit occurs, first check the wiring and connections of the overdrive circuit, as in many cases failures are due to corroded terminals or faulty wiring. If after checking all the connections, the overdrive still fails to operate, proceed as follows:-
1. Switch on ignition and engage top gear. Set o/drive switch on steering column to o/drive position. Check that battery voltage is present at terminals C1 and W2. — 2. Short out terminals C1 and C2 on relay unit. If o/drive solenoid operates then relay unit, column switch and isolator switch are suspect. Remove shorting link from relay unit. — 3. Earth terminal W1 on relay unit. If solenoid now operates, column switch and isolator switch are suspect. If solenoid does not operate, replace relay unit. — 4. Earth the yellow/green cable on the column switch. If solenoid now operates, replace isolator switch. If solenoid does not operate, replace the column switch.



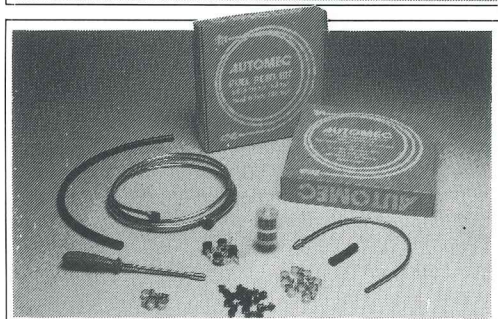
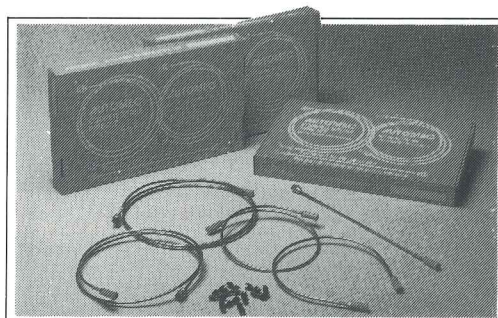
1. Solenoid relay. 2. O/drive operating solenoid.
3. O/drive switch. 4. Gearbox isolator switch.
- a. To No. 2 terminal on the ignition switch.
- b. To No. 1 terminal on the ignition switch.

P. S. Watch out for the 'Buddha of Suburbia', a BBC series starting on 3rd September, for Paul Foreman's white 1600 Vitesse convertible.

HERALD — VITESSE —

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GB202	HERALD 948, 1961 on	£31.50	£27.00
GB203	HERALD 1200 (DRUM FRONT)	£31.50	£27.00
GB204	HERALD 1200 / 12-50 (DISC BRAKES)	£26.00	£22.00
GB204	HERALD 1200 ESTATE	£26.00	£22.00
GB216	HERALD 13/60	£26.00	£22.00
GB208	VITESSE SIX	£31.50	£27.00
GB207	VITESSE MKI	£31.50	£27.00
GB210	VITESSE MKII	£34.00	£30.00
GB221	SPITFIRE MKI / II / III	£26.00	£22.00
GB222	SPITFIRE MKIV / 1500	£26.00	£24.00
GB226	SPITFIRE 1500 (DUAL CIRCUIT)	£42.00	£32.00
GB223	GT6 MKI	£31.50	£27.00
GB224	GT6 MKII / MKIII ROTOFLEX	£34.00	£30.00
GB225	GT6 MKIII NON ROTOFLEX	£42.00	£32.00
GB350	CLUTCH PIPE, 4 CYLINDER	£4.50	£4.25
GB325	CLUTCH PIPE, 6 CYLINDER	£3.95	£3.50
GBE10	BRASS BLEED SCREWS X 4	£5.95	£5.00
GU100	UNION KIT, INCLUDES 3 UNIONS	£11.50	£10.00

CODE	DESCRIPTION (FUEL PIPES)	CATAL. PRICE	PRICE BUSTERS NOVEMBER
GF008	SPITFIRE MKIV	£34.00	£32.00
GF009	SPITFIRE MKI / II / III	£34.00	£32.00
GF010	GT6 MKI	£42.00	£35.00
GF011	GT6 MKII / MKII	£42.00	£35.00
GF012	VITESSE MKII	£43.95	£40.00
GF013	SPITFIRE 1500	£38.50	£34.00
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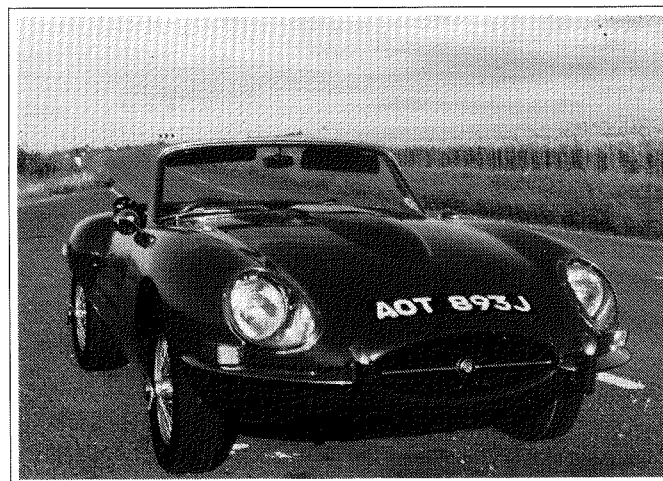
MANVERS/1193 - ADS20

Another Special Special



HAD hoped to bring you a full report on the Triumph Kit Car & Specials Day held in September but as I haven't got my photos back from the lab I'll have to defer to another month.

This gives me a chance to focus on one particular car that turned up for the event, a car that ranks right up near the very top of the list: that's the 'List of Best Triumph Specials Trev Has Ever Seen'.



I don't know quite how to do justice to this car. Probably the best I can do is just to refer you to the photos. I have some words written by the owner and builder of this car, Mr Poulter of Shaftesbury. Young Mr Poulter is obviously an extremely modest chap: what he basically says is 'I couldn't afford an E type, so I decided to turn my pranged Spitfire into one'. So it was that simple? I don't think!

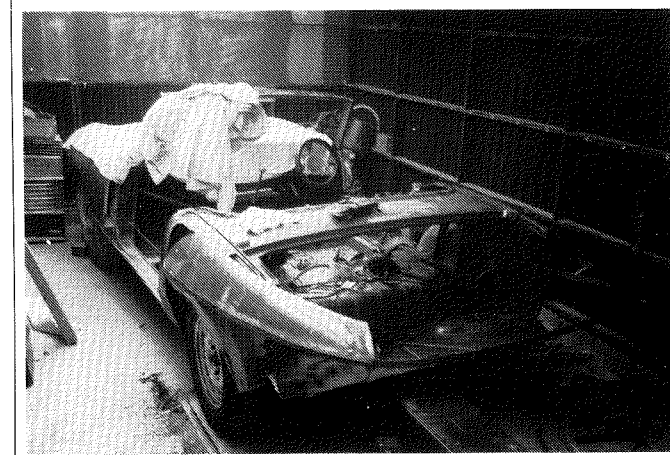
His letter gives a few details, over to Mr Poulter. The car was a Spitfire MkIV which I bought for £540 in August 1986. I enjoyed 18 months of happy motoring followed by an abrupt end caused by an accident. An unnamed driver reversed out onto the main road I was travelling on without looking or

Specials SPECIALS Specials SPECIALS Specials REGISTER

Trevor Collett

stopping and covering both sides of the main road leaving me nowhere to go but into the hedge. I came to rest sat in the car in an almost vertical position with the cars underneath resting on a telegraph pole wire stay.

After time to reflect I decided a vertical launch was quite out of the question and chose the off road period to plan the cars restoration / alteration.



Spot the mini E Type.

I had always admired the beauty of Jaguar E Type Series One, but never been rich enough to afford one. Casting my eye over

the Spitfires lines the shape I was after didn't seem all that far away.

The plan swung into action in January 1989. The centre structure of the car was extensively corroded so was repaired before separating the body from the chassis to avoid any distortion. The chassis was comparably sound with only minor work to the front outriggers necessary. The chassis was then stripped to bare metal and then re-enamelled. All the ancillary items were restored with new bearings, trunnions, bushes, springs, shocks, linings etc., etc.

The power unit chosen for the job was the MGB 1800cc B series, however, I now plan to install Alfa Romeo's 2000cc twin cam, twin DCOE for further performance improvements.

Once the chassis and running gear were finished I was able to tend to the underneath bodywork before relocating the body onto the chassis.

What I call the 'straightforward' restoration work was now complete. Now came the exciting part, forming new panel shapes to resemble an E Type.

Firstly I constructed new bonnet framework for the new panels to sit on, red oxidising as I went along. All materials used

were mild steel securely MIG welded into place.

Since the Spitfires rear end doesn't resemble an E Type at all, I cut away all the bodywork immediately after the rear



wheel arch and laid further frame work and panelling as I went along.

Useful double curvature panels were found in scrapped donor cars such as a Morris Minor van's roof for the boot floor and the Minors bonnet section for the top side rear wings.

The whole project involved making as much use of the parts available to me, with an old walnut headboard that was used for the dash. With the panelling complete the welds were ground down and skimmed with filler. Complete with respray by myself and original E Type chromework the car was finished in June 1992.

After £3500 spent over a period of three and a half years, the project stands complete and 'yes' I can only bare to take her out on those dry hot sunny days (So, long may she last!).

Thanks, Mr Poulter, now we all know how to do it! When I saw this car driving towards me at Brooklands I was certain we had a non-Triumph interloper, it really is that convincing head on. Is this car the best in the world? The character, charm and practicality of a Spitfire combined with the looks and pulling power of an E Type. . . . I've a feeling we might be hearing more about Mr Poulter and his E Type Spitfire in the future — quite brilliant.

Who mentioned moulds? It wasn't me. ○



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EQUIPE

Register

Bruce Pilbrough



T HIS month's photograph shows John Snook's 2 Litre MkII GT taking part in a parade of British manufactured glass fibre cars which included a Gordon Keeble, Gilbern and Reliant Scimitar. The event took place in June at the National Motor Museum at Beaulieu (nice to see the 'Eque flag' being flown at non-club events).

Speaking of Beaulieu, this years trip to the autojumble in September was not as fruitful as previous years. I did spot a few items which could not be passed unbought. One of these may be



of some interest to owners of GT4S 1300 cars. I found a set of new, unused '1300' numbers as fitted to these cars, these have been unobtainable.

It has been confirmed that these are in fact the correct (by comparing them to numbers fitted to an original car) ones, and they are to be used as a master to take a pattern for remanufacture.

More news on this as soon as there is any, but it does mean that soon all the badges for the Equipe range will be available from one source or another.

Whilst in the south of England, I took the opportunity to follow up a lead on a derelict 2+2. The car was featured in the 'Off The Straight and Narrow' section of the May 1993 issue of Practical Classics. For those of you that don't read this publication, the

forementioned section has photographs of dead, dying and (sometimes) restorable classic cars which have been spotted by readers. They are sometimes in scrapyards, abandoned in fields, or even in people's gardens.

Obviously, great care must be used in order that people's privacy is not invaded when attempting to find out about

BOND EQUIPE GT. 4S '1300'			
Ex-Works Price £ s. d.	Purchase Tax £ s. d.	Ex-Works Total Price £ s. d.	
722 0 0	102 12 9	924 12 9	
Optional Extras:			
Wire Wheels	30 0 0	8 6 8	38 6 8
Triplex Heated Rear Window	15 0 0	4 3 4	19 3 4
S.P. Tyres	8 0 0	2 4 5	10 4 5
Non Standard Colour	20 0 0	5 11 1	25 11 1
De-Luxe Sunshine Roof Conversion	—	—	34 10 0

BOND EQUIPE 2-LITRE GT. MK. I SALOON

890 0 0 249 6 1 1139 6 1

Optional Extras: AS BELOW for the Mk. II SALOON

BOND EQUIPE 2-LITRE GT. MK. II SALOON

935 0 0	261 16 1	1196 16 1
Optional Extras:		
Laycock de Normanville Overdrive	47 10 0	13 3 11 60 13 11
Wire Wheels	30 0 0	8 6 8 38 6 8
Triplex Heated Rear Window	20 0 0	5 11 1 25 11 1
Non Standard Colour	20 0 0	5 11 1 25 11 1
De-Luxe Sunshine Roof Conversion	—	— 34 10 0

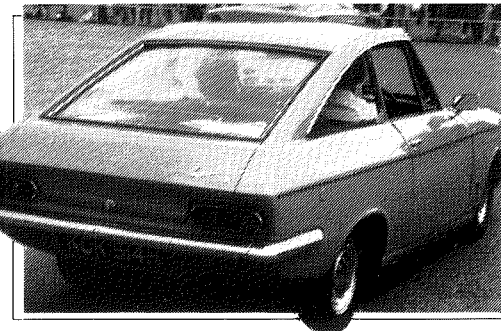
BO ND EQUIPE G. T. MODELS

EX-W ORKS PRICE LIST

HOME MARKET

The car would be a major restoration project and is certainly not economically viable. That said, if you really want a 2+2 there aren't a lot about and most are in poor condition, at worst it would have yielded some very useful parts to keep another car going, possibly even getting another car on the road. What a pity that the car will probably be scrapped in

Bond News dated October/November 1968. This was produced for the Moto Show debut of the 2 Litre GT MkII and Convertible. In this publication an advertisement for VALENTINE SUPER SPRAGLOSS nitro synthetic enamel states that this point was used (at least from October 1968) on ALL Bond cars. I also found a price list dated October 1968 which is reproduced below. Note that the MkI 2 Litre is shown in the price list as well as the MkII and that the overdrive option for the GT4S is not listed, despite this being available ex-works at the time. Which just goes to show that sometimes you can't believe what you see on paper.



A very early GT4S, production number 1004 (ie the fourth to be built) and the earliest known survivor on the register, may become available for sale soon. This car is one of the original launch cars, is thought to have been a motor show car and is also featured in many contemporary road tests. It requires a full restoration, but is virtually complete. It's owner insists that it must be restored in view of its history, if you are interested in this car contact me and I will put you in touch with the owner.

It is interesting and sometimes surprising to look

BOND EQUIPE 2-LITRE GT. CONVERTIBLE

	Ex-Works Price £ s. d.	Purchase Tax £ s. d.	Ex-Works Total Price £ s. d.
	998 0 0	279 6 1	1277 6 1
Optional Extras:			
Laycock de Normanville Overdrive	47 10 0	13 3 11	60 13 11
Wire Wheels	30 0 0	8 6 8	38 6 8
Non Standard Colour	20 0 0	5 11 1	25 11 1

All prices of extras shown are for factory fitted equipment only

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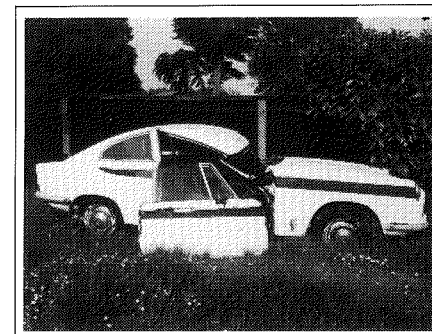
The Manufacturer further reserves the right on the sale of any vehicle to make before delivery without notice alterations to and repairs from the specifications, design and equipment detailed in its various publications

OCTOBER 1968

the future. All that I could do in the circumstances was to register an interest and hope that when the car is eventually disposed of someone will remember that I was interested. Several 'new' Equipe owners have been in touch over the last month, one from Glasgow who is now the owner of a very late GT4S (V 7 3501) ie only 4 from the last made and now the youngest GT4S on the register. Another from Hertfordshire who has just bought a 2 Litre convertible which had been unused for some time and is having 'fun' with all the little problems associated with a car having been neglected for some time. An interesting item found its way to me recently, a 'Motor Show Special' edition of

through the production records for the 2+2 and GT4S. Some anomalies crop up and it can be seen that there was some overlap in the production of GT4S (1147) and GT4S 1300 models. Unfortunately because there are no known surviving production records for the 2 Litre cars, this same analysis cannot be carried out. Owners of 2 Litre cars particularly late MkI and early MkII can help in this if they contact me. Don't assume that your car is already on the register. Even if it is, the information may not be complete. All it takes is a quick phone call

to give me the Serial No., Commission No. (from the plate on the bulkhead which you will see when opening the bonnet from the passenger side of the vehicle), Engine no. (currently fitted) and have your registration document handy for registration details. I will look forward to hearing from you. O



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poor.....£1250
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Spitfire Mk4 Very good original.....£775

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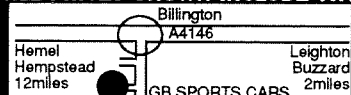
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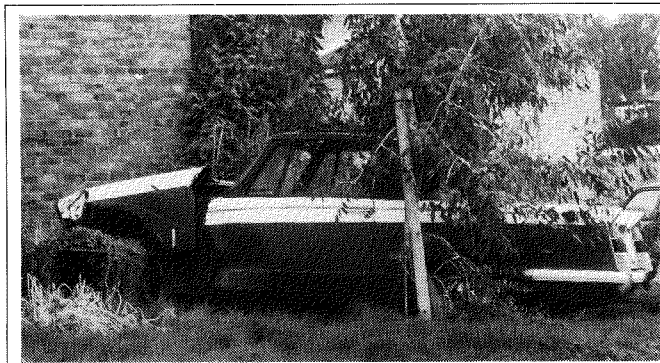
All prices include VAT but not postage).

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Spitfire 4, 1500, GT6 III, rear valance WAS £34.07, **NOW £25.85**
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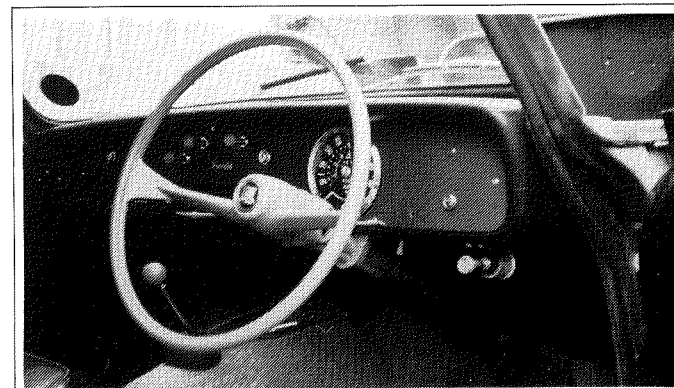


A. Bowles 1200 coupe, in need of restoration (photo: A. Bowles).



Courier Van (Commission no. GA158157V) (photo: W. Davies).

1200 COURIER VAN. Bill Davies has a 'NEW' Courier Van GA 158157V, body number 82133 GVA) which was built in September 1964 and registered in October 1964. Bill's van was one of the latest manufactured (final comm. number GA 163205V, body number 82143 GVA). Being at the end of the production run the van has a few unusual features as some van items were no longer available. The dashboard is a standard 1200 (padded top with fascia) but with the fascia oversprayed with portafleck paint. This is instead of the normal Courier Van '948 type' dashboard. ○



Late Courier Van dashboard — a 1200 saloon fascia has been sprayed with portafleck paint on this late model van.

TRIUMPH
TRIUMPH



Herald
REGISTER
Chris Longhurst

1200 COUPE. Andrew Bowles has acquired a MkII 1200 Coupe, GA156793CP, body number 8114YAT. The vehicle is in need of some work as you can see.

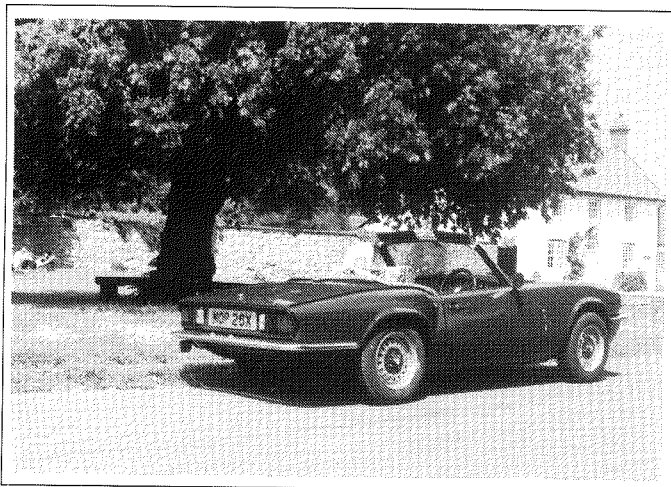
The car was laid up after being driven into a tree, as well as needing extensive front end repairs the main chassis rails are rusted and the chassis frame will need replacing. The vehicle was registered in January 1965, over a year after production, this was common with 1200 coupes which did not sell well and stayed in store for considerable periods of time.

the Triumph Mk4 1500 Spitfire Register JOHN THOMASON

IN September's Courier I featured Horst Brielmayer's late Spitfire which at the time was the youngest Spitfire 1500 I knew of in the Club with a commission number of TFADW2AT009766. Ivor Nicholson of Cottingham, N. Humberside now writes in with details of his Russet Brown Spitfire 1500 with a commission number of FADW1AT009885, an amazing 14th from the end of production.

Excluding the last Spitfire produced, which is owned by the

BMIHT, is this now the youngest surviving Spitfire? First registered on 1st February 1982, the car has now covered 47,998 miles. Ivor has owned the car for 4 years now and the passenger in the car is Ivor's 87 year old mother who loves the car and open top motoring.



Cylinder Head Modifications — Part 2.

THERE are 3 different cylinder heads fitted to the Spitfire IV/1500:-
a) The Spitfire IV up to FH 25,000 used essentially the Spitfire MkIII cylinder head, having a compression ratio of 9.0:1 and using 1.306" inlet valves and 1.170" exhaust valves.

b) After FH 25,000, larger diameter 1.44" inlet valves were fitted, the exhaust valves and compression ratio remaining the same.

c) On the Spitfire 1500 cylinder head, inlet valve diameters were reduced to 1.380", exhaust valve diameters remaining the same. Compression ratio also remained at 9.0:1, although because of the

larger displacement of the 1500, combustion chamber volume is much larger than that of the 1300 head. As a result a standard 1300 head cannot be fitted to a 1500cc engine without giving an inordinately high compression ratio. A 1500 head could be fitted to a 1300cc engine, but would have to significantly skimmed to raise the compression ratio.

*Fig. 1.
2 different head castings for the late MkIV head. Note the wider width of No. 1 push rod enclosure at the front of the bottom head. There are other differences elsewhere.*

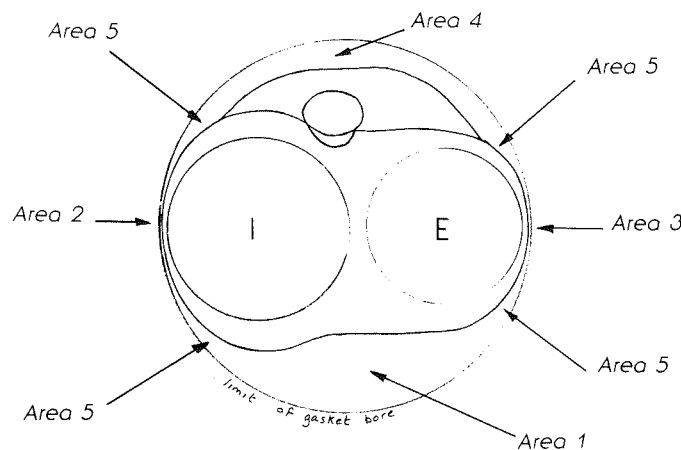
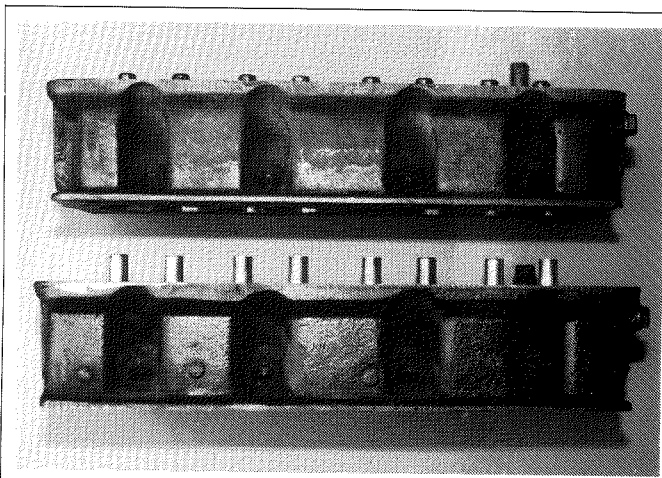


Fig. 2. The key features of the Spitfire 1300cc/1500cc combustion chamber.

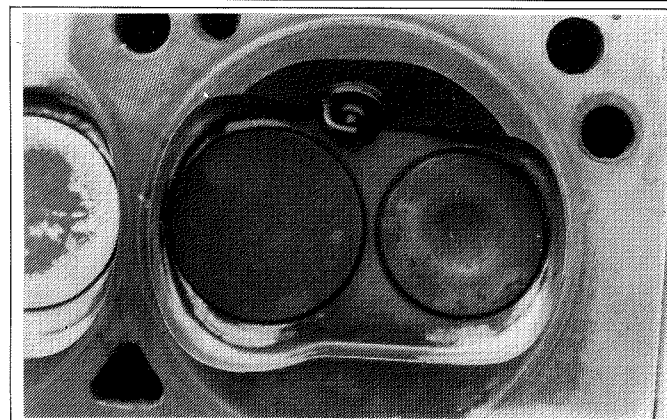
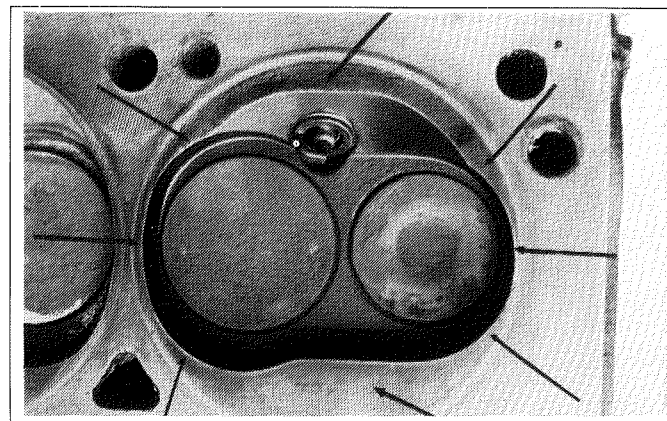


Fig. 3. Valve shrouding reduced around inlet and outlet valves by opening out the chamber to the limit of the gasket bore.

Compare with Fig. 2. If modifying a cylinder head for a 1300cc engine, the one to go for is the later MkIV head with the larger inlet valve, although the other heads can all be machined to take this larger valve. Interestingly there appears to be 2 different late MkIV heads as shown in Fig. 1.. I believe as a result of 2 different casting suppliers. The reason I mention it is that the top head in Fig. 1 appears to be a cleaner casting requiring less work on the inlet and exhaust ports.

On all heads, the design of the combustion chamber is the same and Fig. 2 identifies the key features of the design.

Area 1, is the 'Squish' area positioned opposite the spark plug to eject turbulent mixture towards the plug.

Areas 2 and 3 show the close proximity of the valves to the walls of the chamber where 'valve shrouding' is going to occur.

Area 4 can also be considered as a 'Squish' area, although unfortunately, being located behind the plug, it is likely to eject mixture away from the plug. It is also a fairly large area that is going to trap unburnt mixture.

Areas 5 are also areas where unburnt mixture is going to get trapped.

Opinions vary on how best to modify the combustion chamber, and the following are my own views. I shall give the reasons for the mods suggested and if different to those suggested by others, then hopefully they can be debated for the benefit of all. As for their 'Stage' of tune, this is purely arbitrary, since a Stage 4 head of one supplier may only be equivalent to a Stage 2 head of another supplier.

The tools and grindstones used to modify cylinder heads have been adequately covered in

other publications, although the following additional points may be useful:-

1. Consistency should be aimed for throughout to ensure each chamber is identically shaped and ultimately have the same volume. To this end, carry out mods to a particular area of the chamber on all 4 before moving onto the next area to be modified. This allows direct comparison between chambers to more easily be made. The eye is very good at detecting minor differences.

2. When grinding radii, use the largest grindstone possible. Not only will a large grindstone remove the metal more quickly and naturally form the required radii, but it will reduce the effect of a 'rippled' surface that can result if a small grindstone is used.

3. Protect the valve seats. It is very easy for a grindstone to slip and scour across a valve seat. Use an old valve to protect the seats whilst carrying out the majority of mods.

Having decoked the chamber and removed any old gasket from the surface of the head, the very first thing to do is to align a head gasket over the head and scribe a line around each bore of the gasket.

**UNDER
ABSOLUTELY NO
CIRCUMSTANCES
SHOULD THE
COMBUSTION
CHAMBER BE
GROUND PAST
THIS LINE.**

This line is the outer limit for any modifications to the combustion chamber. To open out the chamber beyond this line would expose the head gasket, causing it to locally overheat, but more importantly, allow gases behind the gasket causing it to fail.

The first area to be tackled is to reduce valve shrouding around the inlet valve. Fig. 2 shows the larger 1.44" inlet valve of the late MkIV head on which shrouding is the worst.

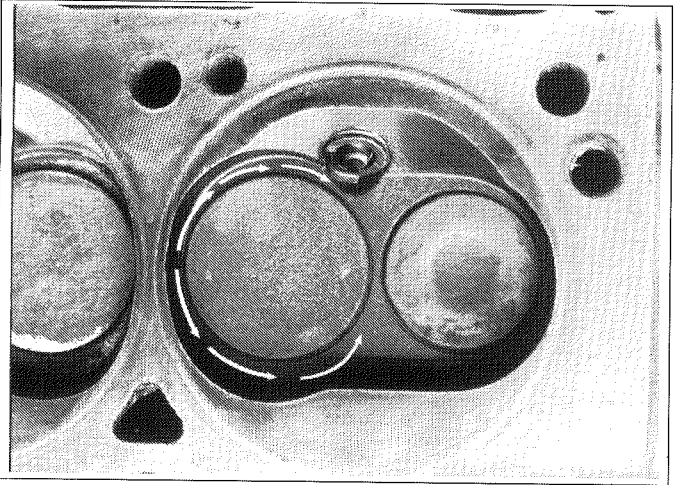


Fig. 4. The mixture guiding effect of the chamber walls, particularly to the side of the plug.

On the centre line of the valve, where it is closest to chamber wall (area 2), Triumph have already machined up to the limit of the gasket bore. However either side of this point (areas 5) there is scope to open out the chamber to the scribed line of the gasket.

The chamber well should therefore be modified to follow the line of the gasket line, which not only reduces valve shrouding but also removes those areas where 'end gas' or unburnt mixture can become trapped. The modified wall should then be blended back into the rest of the chamber with large radii. Fig. 3. Notice that none of the mods have eaten into the Squish area which should be preserved to generate the all important mixture turbulence within the chamber.

The same process should be repeated for the combustion chamber wall around the exhaust valve. Although valve shrouding is not so critical around the smaller exhaust valve, again the process removes areas where unburnt mixture can get caught.

Having opened out the chamber, a lip will remain at the bottom corner of the chamber where the grindstone could not reach past the valve used to protect the valve seat. With the valve removed, this lip can now be ground down with a small grindstone to create a small radius at the bottom of the wall (as in Fig. 3. of last months article).

Next we turn our attention to the area around the spark plug. Here the combustion chamber is angled back to aid gas flow into

the cylinder. Fig. 4. However either side of the plug, the chamber walls remain vertical which can be considered to be restrictive to gas flow and volumetric efficiency. Indeed on some tuning companies' heads, these walls are cut back and blended into the angled area around the plug as shown in Fig. 5., with the intention of improving gas flow. However

those vertical walls perform an important function by directing mixture towards the spark plug as shown in Fig. 4., during induction and compression and should therefore be retained, blending into the remainder of the chamber with large radii.

Although no doubt improving volumetric efficiency, this guiding effect is lost if the walls are flattened out as shown in Fig. 5., the mixture travelling behind and past the spark plug.

A better compromise is to flatten out the large crescent shaped area behind the plug, which, as stated earlier, both traps a large volume of unburnt mixture and squishes mixture AWAY from the plug. This area can be angled back right to the scribed gasket line and blended into the existing sloping wall around the plug. Fig. 6. The unwanted squish areas that traps end gas is therefore removed, whilst retaining the guiding effect of the chamber walls either side of the plug. (The area could be cut back at a single angle from the roof of the chamber back to the scribed gasket line. However this would

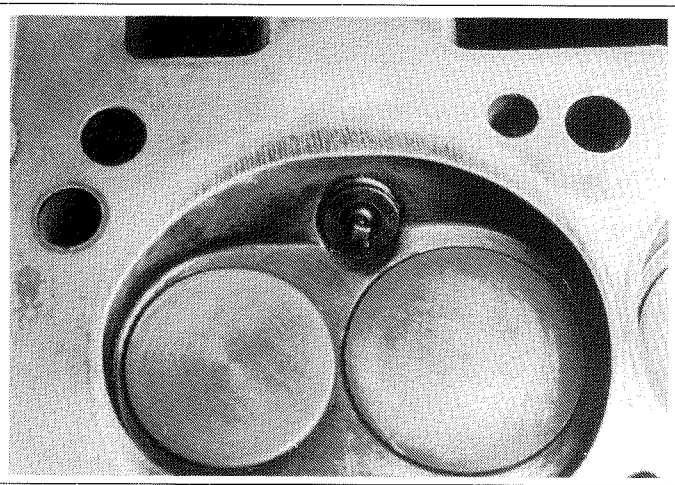


Fig. 5. A commercially available head in which the chamber walls to the sides of the plug have been flattened to increase volumetric efficiency. N.B. This chamber is fitted with a larger exhaust valve. Note the increased valve shrouding.

involve removing metal from around the spark plug and exposing some of the spark plug's thread which could cause the plug

Next month we'll look at the mods to the inlet and exhaust valves.

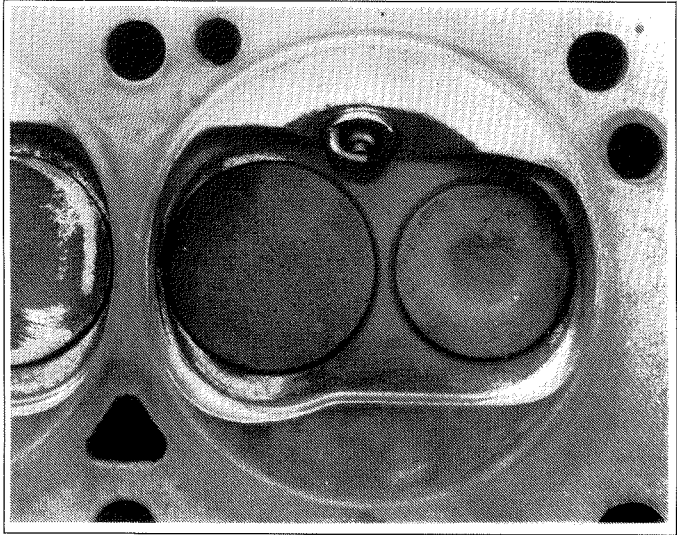


Fig. 6. The area behind the spark plug flattened out. Compare with Figs. 4 and 5.

to overheat. Finally remove any sharp edges that result from the above grinding. Don't overdo this

such that the shape of the chamber is changed. A couple of strokes with a needle file is sufficient. As has been said many times before, the old practice of polishing the chamber is not necessary, it is the shape that is important, but if you must, then it be given a quick, light going over with a small flap wheel.

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TIME flies, and as you read this there is only one month before the flag falls. As always, I have been a bit optimistic in my plans — the idea to try a set of Super Pro wishbones has been shelved, and a later wishbone with standard rubber bushes has been fitted.

As I write, the brakes are stripped down to fit a set of Goodrich hoses. Whilst the system is drained, I am converting to silicon fluid, but this means changing the rubber seals in all the cylinders . . .

car now! I have also fitted a reclining seat for the co-driver, I don't know from what it came, it was just a loose seat I scrounged from my local scrapyard, but it has fitted in without too much difficulty, and hopefully will provide us with a more comfortable ride.

Meanwhile, Paul Johns has decided to go for 'Plan B'. Although his Coupé has progressed considerably, he has decided that, at best, it would not be finished until the last minute, and he didn't fancy starting the event with a



It seemed like a good idea to fit some closer ratio gears in the gearbox, as the standard 948 box has very wide ratios.

John Kipping has assembled a set of standard 1200 gears into an alloy casing, which has raised 1st and 2nd gears noticeably, but I am not sure that it has produced the right answer — whereas before I had a reasonable three speed gearbox with a useless bottom, now 2nd gear is rather high for normal take-offs, but 1st is still very low.

Never mind, it's staying in the

completely untried car. So, out comes his Spitfire.

This is an early MkI, unusual in Lichfield Green, and has been off the road for the last year. However, it is basically sound and reliable, having had new floor pans, sills, rear wings and boot floor replaced following 14 years laid up in a garage in Surbiton. Also, it has already seen some competition use, having come in 4th in Class in the 1991 Targa Rusticana - this despite the headlamp wiring burning out, and loosing the

LE JOG Part 5

Mike Costigan

entire exhaust system at the final control! So, Paul thinks it will prove a better bet to concentrate his efforts on reviving it - if you read last month's Devon area news, I am not so sure that Julian Clutterbuck, his co-driver, shares his view! As a footnote, Paul has also provided a short report on his latest rallying exploits:

'On a different note, Julian and I have just returned from competing in the 'Port Solent' Historic Road Rally in my 1967 Vitesse. It was a cracking event, covering about 150 miles of rural Hampshire lanes and had exactly the right balance of competitive-ness and sociability.

A wonderful range of cars took part, ranging from a 1929 Riley 9 (which won the event outright) to a Ferrari Daytona. Three TSSC cars took part, Allison and Dave's 1964 Herald, Nigel and Graham's 1964 Bond, and ourselves.

We won our class, and came second overall, despite getting seriously lost during the second half of the event. Yet more glassware to dust! (Don't mention diesel of chip pan oil! See Devon Area News for elaboration!)



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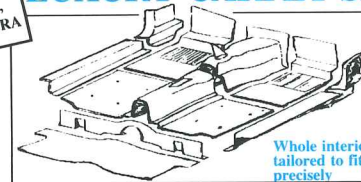
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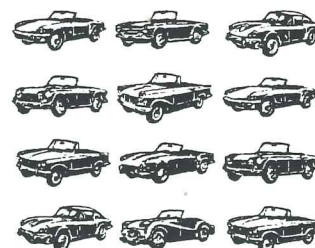
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TRIUMPH TRIUMPH *Spitfire* REGISTER Brett Dennis

I HAVE received a letter from Rob Tarry in Norwich who was interested in last months article on the restoration of MkIII Spitfire VKX 894 E — FD 4909.

He has been restoring an early Spitfire MkIII, reg. OLX 584E — FD 4358, which was built 551 cars before the one in the article. He wishes to know if there are any earlier Spitfires in the Club?

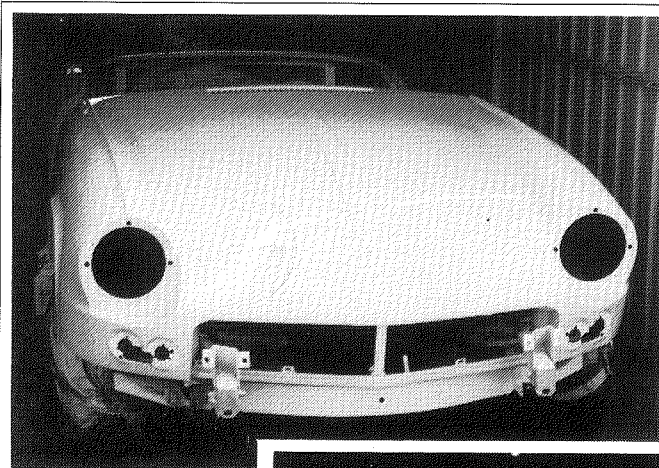
I have had an earlier conversation with somebody who owns a MkIII with commission number of around FD1500! Could all early Spitfire owners possibly send me details of their cars as we are all interested in how old your car is compared to others. Is FC still out there?

Mr Tarry goes on to say in his letter that the indicator / sidelight mountings were separate aluminium cowls which fit over the earlier (presumably MkII bonnet) round lamp holes, which have an oblong cut in between them to allow the later light units to be fitted (see photos). These aluminium plinths were fitted to Spitfire MkIIIs up to FD 7031 only.

This was to get rid of some of the surplus MkII bonnets.

I know of 4 pairs of these plinths and only 2 pairs are fitted to cars. It seems that most E reg MkIIIs must have had a bonnet change during their life to the normal MkIII bonnet.

Going back a few months, I did an article on Triumph Service Sheets. A Dr Alex Wright has come up trumps and has sent me the complete copy of nearly 600 pages. These service sheets tell you problems with parts produced and cover all Triumph models. Every month I shall re-produce an information sheet to show you what sort of problems occurred with the Triumph Spitfire and how they were dealt with.



My first one from June 1963 covers 'Dynamo Reinforcing Bracket'.

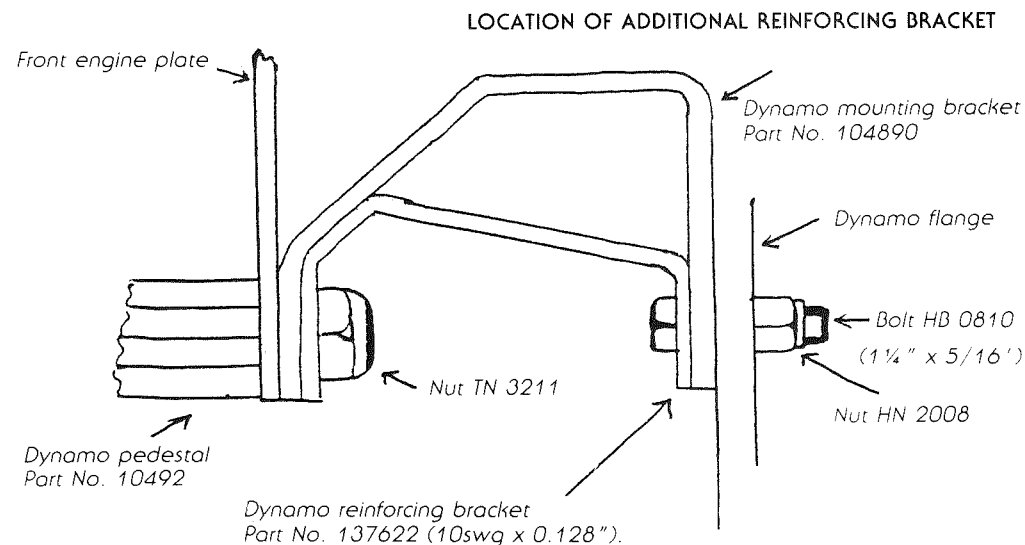
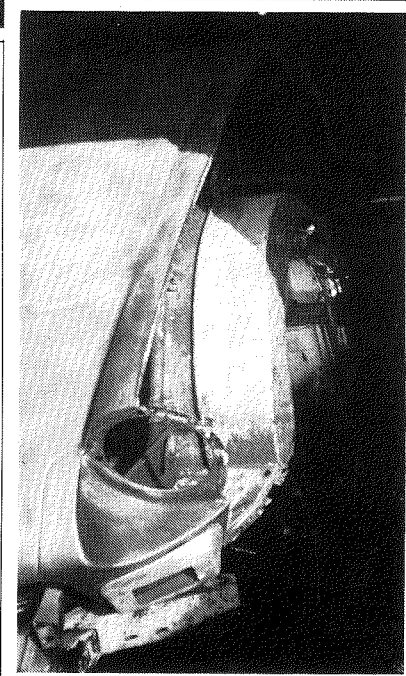
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Maybe we should all check our cars to ensure we have the reinforcing bracket fitted to avoid possible breakdown. ○

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Tailgate aperture seal, GT6	£9.99
Tailgate glass seal, GT6	£22.33
Petrol tank filler neck seal	£3.53

ALL OTHER SEALS AVAILABLE - PLEASE RING.

CHROME/LOCKS/BRIGHTWORK

Front w/screen insert, HERALD, VITESSE, SPITFIRE I, II, III, GT6 I, II	£5.88
Tailgate rubber insert GT6 III/III	£5.88
Cover clip for inserts	£1.18
Door handle 1/1h HERALD, VITESSE	£11.69
Barrel and keys, right hand, HERALD, VITESSE	£5.82
Outer door handle ass. SPITFIRE I/III/III, GT6 III	£14.04
Outer door handles (matched pair) black or chrome, SPITFIRE IV/1500, GT6 III (includes lock barrels)	£72.85
Matched pair of door lock barrels, SPITFIRE I/III, GT6 III	£14.04
Matched pair door lock barrels, SPITFIRE IV/1500, GT6 III	£14.04
Inner door handle assembly SPITFIRE IV/1500, GT6 III	£17.04
Inner door handle chrome bezel SPITFIRE IV/1500, GT6 III	£4.11
Window winder handles and inner door opening handles all other models — please state model	£5.29
'B' post striker catch SPITFIRE, GT6	£11.46
Door hinges (pairs) HERALD, VITESSE, SPITFIRE I/III/III	£19.98
B post strikers, less slider, HERALD/VITESSE, pair	£23.50
Boot 'T' handle and keys HERALD, VITESSE, SPITFIRE I/III/III	£12.34
Boot lock assembly SPITFIRE IV/1500	£14.69
Tailgate handle, and lock assembly GT6 III	£14.69
Tailgate handle, and lock assembly GT6 III	£14.69
Boot latch/striker assy SPITFIRE IV/1500, GT6 all	£8.52
Chrome flip top petrol cap SPITFIRE IV/1500	£22.33
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
Chrome wiper arm assembly all models	£7.05
Stainless wiper blade all models	£6.40
Bonnet mirror (head & stem), HERALD, VITESSE, ORIGINAL from	£16.74
Door mirror (black or chrome), SPITFIRE IV/1500, GT6 III	£13.51
Bonnet lock kit (pairs) all models	£11.16
Bonnet catch assy all models	£20.50
Steering column lock assy SPITFIRE IV/1500, GT6 III	£35.19
Ignition barrel and keys SPITFIRE I/III/III, HERALD, VITESSE, GT6 I	£4.99
Ignition barrel and keys as above HIGHER SECURITY	£8.52
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Matched lock set SPITFIRE I, door boot & ignition locks	£14.69
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Matched lock set, HER/VIT, door, boot, ign., c/box locks	£19.98
Full lock set as above with paired bonnet locks	£29.38
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B post capping SPITFIRE IV/1500	£4.99
Chrome w/screen washer jet, complete ass., original, SPITFIRE/GT6	£3.53
Chrome w/screen washer jet, complete ass., orig., HER/VIT	£4.64
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Chrome headlight rim, SPITFIRE I, II, III, GT6 I, II	£10.58
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Front bumper, SPITFIRE IV/GT6 III (EXCHANGE)	£164.50
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PANELS — HERALD/VITESSE

Front valance quality fibreglass	£29.96
Bonnet D plate, HERALD, VITESSE	£9.99
Front wing HERALD 13/60 ORIGINAL PRESSING	£57.58
Front wing VITESSE	£82.25
Front wing HERALD 1200	£88.13
Front wing arch repair	£12.87
Sill, HERALD, VITESSE	£18.80
Door skin, ORIGINAL PRESSING	£37.60
Door under section repair panel, HERALD, VITESSE	£14.69
Door step/tread panel (not aluminium finisher) as original	£7.05
Rear wing, HERALD, VITESSE	£66.98
Rear wing arch repair	£12.87
Rear quarter valance, steel (with or without bumper strip)	£15.28
Rear centre valance, VITESSE, original	£40.83
Rear centre valance, HERALD, original	£44.36

PANELS — SPITFIRE/GT6

New bonnet assembly, SPITFIRE IV/1500	£464.13
Battery box	£12.93
Front valance, original SPITFIRE I, II, III, GT6 I, II, Steel	£76.38
Front quarter valance, SPITFIRE IV/1500, GT6 III steel, original	£52.88
Front quarter valance, SPITFIRE IV/1500, GT6 III fibreglass	£19.98
Front wing, original, SPITFIRE I, II, III, GT6 I	£61.69
Front wing, original, GT6 II	£84.60
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	£34.66
Sill, all SPITFIRE, GT6, quality pattern	£14.69
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Door skin, SPITFIRE IV/1500, GT6 III	£18.21
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Rear wing, SPITFIRE I, II, III, GT6 I, II, original	£79.90
Rear wing, SPITFIRE IV/1500, GT6 III, original	£141.00
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Rear valance, SPITFIRE I, II, III, GT6 I, II	£45.83
Rear valance, SPITFIRE I, II, III, GT6 I, II	£35.50
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ALL CHASSIS AND OTHER PANELS STOCKED PLEASE RING

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Front vertical link HERALD, SPITFIRE, original	£44.65
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Front coil spring HEAVY DUTY, state model	£15.28
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Rear leaf spring SPITFIRE IV/1500, GT6 III late NEW	£68.15
Rear leaf spring SPITFIRE I/III/III NEW	£56.99
Rear leaf spring GT6 III/III, rototex NEW	£58.16
Rear leaf spring HERALD, NEW	£68.15
Rear leaf spring VITESSE 1600/II NEW	£68.15
Rear leaf spring VITESSE II NEW	£70.50

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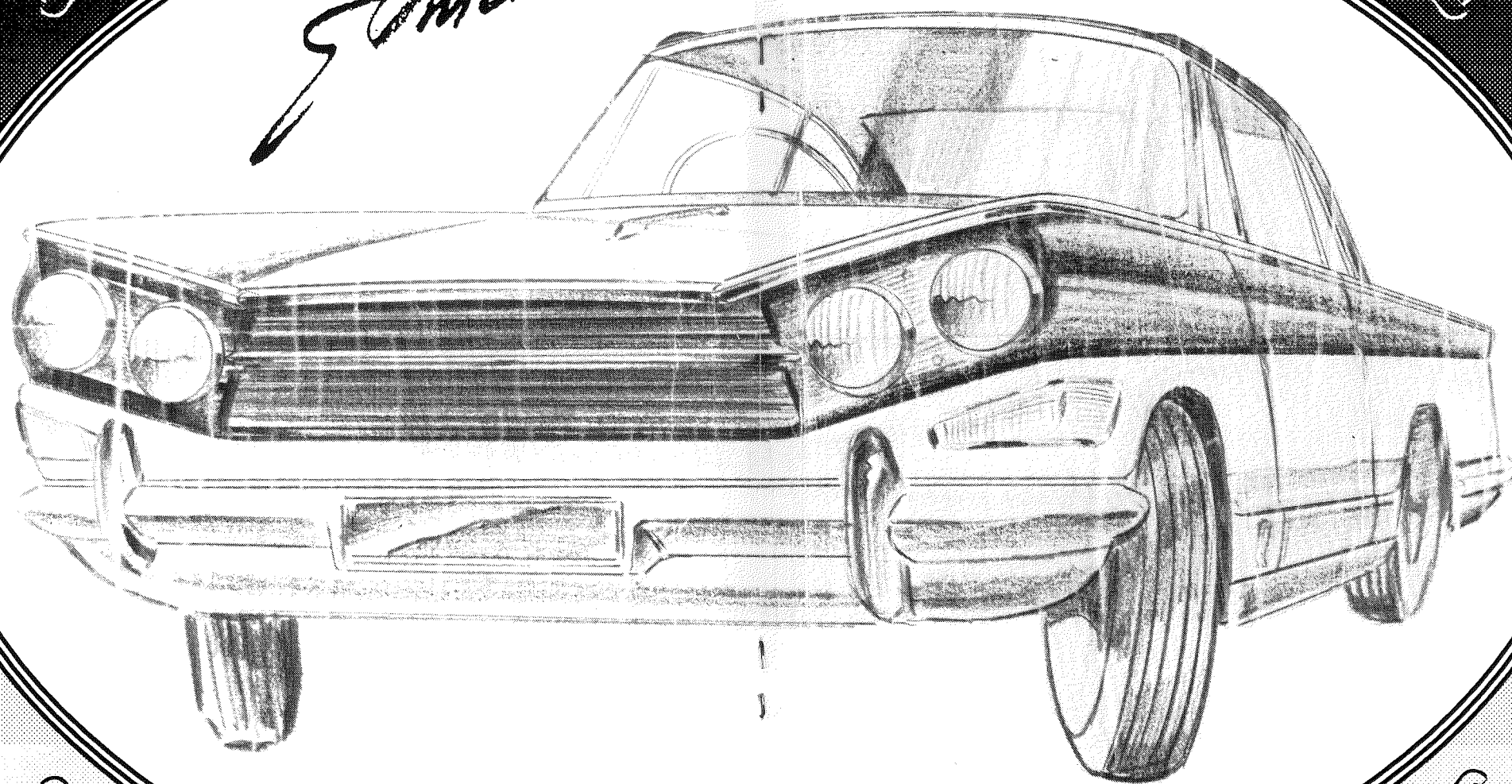
Hoods HERALD, VITESSE — original quality	£88.13
Hoods, SPITFIRE zip rear window — original quality	£88.13
Hoods, HERALD/VITESSE — double duck/canvas	£164.50
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Halogen headlight kit, Vitesse	£47.00
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Horn push ass. TRIUMPH logo	£14.10

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*The Illustration shown above is from an original owned by
the Club. Signed by the Maestro himself
GIOVANNI MICHELOTTI. Styling proposal for the
Vitesse 14.3.60.*



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Disc, Vitesse, GT6	£15.46	early 1500	£6.97
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Front brake hose, GT6, Vitesse	£5.58	Rear brake hose, late Spit/GT6 II,	
Front brake hose, Spitfire, Herald	£6.42	non rototflex	£5.58

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Lower steering coupling	£15.46
Track rod end	£5.58
Steering racks (EXCHANGE)	£30.14
Rack rubber mount	£2.13
Rack gaiter kit	£6.98

SUSPENSION — FRONT

Front shockers, pair	£34.60
Front vertical link	£42.97
Front coil spring	£15.06
Front trunnion (ORIGINAL)	£13.33
Front trunnion bush kit	£3.01
Anti-roll bar link	£10.32
Wishbone bush	89p
Front suspension bolt kit	£13.11
Top ball joint	£8.37

SUSPENSION — REAR

Rear leaf spring, Spitfire I, II, III	£53.58
Rear leaf spring, Spitfire IV/1500,	
GT6, non roto	£54.97
Rear leaf spring, Herald	£59.16
Rear shockers, pair	£33.49
Rear trunnion bush kit, non roto	£3.17
Rotoflex coupling (ORIGINAL)	£29.59
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Rear susp. bolt kit, all non roto	£11.16
Rear spring eye bush	£3.57
Universal joint	£5.52

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all GT6	£27.90
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1500, GT6 III	£21.03
Front wing, Spitfire IV/1500, GT6 III	£22.33
Front ¼ valance, Spitfire IV/1500, GT6 III	£49.12
Bonnet assembly, Spitfire IV/1500	£446.50

BODY PANELS — SPITFIRE/GT6

Full floor (per side), Spitfire, GT6	£35.05
Rear inner arch outer section,	
Spitfire IV/1500, GT6 III	£28.96
Rear wing arch repair, Spitfire IV/1500,	
GT6 III	£27.06

Full sill (ORIGINAL), Spitfire, GT6	£30.08
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Rear wing lower corner, Spitfire IV,	
1500, GT6 III	£8.54
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Rear valance, Spitfire IV/1500	£30.42
Door skin, Spitfire IV/1500	£18.75

BODY PANELS — HERALD/VITESSE

Front wing arch repair	£11.16
Front inner arch, outer section	£30.08
Bonnet 'D' plate	£8.93
Rear ¼ valance	£15.34
Sill	£13.68
Tread plate	£5.58
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TRANS AM VITESSE Pt. II

Tony Lindsey-Dean

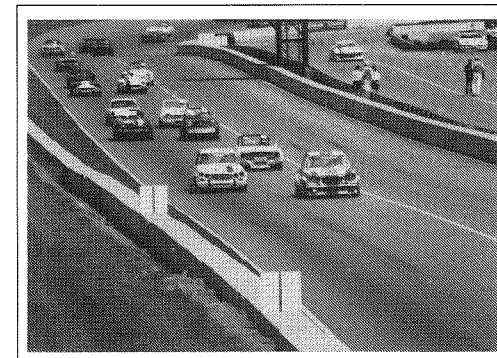


HE venue was superb with woodland to one side of the site and much rolling grassland in and around the track.



timed practice in the afternoon. Friday had a similar arrangement but both sessions were timed. On Saturday there was to be a timed practice in the form of a qualifying race with the grid set to the best times achieved on Friday.

All racing in America starts from a rolling start and the idea of a practice race seems good for drivers and spectators alike.

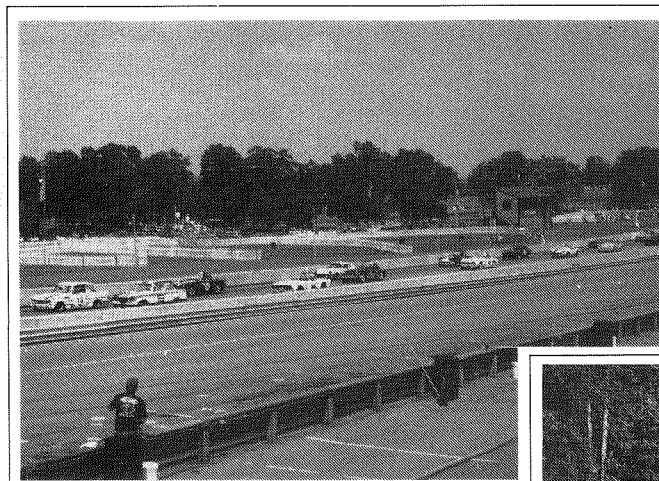


The Starter satisfied, the green light on. The two Vitesse power away to lead and win the race.

The actual position attained in the qualifying race did not count, only the best lap which would determine the final grid positions for the Saturday afternoon race.

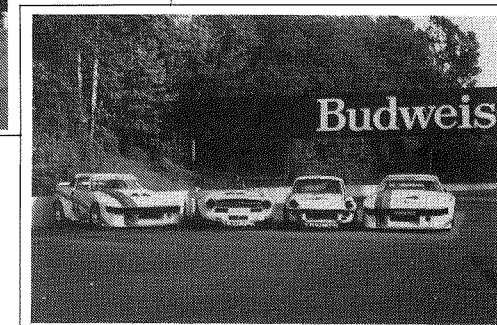
... Most noticeable were the ex Group 44 GT6 and TR6, the latter being once owned by Paul Newman and indeed, raced by him ...

Below: A photo-shoot for Road & Track showing a selection of the formidable racing Triumphs produced by Group 44. This was the first time they had been together.



The 32 racing Triumphs cruise around the circuit to attain a steady speed and equal spacing ready for the off.

The meeting was to take place over several days starting on Wednesday with scrutineering and extra practice sessions. Thursday was the first day of qualifying with untimed sessions in the morning and



Other major attractions were the concour de elegance which was held on the infield on Saturday along with auto regalia — and auto jumble which often included whole cars. Outside the circuit in the paddocks there were many Clubs and groups as well as other traders.

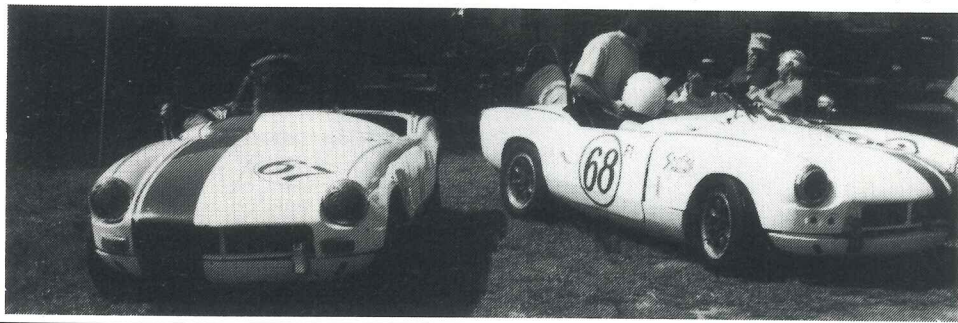
As to the performance of the Vitesse the days of toil at Atlanta had paid off as the car behaved impeccably with only routine head re-torquing and tyre pressure adjustments. Fletcher managed pole position with Ralph right beside him.

This position was maintained throughout the race, with the two

Vitesse producing a one/two finish. Considering the quality of the opposition it was a very pleasing result. Amongst the other competitors were some of the other racing Triumphs of the seventies. Most noticeable were the ex Group 44 GT6 and TR6 the latter being once owned by Paul Newman and indeed, raced by him.



The other TRANS AM Vitesse (the Candy Box). The rear axle was replaced by KSC for a LSD type instead of welded up type.



Left: Racing Spitfires US style. KSC has converted the two pictured cars to close ratio gearboxes and quasi limited slip diff units.

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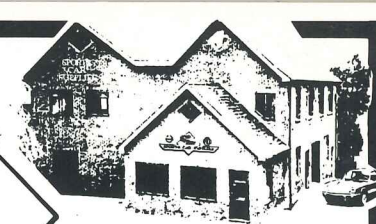
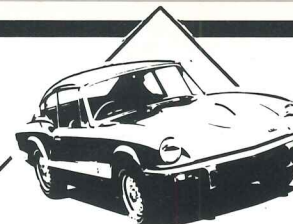
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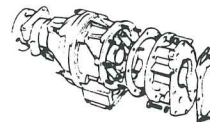
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HILST I was over in the U.S.A., a letter was sent to me in England by Bill Seaton (92/42007) of Greensburgh, Pennsylvania U.S.A. (about 250 miles west of New York). He tells me of his two TSSC cars and his TR8 pre-production coupe.

He owns a 61 Herald 1200 DHC in Signal Red with Phantom Grey/White trim, commission no. Y23202LCV - an early 1200 he believes, although the engine appears to be somewhat later at GD17883HE. He relates that it has the early MkI chassis, exhaust running through the chassis frame and a fibre-board dash. Control knobs are in grey and it has separate fuel and water temperature gauges.

Bill would like to know more about his car - Chris Longhurst can you help? He says the car is affectionately known as 'Old Weird Herald' and that it runs well with 39,055 miles on the clock. The gear knob is white plastic with the proper shift pattern thereon. The standard Solex carburettor is fitted and the 'rocker cover' is painted the correct copper gold colour (it's a Gold Seal engine), rubber bumpers are (correctly) NOT fitted, and since his amateur rebuild he has had some concours successes. He also has a Motorola AM/FM radio fitted, this being a period U.S. fitment). I've seen them in several US cars, Leon). It also has a heater fitted and a non standard boot light. Bill says that he is enjoying the car immensely, but of course! We are all looking forward to the photos Bill!

His second TSSC car is a '77 Spitfire 1500 which Bill refinished some four years ago, but has had some engine problems in spring 92, by spinning No. 2 con rod bearing, so spent winter of 92 rebuilding the engine, although not without drama!

(sounds familiar, Leon).

Bill required a crankshaft but received a late model 1300 crank in error, and since bearing sizes are the same, he didn't realise it until after he rebuilt the engine, resulting in very low compression of around 90lb sq. in., so he rebuilt it again, but this time as a 1296cc instead of 1493cc.

The theory being that the bottom end should be stronger with the shortened stroke, he says, but who knows? — however, it is back together and runs well with no apparant performance difference between the 1493 and new 1296 with torque figures 'close'.

Bill's Spitfire MkIV/1500 is Carmine Red with Beige interior and overdrive is fitted in addition to many extras and options. VIN is FM63417UOC indicating a Californian car (with all that nasty smog gear?), he says that it's a nice sports car that always gets many looks and that there are still many Spitfires over in the U.S.A., but mostly 1500 models and that he paid \$200 (£138) for his as a runner.

He also owns a '78 TR8 Pre Prod' Coupe with 75,000 miles, it is finished in white with red and black interior, auto transmission, power brakes, heated rear window, AM/FM stereo and John Wolfe Racing Inc. Offenhauser Dual Port inlet manifold with a Holley 4BBL Carb. The VIN is ACN01014UCE, indicating it to



Leon F Guyot

INTERNATIONAL LIAISON SECRETARY

be the 19th TR8 built. A strong running car, and Bill believes TR8s to be undervalued and a good investment.

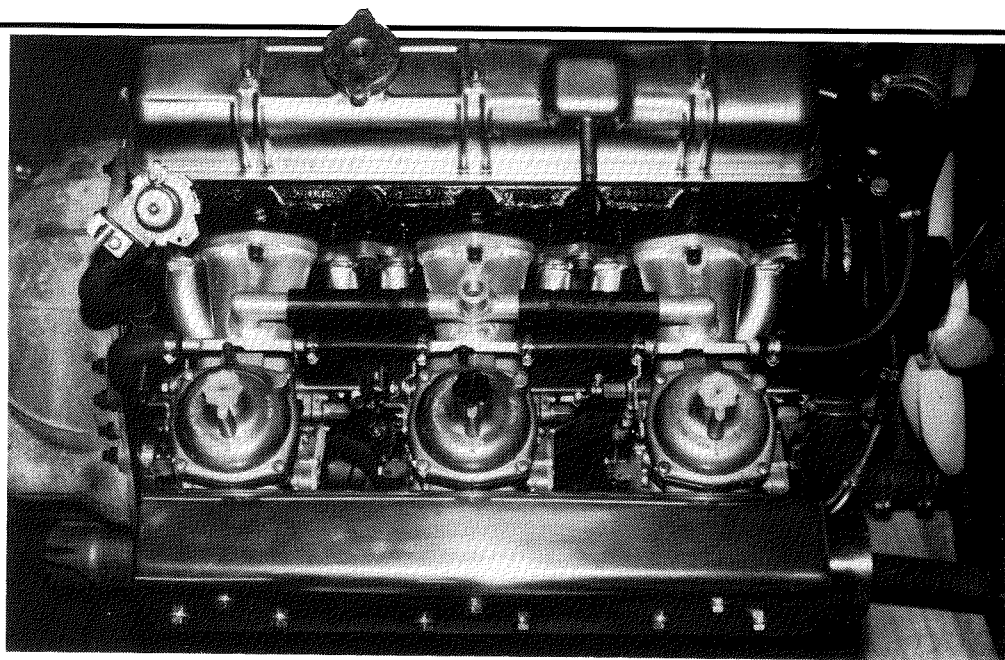
He says he bought 'THUNDER' three years ago and still in original paint. Bill says he doesn't use his Triumphs as daily drivers or in the Pennsylvania winters with salt-laden roads. He is a member of the local 'Basically British Car Club' with some 120 members.

but nevertheless, looks forward to The Courier each month as the technical help is great, and he sends his compliments to the staff, and unpaid contributors.

To sum it up, he says that he 'believes Spitfires to be the most perfect small light sports car, the styling always spot on, the mechanicals sturdy and the fun-to-drive factor helps create a wonderful economical package'.

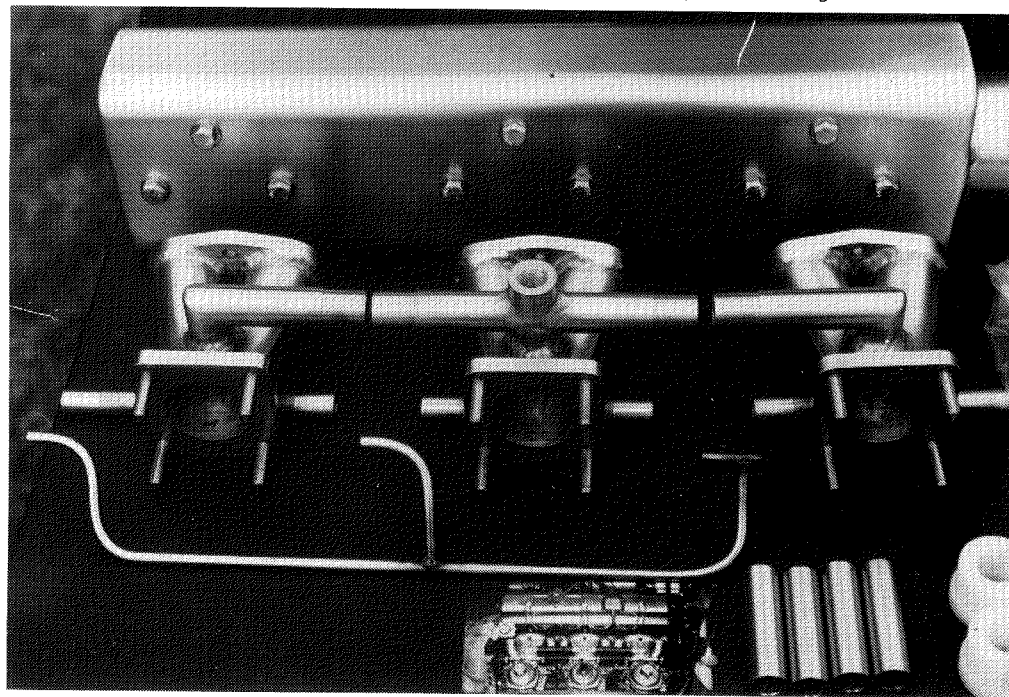
That says it all really.

Thanks Bill.



Whilst at the VTR National Convention, I met up with an engineer/Triumph enthusiast by the name of Richard Good, who had on display various items of his own manufacture. I was most impressed by the high quality of his products and said that I

would bring them to the attention of club members. I'm certain that regular readers would have been fascinated by John Thomason's Triple SU Inlet manifolds and will be equally amazed by Richard Good's own triple Stromberg Inlet manifold kit.



Obviously, these are intended in the U.S.A. for the more numerous TR6, but they may equally be fitted to the Vitesse and GT6 with the MkIII engine.

The second item that he had on display was the roller rocker kit, utilising the original rocker pedestals, available either as a complete assembly, or more economically, as rockers only.

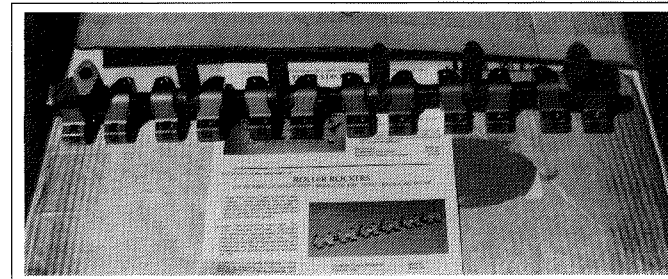
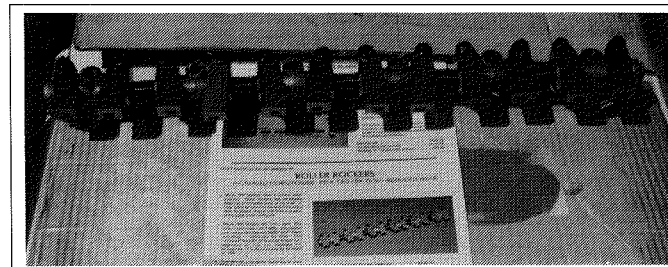
Whilst I cannot actually give my unconditioned recommendation to any items here, I'm sure that if members are really interested, they can contact Richard and speak to him for themselves at 122 Black Creek Road, East Earl, Pennsylvania 17519, U.S.A. Tel: 010-1-215-445-4684.

STOP PRESS: Very few Vitesse (692?) were exported to the USA as 'Sports 6' models, probably all in 1596cc form. Now, they have become very rare and desirable but one restorable convertible has been located at English Car Spares Ltd., 345 Branch Road, Alpharetta, Georgia 30201 U.S.A. The vendor can be telephoned on 010-1-404-475-2662, ask for Tom Campbell.

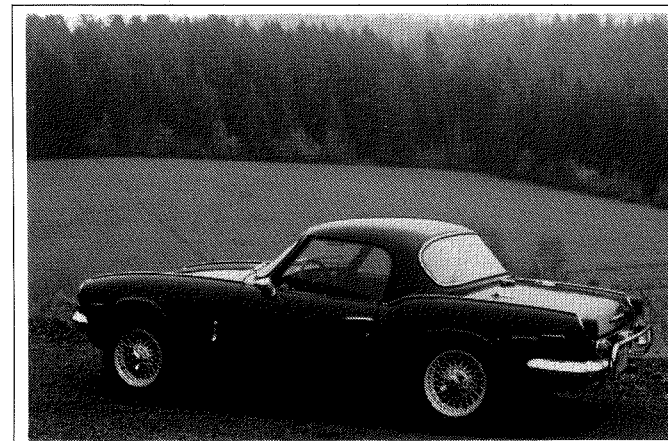
To round up, we'll stay in the USA for the final part of this report. I've had a nice letter from Sharon Gronli of Beaverton, Oregon, that's part of Portland, N.W. U.S.A.

Sharon is a very keen member of the Portland Triumph Owners Association, Oregon. She tells me of her recent Concours success with her treasured Spitfire MkIII also known as "Lil' car" — I saw this fine car whilst at the VTR convention near Seattle (yes the sleepless one).

Lil' car was expertly painted by Sharon's husband Steve Gronli who runs Gronli Autobody in Beaverton. Lil' car attained second place in Seattle and deserved better!, but has now attained recognition at the All British Field Meet near Portland



on 3rd-5th September 93 (U.S. Labour Day weekend), where he won FIRST place in the concours, beating every other Spitfire and GT6 including an immaculate 1500 Spitfire with just 3,400 miles from new! Sharon also tells me how they have recently fitted an overdrive to Lil' car, taken from a cheap second hand Spitfire, a most useful improvement in a vast country where Triumph events are so far apart, i.e. around 1400 miles round trip to Triumphwest in Sacramento, CA on October 7th.



How many British members would be prepared to drive that distance to an event?. I think you'll agree from the photo what a splendid Lil' car Sharon's Spitfire really is and long may she enjoy driving it! Until next month, all the best

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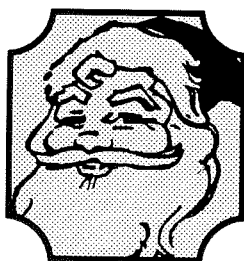


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BINDERS



HE Winter Weekend at the Fosse Manor is an annual event in the TSSC Calendar. It has been in existence since the club began in 1976.

My family and I have been going since 1989 with only 1990 being missed. It has in fact become almost a tradition for us and I am pleased to say that both Sylvia, my wife, Jacqueline and Adele, my daughters, consider it an event not to be missed. This year was to be a bit special, since it was the first year we have taken our Spitfire. Yes, it is a dreadful thing to admit, but there are problems with four into a two-seater. However this year was different, with the engine rebuild and overdrive conversion completed in October and 750 miles on the clock, there were no excuses. So just after 2.30 in the afternoon on Friday the 15 of January we left Chelmsford with Jacqueline and myself in the Spitfire and Sylvia and Adele in the family Sierra. We usually take the M25, M40, A429 route to Stow On The Wold, but this year we tried a slightly different route staying on the M40 to junction 9 and then taking various B roads to Chipping Norton and Stow. It seemed a longer way but we had not driven these roads before and when you are eager to arrive it always appears to take longer than on familiar roads. However at around 5.00pm we turned left at the lights in the centre of Stow and onto the A429. After about a mile we saw the familiar lights of the Fosse Manor Hotel and making a right turn we arrived in the car park. There was only one other club car there, which was Bob and Mary Hyde's GT6 MkII, who are also from Essex. This is not unusual as most people arrive between 5 and 7pm. After checking in and taking our luggage to our rooms we went

downstairs to the lounge for tea and cakes. In front of the open fire sat Bob and Mary, Lawrence and Ken who are all old friends and regulars at this event. Also there are Jan and Tim who were attending the winter weekend for the first time and are also new members who, as I was to learn later, are rebuilding a GT6 MkIII. They had arrived in Tim's, non club car but, interestingly 2.3 litre Vauxhall Chevette droop snoot.

Later that evening, after enjoying a good meal chosen from the a-la-carte menu, we joined the rest of the members in the hotel bar. It is here that introductions are made and old friends are greeted. I was pleased to meet many of the regulars such as, John and Pam Cudmore, who have organised this event many times before,

FOSSE MANOR HOTEL

January 15/16/17

1993

David E Bird

morning we all met in the lounge where John Thorpe and Mick Maidment, who organised this years weekend, made the formal welcome to members and announced that this years

WINTER WEEKEND

John and Pam Griffiths, John and Mary Thorpe, Mick and Sue Maidment, David and Gill Aspinall who come in a Rover 90. Tim Woodthorpe and Bob Rowlands, who both arrived in club cars.

The main topic of conversation was, as you may expect, centred on our cars. I have now been convinced of the merits of alloy steering rack mountings and double duck hoods after talking to Mick and David. As you may imagine, these conversations, fortified by the occasional drink, went on well into the night.

After breakfast on Saturday

trip was to be to the Gloucester Docks where, weather permitting, a river trip had been organised. The docks have been re-developed and contain, waterways and regimental museums, antique centre plus shops and restaurants. As in previous years after the organised morning the rest of the day was free with members making their own way back to the hotel. So just after 10.00am, with light rain falling and a strong wind blowing, we formed into our convoy places with John and Mick in John's Vitesse leading followed by the rest of the club

by the rest of the club cars with non club cars taking up the rear. Mick had announced earlier in the lounge that we would follow a rather circuitous route to Gloucester, this proved to be the case

. . . for we travelled along single track roads passing on the way, horses and riders preparing for a hunt, and a shoot who gave us a wave as we passed by, which was before we almost ran over one of their dogs, perhaps they were Triumph enthusiasts.

The route led us through some very nice Cotswold villages until we finally emerged onto an A road and then proceeded to Gloucester arriving at the Docks at about 11.30. Unfortunately, due to the very windy weather, the river trip was cancelled. So after enjoying a cup of coffee and a bun we went our separate ways to explore the docks and the city of Gloucester.

Later in the afternoon, with the Spitfire's hood down and a weak winter sun shining through the clouds, my family and myself returned to Stow On The Wold. I do like the roads in this part of the country which have long straights with sweeping curves every few miles.

We finished the afternoon sat in front of an open fire, watching the logs burn, while enjoying tea and cakes in one of the many tea shops which overlook Stow On The Wold's town square.

The Saturday evening meal was taken with all of us sitting at one long table complete with party poppers and streamers. During the meal Pam Griffiths disappeared under the table. I never did quite know why but she did emerge some minutes later. For the evening entertainment John, Mick and Sue and Mary had organised a pop music quiz, 50s to 70s, for which we were divided into four teams by drawing lots.

Yes, the teams were called GT6, Herald, Vitesse and Spitfire. The Spitfire team consisted of Pam Griffiths, John Cudmore, Bob Hyde and myself with Jacqueline filling in the forms, she was not really supposed to be in the team, but I have to admit that she did help with one question concerning a West Indian chap who had something to do with

whaling in a jam. I was pleased to say that the Spitfire team won this competition, it is surprising how the useless information that one gathers over the years comes in useful.

Once the quiz was complete, and the prizes presented, we adjourned to the bar for the remainder of the evening.

After breakfast on Sunday morning we dispensed with the usual walk, this was because of the muddy and flooded fields, and instead drove the short distance to the nearby village of Bourton On The Water.

Members tended to split up into small parties for sightseeing and met in the New Old Inn, at least I think that is what it was called, for coffee before returning to the hotel.

Following lunch we gathered in the lounge for the last time to say goodbye, with the hope that we will meet again next year.

On behalf of all those attending I would like to thank John, Mary, Mick and Sue for all their hard work in organising a most enjoyable weekend. ○

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Readers



THE story of the 'BONALD' started in 1990 when I bought a 1970 Vitesse MkII saloon needing 'light restoration'. Like a lot of these tales, 'light restoration' meant a complete replacement chassis and a whole winter spent welding floors, seat belt mountings, boot floor, body mountings etc. and the outside panels weren't even started!



Then in November 91, a Vitesse convertible that I had known for a long time unexpectedly came on the market.

The opportunity was too great to miss, I just had to have it!

The problem now was what to do with the Vitesse saloon?

My son Michael who was fast approaching the age for driving, soon came up with the answer.

Remove six cylinder engine and replace with a four cylinder, fit the bonnet from a crash damaged Bond Equipe GT4S that I had bought some time previously and finally remove the saloon roof and fit the 'One Skid' fibreglass hard top left over from a previous Vitesse convertible I had owned several years ago. This all sounds simple until you realise that the hard top had 'windows' in the roof and the sides that we didn't want, it made it look like a coupe, also the bonnet had been damaged, repaired badly and damaged again.

... the inspectors could be heard down in the pit arguing whether it was a Herald or a Vitesse ...

From this collection of bits, the Bonald was created, the name Bonald coming from the BOND Equipe engine gearbox and the

The Creation of the thing they called the 'BONALD'

A Glenholmes

bonnet giving 'BON' and the rear body half coming from HERALD giving 'ALD' although the rear and chassis actually Vitesse, complete with MkII rotoflex suspension,

converted to telescopic dampers. Michael prefers to call it the Herald Equipe Coupe, but it has become known as 'The Bonald' to everyone else in the Northern Ireland area of the club. The bonnet from a Bond is a very large expanse of fibreglass and many hours were spent repairing, stripping paint and rubbing down both it and the hard top.

The complete car was given a bare metal and fibreglass respray in Two Pack Signal Red and looks really well, especially now it is sitting on its 'Lada' alloy wheels.

As with most rebuilds, the Bonald went way over budget and I gave up counting near the end. Of course it took longer than expected which is also not unusual. In fact, due to the pressure

of other work etc, it had to go for its MoT with the bonnet and roof primer. The inspectors could be heard down in the pit arguing whether it was a Herald or a Vitesse. It passed first time despite the fact it was August 13th and has since covered 4000 trouble free miles.

... I would also like to encourage any members who have not attended one of the monthly meetings to make the effort ...

We have planned this year to take the Bonald to the International Spitfire Weekend in Holland and hope before then to have fitted an overdrive and modified the saloon body to accept a Vitesse hood and frame. So if you go to the Spitfire Weekend and see a strange looking bright red creation with an IRL sticker on the back, you will be able to say 'I know what that is, it's a BONALD!'

The next problem is what am I going to do with all the bits and pieces that are left over? Simple really, a 'Vitipec' has already been talked about, consisting of a Vitesse engine and gearbox and bonnet plus the Equipe rear body half.

I would like to take this opportunity to thank my fellow members of the Northern Ireland Glenavna area of the TSSC without whose help the whole project would have not been possible.

I would also like to encourage any members that have not attended one of the monthly meetings to make the effort. You will be assured of a cordial welcome and meet some very nice people and possibly even benefit from the years of experience that some of the members have and are only too willing to pass on. I would especially like to thank the following:-

Stephen — Welding.
David — Spraying.
(junior & senior)
Allister — providing the Bond.
Denzil — the paperwork.
Rob — Wheels.

... and last but essentially by no means last, our beloved AO, Paul for numerous parts but mostly for the support and encouragement he provided throughout the episode. ○



Pen To Paper



are more next year. I'd also like to thank the man who spotted me and my rather battered Spitfire, after my unfortunate accident on the journey home sitting in the Shell services at Trumpington and who very kindly, and for free, gave me a complete set of front wishbones.

The car should be back on the road soon, I hope. ○

David Lyons

... couldn't be bothered ... ?

I AM writing this for two reasons... firstly to recommend Paul Cull of Triumph Auto Classique, Brinkworth, Wilts. (0666 510587) who has done some excellent welding on 'GERALD' (13/60 convertible) and is always happy to answer questions on technical information. His restorations I have seen have made me green with envy!

The second is to comment on the video cover of 'Soft Top Hard Shoulder'. It is a shame the designer couldn't be bothered to look at the actual design of a 13/60 bonnet and how it opens, the main reason the Club cars are so easy to work on. ○

Richard Naish

HOLLAND SPITFIRE WEEKEND

I'D just like to thank a few fellow TSSC members.

Firstly, Kiwi, Rob, Kelvin, Lucy and William for making the International Spitfire Weekend in Holland, such fun and I'll see you all next year. The weekend is great, the people are brilliant and the convoy is amazing. It is definitely worth the drive, it's just a shame there were to few British Spitfires there. I hope there



Herald which they paid £75 for. We didn't know about the Club then so sadly it is lost forever. ○

MISALIGNMENT OF HARD TOP ON 1500

Mr/Miss Home is concerned about the 5mm misalignment of the bolt holes on his 1500 hard top.

There can be little wrong with the fit of his sills if the doors close at all properly, so it sounds as if his hard top is going to fit perfectly.

The bolt holes do not align without mild persuasion. Firm pressure on the front edge will pop the hard top into place, allowing the bolts to be inserted with ease.

One point he/she should note though, it not to tighten the rear two bolts, or those in the centre above the door posts until all bolts have been aligned correctly. ○

Keith Bryce

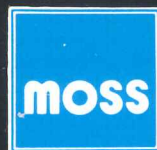
OUR son, Rupert, bought a Spitfire, then 4 years ago had to part with it when he needed the money to buy a house.

We came to the rescue and are looking after it for him until he can afford to have it back. ... When I was a teenager I longed for a TR2 so it just goes to show, if you wait long enough ... Our son's bride, Karen, insisted on driving

herself and her bridesmaid to her wedding at the church here in Ockbrook from her home in Derby, six miles away.

Beth Meese

P.S. Before the Spitfire, as students, they had a Triumph



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THE ORIGINAL PARTS SPECIALIST



Letter from America

I WANTED to send a note to publicly laud John Kipping in these pages. A month back, I was faced with a sudden gearbox rebuild on my GT6+.

Draining the oil prior to an anticipated 2000 mile trip (to the Vintage Triumph Register convention) produced lots of bearing bits. When I pulled the 'box I found that I needed a new mainshaft, input shaft and synchros - the mainshaft spigot bearing had disintegrated.

Kipping's Spares were not only able to provide the parts (amazing, new overdrive mainshafts at a decent price, less than a local repair would cost!), but John was willing to talk to me over the phone, long distance to California, to quickly puzzle out just what pieces were inside my gearbox (mostly TR7 gearbox internals, with a GT6 MkIII input shaft, all in a GT6+ case!). I left it to him to pick the right pieces to send me, via three day Datapost, which he did. It all fitted together as needed, the car went back together just fine, and we collected several trophies in the autocross events at the convention the following week. Thanks again John!

Christopher Kantarjiev

The Dimebank Garage, 411 Olive Avenue, Palo Alto, U.S.A.

..... I WOULD WELCOME IT BACK

It is with deep regret that I have sold my 1971 Spitfire HLT 828K after nine years of enjoyable membership. As a result I'm going to have to abdicate from my TSSC membership.

It's sad to see my little car (below), go away, it's seen me through all sorts of occasions, some good, some not so good. The car itself has experienced many different homes, numerous girlfriends, the occasional ding and approximately 50,000 miles in my ownership.

The Spitfire is going to a reasonably good home, a twenty one year old chap I've known for a few years. I say 'reasonably' because he has complained about the sporty noise of my Triumphtune twin exhausts and preferred to revert back to the standard item.

Once again the groovy little sports car will sound like an 1100 Fiesta! Each to their own, I suppose.

There were also some utterances about respraying the car Emerald Green, which, I must say, is a very nice colour if you like that sort of thing — I don't. When I first bought the car in 1984, I resprayed it black (it was Saffron originally) and since then I've always known the car as 'my little black Spitfire'. To change a car's colour is like changing its character, especially when you've had it for so long.



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Black makes a small car look even smaller and being a non-standard colour, is rare — I've only seen five or so Triumphs of such a colour in the last nine years. One thing I really loved about the TSSC was the joyful family atmosphere among its members, this being very evident in the Courier magazine. Another indication of this unity was the friendly flashing or waving when passing oncoming Club cars. I always found this acknowledgement most encouraging. If I'd had a rotten day at work or had a row with my girlfriend or whatever it would always bring a smile to my face to have another club car saying 'hello' to me. . . . Now, at the age of 28, I feel I've grown out of my cheeky little car, much as I have grown to be so fond of it. I've moved up the scale slightly (no it's not an MGB!) and I am now the proud owner of a 1979 XJS, penniless because I almost have to drive with a petrol tanker behind me — the monster does as little as 9mpg in London! I understood a car like this would drink this much before I bought it but now I can't help thinking that to run such a car is immoral when you consider there are plenty of other cars that are just as fast and yet half as thirsty. Occasionally I'd thrash the ****s off the Spitfire and still get 28 mpg out of it!

A Jaguar is not the sort of car you can own, it owns you. It demands endless amounts of fuel and there is the constant worry of vandalism of this ostentatious car in inner London areas. There's also a different atmosphere among Jaguar drivers. People who drive Jags tend to be old fuddie-duddies or stuck-up businessmen who wouldn't even look at you, let alone give you a friendly wave or flash.

Okay, the XJS is a lovely car, and it's something I've always wanted, I can honestly say to people in the future that I have

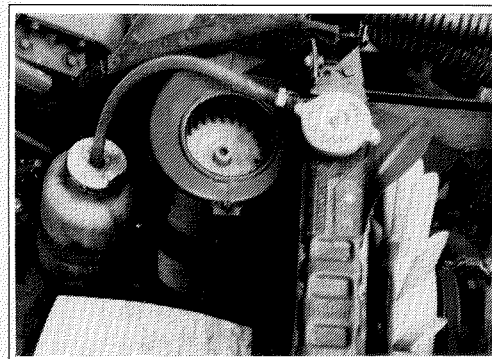
owned one and know most of its peculiarities. However, I feel the disadvantages far outweigh the obvious benefits of power, image etc.

I'd rather have the Spitfire back, in all respects, it was completely opposite to the Jag, noisy, draughty, leaky, rattly and rather slow — but I loved it as you lot out there love your club cars. One day I'll obtain another one and enjoy cheap running and simple machinery again. As 'Arnie' seems to always way in his movies: 'I'll be back!' ○

OVERCOMING THE OVERHEATING

1981 Triumph Spitfire 1500 with overdrive, viscous fan and Waxstat jets on twin SU carburettors.

Many articles have been written about excess heat causing vapourisation problems (Couriers Nos. 144, 156 and 158), and in response to a letter from Lennard Schorlemmer in 'Pen to Paper', 158 August, I have what I believe is the solution.



any effect on the problem of dissipating the excess heat whilst the car is stationary for lengthy periods, or parked for short periods of time. Misfiring during these times is caused by fuel evaporation around the carburettors and manifold.

I have overcome this by fitting a roller blower unit from a Ford Sierra! As you can see from the photographs, the blower is fitted on its end, in front of, and to the side of the radiator. The unit is powered on full blow only by a single fused supply through the right hand side of the driver's dash panel to a simple on/off switch. The blower is earthed to the chassis in the normal way.

To allow cool air to flow across the carburettors and manifold, the right hand radiator support panel was removed, the centre part was cut out, and the panel replaced. This gives adequate air flow from the blower unit.

The result is that when standing in traffic for lengthy periods, I merely flick the switch to bring cool air direct to the area needed.

Similarly when starting the car from short parking, the first thing to do is flick on the blower switch. By the time I have belted up and turned the ignition key, the fan blower has done its job. Incidentally, the blower makes enough sound when the engine is switched off before leaving the car, thus preventing a flat battery! The cost of the second hand blower unit — £5. ○

Paul Cutforth

KNOCKOUT

HAVING just returned from an extremely fun packed day at Aldershot, taking part in the annual 'It's A Knockout', I felt I should write on behalf of the Norfolk Area to express our appreciation to Hants and Surrey areas, who organised the event.

Thankfully Ian McAskel got it wrong, and rather than 'Spits and spots' we had glorious sunshine all day (not go good for Ian who was already suffering from severe sun burn after his honeymoon). The races were as usual, demanding, especially for myself and Elaine who managed to get our rear ends wedged into the tyre wall much to the amusement of our other team mates, maybe tractor tyres would have been more in order!

The relay race was our forté, with Andrew taking a gentle jog around the track, but still managing to outpace all his opponents. The only casualty in this race was Phil's leg, which sustained a rather large bruise, courtesy of Gatwick. I'm unable to comment on Kenna's bruises as there were so many to begin with I am not sure if she injured herself or not. This year as well as the main races there was a 'tug of war' contest between the areas, we felt quite pleased with ourselves as we managed to get through the first heat even though we were 'severely handicapped' by having 3 girls!!! (Although we still managed to improve our overall positions on the last 2 years). All in all, 'It's a Knockout' 1993 was a great success, thanks once more to Surrey and Hants.

We are all looking forward to next years event so we can improve our final position even more.

Well done. ○

Trudy Winfield

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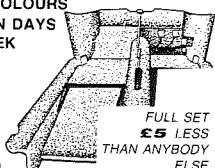
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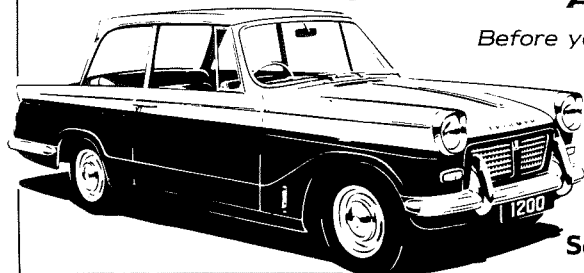
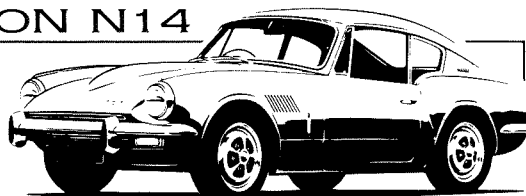
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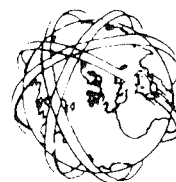
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AROUND THE TSSC WORLD IN '40' DAYS - VI

Leon F Guyot

WEDNESDAY 16th December 1992 dawned grey and cloudy but warm, by 8am Carl had taken me back to Sydney's Kingsford-Smith Airport to catch the 9am flight Quantas QF059 north to Cairns in Queensland — as I was a non-Australian passenger having flown part of my International journey to Australia by Quantas, I got this flight for just 55% of the normal fare!

Straight through and onto the aircraft, no problems as an internal passenger, the aircraft was packed full of Japanese student-tourists returning to Nagoya, Japan, the eventual destination of this brand new

tonne each! It also had the wing-tip 'winglets' which I am advised (thanks Dave), improve the efficiency of the wing by reducing drag, thereby increasing the range and decreasing fuel consumption. I especially liked the way that Quantas Captains personally welcome every single passenger aboard, a nice touch. Hey what? I've been upgraded to first class, up those stairs, in window seat 12B at the front, port side just behind the captain! there's only 16 first class seats and the one on my right stayed empty for the 2½ hour flight (1970km/1230 miles) to Cairns.

After attaining our take off speed of 332km/h we soon

wonder Oz is called 'The Lucky Country'. Quantas certainly know how to pamper you and make you feel special.

It is said that the journey to heaven is like an escalator through the clouds, I rather hope it is like flying Quantas!

After cruising at 38,000 feet we soon reached Cairns International Airport, flying in low over the patchwork of fields, spread out white suburbs, meandering river estuaries, the 2000km long Queensland coast and tableland mountains. So, here I am in Queensland 'The Sunshine State'.

Cairns itself is in the far north of Queensland, the most tropical part and gateway to the Great Barrier Reef.

I'd been advised that the temperature was 32° Celcius, although it didn't become apparent until I left the airport building to walk to the courtesy coach, when the heat and 85% humidity hits you like having a hot-wet blanket thrown over you!

The very friendly and efficient staff from the Cairns Colonial Club resort meet and greet all their guests at the airport and take them to the 'Hotel', 5km from Cairns 'City' centre.



'My' aircraft, Sydney to Cairns.

Quantas 747-400 Longreach 'Jumbo' which apparently weighs 395 tonnes and carries 406 passengers, that's almost 1

ascended to 11,890 metres, whilst I enjoyed the 'More champagne sir?' breakfast. Hey, a guy could get used to this, no

The 'Hotel' is a popular resort style two floor 'hotel' with two landscaped pools, one of them an all-night illuminated pool with swim-through waterfall and giant spa-bath.

There were masses of other facilities including a choice of restaurants which turned out to be better value and quality than those in town, rooms are necessarily air conditioned! My favourite part of the hotel had to be the extensive 'rain forest' gardens with many brightly coloured tropical flowers such as hibiscus and bird-of-paradise flowers, surrounding the two storey chalets giving a feeling of a true tropical paradise.

Once checked-in, I re-confirmed my Barrier Reef cruise and my return Qantas flight, important this re-confirming everything as you go along. I then arranged a rain forest/Kuranda tour for 18th December and bought more postcards, factor 15 sun block! and a disposable underwater camera, it's hard work being a tourist! The fellow staying in the next room to me turned out to be a sound engineer from Wandsworth, two miles from where I live! We later shared a black and white cab from the hotel, into Cairns town, although we were lucky to get there alive, as the taxi driver was 'pissed-as-a-newt', there's simply no other words to describe it! as he was swerving all over the place, quite oblivious to his condition!

Cairns town is mainly a low-rise habitation, the tallest building being the incongruous Hilton hotel, the most important industry being tourism with most shops selling tours, scuba gear, Opal jewellery and Aboriginal art, artifacts and crafts.

The evening tourist market was in full swing, although prices were surprisingly moderate for what in effect could be construed



Circling to the airport, Cairns, N. Queensland.

as a bit of a tourist trap. I bought a Queenslander's Leather Overlander hat for \$45/£20 (no, not the one with corks, those are worn in the outback to keep the flies off), and a 'Sports' boomerang for \$10/£5, both very reasonable from an aborigine fella. After looking for a decent eating establishment, with few in evidence, we stopped at one of the many 'Italian' eateries for a large pasta meal with garlic bread and coffee for \$10, I was presented with a huge bowl (bucket) of pasta etc, do I eat it or swim in it?

Later, after not quite finishing the meal, we returned to the hotel in a different taxi and on telling the driver about the drunk who brought us into town, he said he knew who it was and he was about to get the 'chop' anyway!

Next morning, Thursday 17th December, I got up at 6.15am before the alarm rang — honest! A busy day ahead, one of the highlights of my trip and something I've always promised myself I would do someday, anyway just in time for breakfast in one of the restaurants before meeting the coach at the front of the hotel, which drove for some one and a half hours/70km up the scenic coastal road, north to Port Douglas, the driver keeping up a well informed and interesting running commentary as he drove, we learnt about how the economy of the area had changed over the recent years from mining and forestry

to sugar cane and latterly the potentially much more environmentally friendly tourism, and how Queenslanders are beginning to realise that they must protect the rain forest and the reef so that they remain their greatest natural assets, good to hear!



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SPITFIRE!

PART NINE REAR SUSPENSION STRIP DOWN Part Deux!

\$OMETHING of a milestone is being passed with this article as it represents the final instalment of a complete body and mechanical breakdown, prior to restoration proper.

By this stage I hope you have gained an insight into the work involved in a full restoration, something you should consider when putting work out to a professional restoration company.

As may be by now you can see the amount of labour involved in any quotes you may receive, obviously a blow by blow account like this will also help you to decide just what amount of work you may wish to take on yourself. Don't be put off by the length of time these instalments are taking, as in the real world the Spitfire rebuild is progressing nicely and as I said before, photographing and writing this series often takes longer than doing the actual work: to start

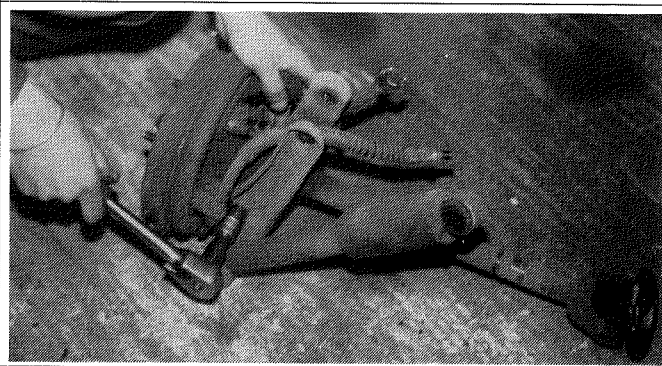


Fig. 1. Right tools for the job! 1/2" drive with the correct size of surface drive socket, should give you the right amount of purchase to shift the rear trunnion bolt. This bolt has been known to seize and in the past I have resorted to hacksawing through the bolt either side of the trunnion watershields to free the vertical link and taking the link to a local workshop to have the bolt pushed out on the hydraulic press. Hopefully on your car the trunnions have been maintained properly and the bolt, like ours, came free.

Fig. 2. Welding the same tools soon removed the bottom shock absorber bolt. Make a note of the number and position of any large spacer washers for later replacement or, like us, bag, tag and store in a tray.

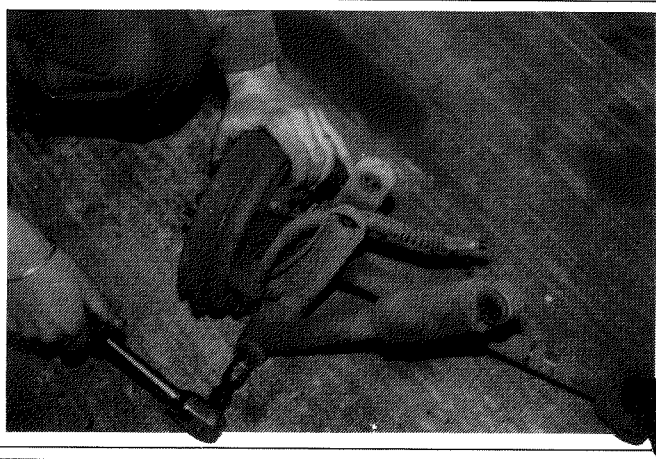


Fig. 3. With the bolt and shocker removed you should now be able to rock the vertical link free from the trunnion housing. Remove the brake hose using two spanners. Be carefull not to shear or bend the hose bracket when doing this.

Fig. 4. Carefully undo the brake pipe next. Keep this to use as a pattern for new pipework later. Wrap a tag of masking tape and mark which side it is and place in a small bag to prevent any excess brake fluid flying around.

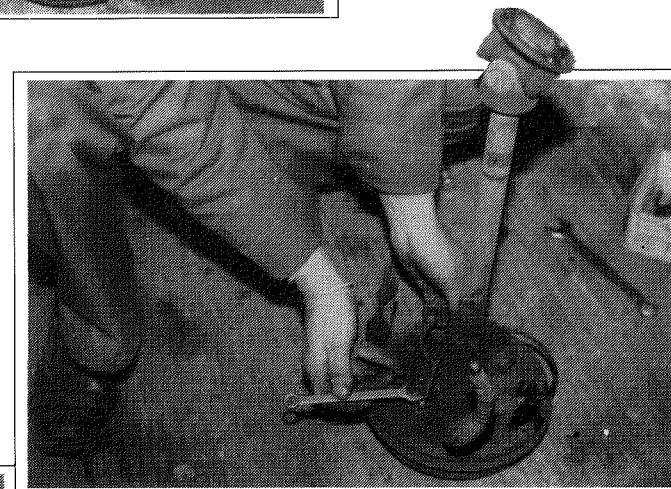


Fig. 5. Pry the return spring off its bracket, check this bracket in case you need to repair the hole for the spring as these can wear through. Now, taking out the split pin, remove the clevis pin and take off the clevis bracket from the actuating lever. Place the pin back into position and put this into your box or tray.





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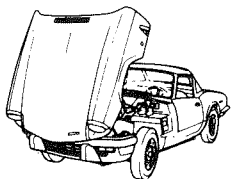


Fig. 6.

To remove the brake drum, locate the two screws and undo them (you may need to resort to an impact driver to shift them).

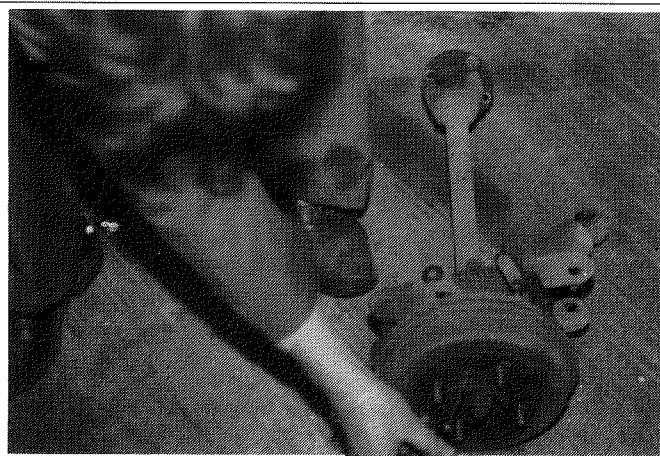


Fig. 7.

To free the brake shoe hold-down pins, get a secure grip with some long nose pliers on the cap, push and twist to release it from the pin. The pin can then be removed from the rear.

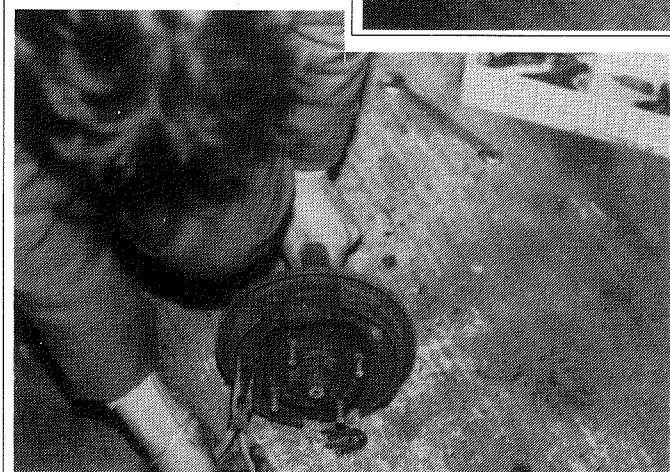


Fig. 8.

To remove the shoes, free the shoe springs by tapping them off with a suitable drift, then remove the split pin on the actuating lever on the brake slave cylinder. Again store all these fiddly bits in a tray. Even if you are buying new they still represent the perfect reference to buying the correct new items.



Fig. 9.

Removing the slave cylinder is also pretty straightforward. Lift up the rubber dust cover which should reveal two horse shoe shaped hold down clips lying one on top of the other.

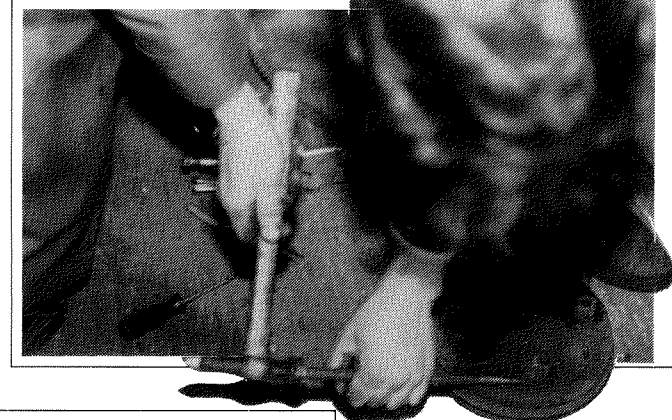


Fig. 10.

The clips can be drifted back from the slave cylinder, which can now be pulled away from the back plate along with the actuating lever.



Fig. 11. The brake adjusters can now be unbolted from the back plate. Make sure you do not loose the adjuster pistons, wrap some tape around the adjuster to keep them in place.

Removing the hub from the driveshaft, plus the back plate and the UJs will be covered prior to the rebuilding article as this needs to be covered in greater detail. O

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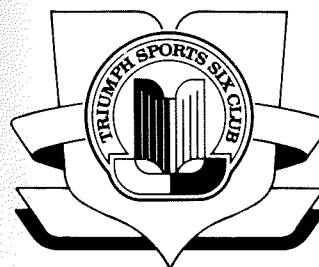
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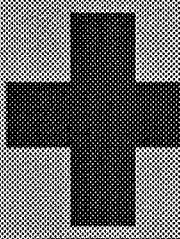
WNERS of Heralds,
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Spitfires often enquire
about converting their cars from
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This conversion opens up
many more possibilities for car
stereos, alarms and lots of
other accessories.

Proceed as follows:

1. Disconnect the battery and turn around. Do not reconnect the positive terminal yet but connect the earth cable to the negative terminal. Terminal sizes are different, so cable ends may need to be swapped.
2. Disconnect the wire going to the smaller terminal (terminal F) on the back of the dynamo.
3. Taking another length of wire, hold one end to the live, positive side of the battery and touch the other end to the bare 'F' terminal for about 1/4 of a second. Where the connection has been good, removal of this wire from the 'F' terminal will be marked by a small blue flash, signifying that the passage of current through the field windings has corrected their residual magnetic fields — putting the north and south poles in correct alignment. This means that

current generated in the armature when the engine is running will leave the dynamo in the same polarity as the battery.



Are you POSITIVE

you want to be

NEGATIVE?

4. Reconnect the wire to the 'F' terminal.
5. Swap over the leads on the leads on the 'LT' connections of the ignition coil. Some coils have '+' and '-' written on them (in this case, '-' now goes to the distributor and '+' to ignition) but some have 'CB' and 'SW' marked on them. In this case 'CB' (for Contact Breaker) now becomes the switch side of the coil and SW should be connected to the distributor.
6. Ensure that any old positive earth accessories are removed or switched over to negative earth.
7. Reconnect '+' on battery leads.
8. Start engine and ensure charging/ignition warning light extinguishes. In the unlikely event that it doesn't, repeat step 3.

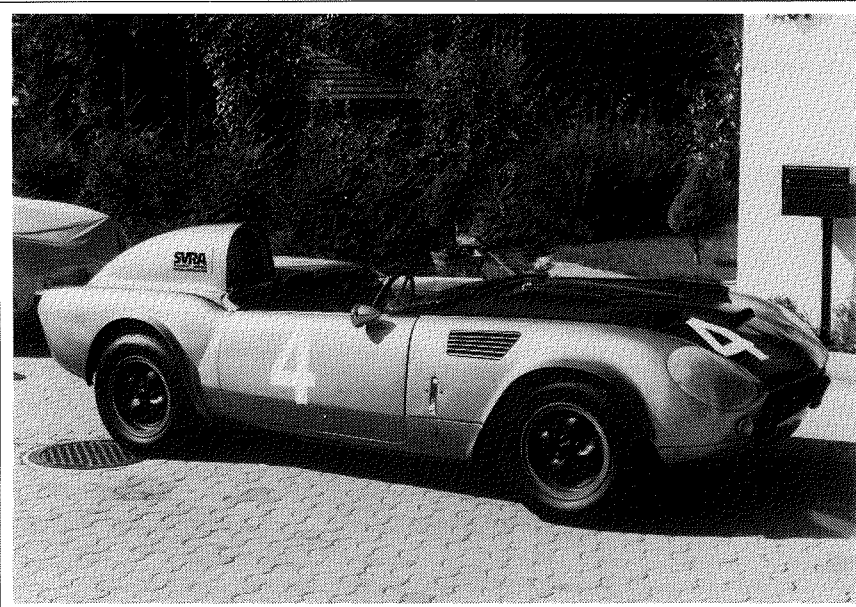
Points to note:

In most cases, the existing battery leads will reach to the terminals on the battery in their new positions. If not buy/obtain some new leads or a battery for a later negative earth Vitesse or Spitfire.
— If the LT connections on the ignition coil are connected incorrectly the ignition will still work but it works better if connected so that the HT current is leaving the nose of the coil and is, therefore, travelling across the sparking plug gap from the hot central electrode to the cooler earthing electrode. This is because less voltage is required to initiate a spark from a hot rather than a cold electrode. The electrons are more excited on the hot surface and are more easily 'torn' away by the voltage.

It is possible that an ignition coil with the 'LT' connections reversed will cause misfiring at high engine speeds because the voltage required to ionise the sparking plug gap is not available.

— Lights, wipers etc, should all operate satisfactorily with the reversed polarity.

THE M A C A U



SPITFIRE THE STORY OF A UNIQUE RACE CAR

Dieter Messmer, Spitfire Club, Switzerland.

Translation by Klaus Hoffman.

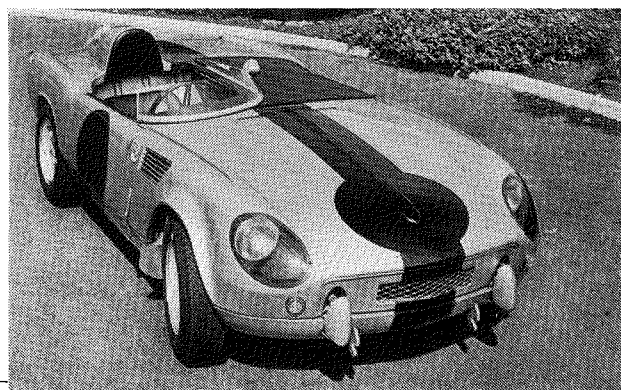
DURING the years 1964/65 the Triumph competition department run by Harry Webster built a number of race cars. The best known were probably the so-called ADU's. They ran in Le Mans and were also used for some rallies. But now let's focus on the story of the 'Macau' Spitfire, a race car that was built only once.

In the summer of 1965 Walter Sulke, who was an amateur race car pilot and owned a Triumph dealership in Hongkong, ordered a special 'Sprint-Spitfire' from Harry Webster.

He planned to race this car at the famous 'Macau Grand Prix'. Since there was little time left until the race, the frame of a normal Spitfire MkII (frame no. FC63 883L) which originally was

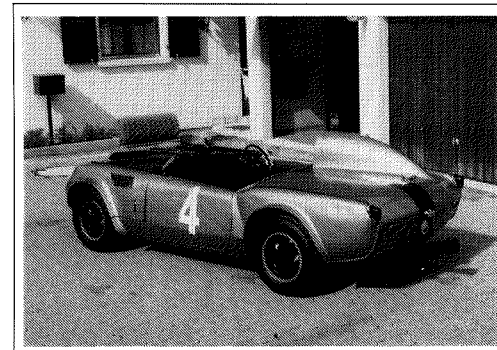
to be exported to the US was used. Originally built as a left hand drive, the Triumph competition department converted it during August 1965 into a race car. This way, a unique lightweight car was built

using a serial frame and spare parts from the 'ADU' race cars. Since the 'ADUs' all had closed bodies, the rear had to be newly constructed using fibreglass. The front was taken from the 'Le Mans' version (fibreglass fenders



and aluminium hood) without further modifications. With the exception of rear and fenders the entire body was made of aluminium. The car had an extra large fuel tank in the rear, one driver seat only, and was powered by a 'Le Mans' stage 2 engine of 1147ccm, equipped with two Weber carburetors, generating 108HP at 7200 rpm. The top speed was about 210 km/h.

On October 29, 1965 the completed car was shipped to Hongkong and Walter Sulke raced it in the 'Macau Grand Prix', November 27 - 28, 1965 with some success. Later he even won some races in the Far East. What became of the car after that period was little known until today.



Graham Robson in his well known book 'Spitfire & GT6' stated: 'The car was probably sold to someone in the US. It was last spotted in California, but considerably modified'. This is where the story of the 'Macau Spitfire' ended until recently. But the car that was missing for years did show up again!

At the beginning of September 1991 a friend of mine, Daniel Senn, also a Spitfire enthusiast, called and asked if I had heard about the Sports Car Auction scheduled for September 28 in Interlagen, Switzerland. I had not, and so he told me that Lot no. 32 was a so-called 'Triumph Spitfire Special' that looked a lot like the famous Macau Spitfire. Of course I wanted to find out if that was the case!

The next thing I did, I called the auctioning firm and made an appointment to see the car. When I finally stood in front of it on September 23, 1991, after a couple of minutes, I realised that indeed I had found the legendary Macau Spitfire! It did not much resemble the original that had left the Triumph competition department in Coventry in 1965, but it was still recognisable. Obviously, I had to be at the auction the following Saturday! That I would bid was also clear, but that my

financial resources were limited I knew as well. So my only hope was that not too many others would be interested in the car.

The days passed and the tension grew. Then finally on Saturday around 3pm, Daniel Senn, Peter Sinzig, another Spitfire

of the legendary Macau Spitfire!

What I am most interested in now, besides the registration, of course, is to find out where the car spent the last 25 years. So much I know by now:

The car was shipped from Hongkong to the U.S. in 1967. At the workshop of R. W. Kastner, who was the competition manager of British Leyland Motors in

Gardena, California it was equipped with a GT6 engine (6 cylinder, 1996ccm, 167BHP at 5800rpm, compression ratio 12.5:1). The car was later sold to someone in Atlanta, where it started in a race once more. Subsequently, the car disappeared, most likely into a private collection. In 1991, together with other cars, it reappeared in Switzerland when it was finally sold at the auction in Interlagen. After a restoring to its original state, I plan to enter in historical car races. I would be very grateful to anybody who might have further information on the Macau Spitfire, especially about the time when the car was in the United States. I can be reached under the following address:

Dieter Messmer, Fahrgasse, CH-4854 Fulerbach, Switzerland. Tel: 41-63-46-31-06. FAX 41-63-46-32-39. Any expenses shall be refunded accordingly. ○

'Who else will bid?'

fan, and I entered the hall at the Casino in Interlagen where the auction took place. The auction began and I started to sweat as Lot no. 32 came close and closer to be auctioned. One thought after another crossed my mind. 'Who else will bid?' I have to be careful not to miss the call to bid'. Frequently my eyes scanned the room to see if I could identify anyone from the Swiss Triumph scene. Then suddenly the roaring of an engine echoed through the room and I heard the engine run for the first time. The Auctioneer held his microphone close to the muffler and the entire room vibrated, which did not help to ease my nervous tension! . . .

The bidding started, I cannot describe the next minutes, but when the auctioneer's secretary approached my table and said: 'You must sign here, please'. I realised that I was the new owner

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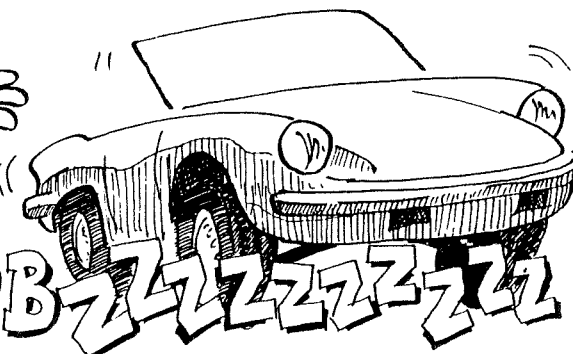
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Tommy the Triumph

— BUT IT IS A LITTLE KNOWN FACT
THAT — IN FACT — THE FIRST ELECTRIC
SPITFIRE WAS INVENTED



"THE COURIER" RECENTLY
FEATURED AN AMERICAN ELECTRIC
ECO-FRIENDLY SPITFIRE!!

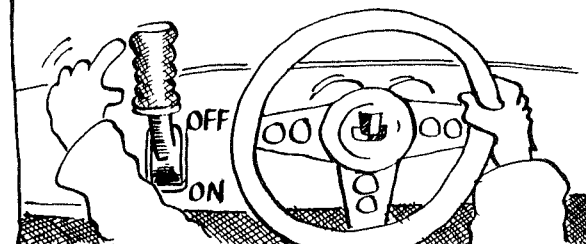


.... BY ME!

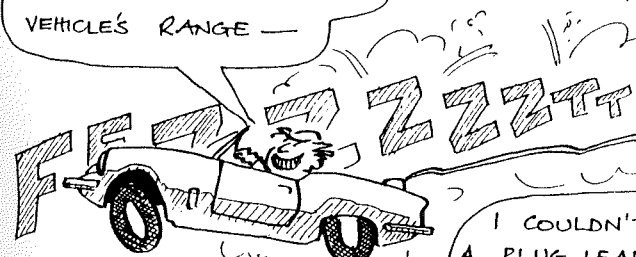


THE ONLY PROBLEM,
OF COURSE, WAS THE
VEHICLE'S RANGE —

IT FEATURED A MEGA KILOBOULE
GIGAWATT MOTOR, WITH STEP-UP
TRANSFORMER, ON/OFF SWITCH AND
COFFEE MAKING FACILITIES. IT WAS
FAST!



OF COURSE, PURISTS WILL NOTICE THAT THIS IS A DELIBERATELY
NON-STANDARD DASHBOARD, SO DON'T WRITE TO COMPLAIN!



I COULDN'T FIND
A PLUG LEAD EXTENSION
LONGER THAN 72 FEET

CHAS SHEDDEN '93

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