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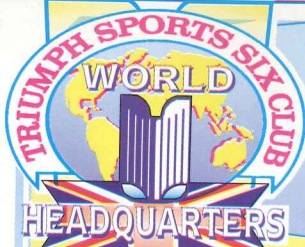
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FEBRUARY 1995





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THE COURIER

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB
Vol 15. No.176. February 1995.
Price £1.50 Free to Club Members.

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Market Harborough,
Leicestershire. LE16 9TF.

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Headquarters open between
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11.00am - 3.00pm Saturday

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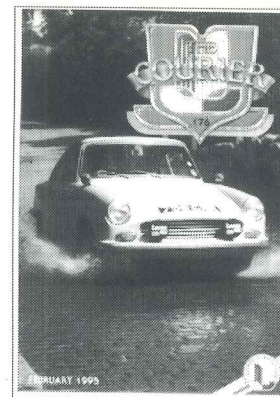
TEL: 01604 405416.

COUNCIL MEMBERS 1995

Brian Waters, Peter Williams,
Mike Costigan, Leon Guyot, Trudi Squibbs,
Bill Sunderland, Mike Crewes, John Thorpe,
Mark Hugall, Stewart 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,
Rallying Bond,
see centre pages.
Photo:
Brooke Photographic.

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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 and cannot accept any liability for erroneous or misleading information found therein. ★

T.S.S.C.



Calendar

EVENTS '95

This is the official TSSC Events Calendar for 1995 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: (01858) 434424. Fax (01858) 431936

TSSC ORGANISED EVENTS FEBRUARY

SUN 12th THAMES AREA ORBITAL MEET, Wheatsheaf pub, Old Windsor at 12.00 pm

SUN 19th CLUB STAND AT INTERNATIONAL TRIUMPH SHOW AND SPARES DAY NAC Exhibition Halls, Stoneleigh, Warks.

APRIL

SAT/SUN 1/2nd BELFAST AREA - BELFAST TO ENNISCORTHY RUN, Contact Paul Robinson 01232 653986.

SUNDAY 16th NORTH EAST AREA TREASURE HUNT, Contact Graham Holt 0191 371 1577.

SUN 23rd - A64 RUN AND TEDDY BEARS PICNIC (N.YORKS AREA) Contact Paul Pickles 01132 797920.

MAY

SAT/SUN 7th NORTH EAST AREA EGG GAMES RUN TO THE LAKES, Contact Graham Holt 0191 371 1577.

SAT/SUN 13/14th SOUTH OF ENGLAND MEET, Leatherhead Leisure Centre, Surrey. Contact Mike Crewes.

SAT/SUN 27/28th BELFAST AREA - CIRCUIT OF IRELAND RUN, Contact Paul Robinson 0232 653986.

JUNE

SAT/SUN 10/11th LAKES TRIUMPH WEEKEND, Pooley Bridge, Ullswater, Cumbria. Camping, convoy, informal concours, auto gymkhana, BBQ, Contact Shirley McKeown 01946 832 080.

JULY

FRI-SUN 14-16th TSSC INTERNATIONAL WEEKEND, Stafford County Showground, Contact Club H.Q.

AUGUST

SAT 12th TOTALLY TRIUMPH CLASSIC CAR SHOW, Cooke Rugby Club, Shaws Bridge, Belfast. Contact Paul Robinson 01232 653986.

FRI/ SUN 14/16th NORTH EAST AREA BEAMISH CAMPING WEEKEND, Contact Graham Holt 0191 371 1577.

SUN 19th TRIUMPH CLASSICS & SPECIALS SHOW, Shelford Rugby Club, Cambridge. Contact Josie Ratcliffe 01480 460540.

SEPTEMBER

SUN 10th NORTH EAST AREA TAN HILL/3 COUNTIES RUN, Contact Graham Holt 0191 371 1577.

OCTOBER

SAT/SUN 7/8th TSSC ALL TRIUMPH DAY BY THE ESSEX AREA, Duxford Imperial War Museum. Contact Chris Twigg 01245 442788, Andy Cook 01227 214184.

NATIONAL & LOCAL TSSC INVITED

MARCH

THURS/TUES 16/21st ST PATRICK'S DAY WEEKEND CLASSIC MOTOR TOUR TO IRELAND. Contact European Rallies (44) 01264 889885.

SAT/SUN 18/19th LONDON CLASSIC MOTOR SHOW, Alexandra Palace, Wood Green London.

SUN-SUN 19-26th RALLYE DU MAROC "CLASSIC". Closing date 15/1/95.

APRIL

SAT/SUN/MON 29/30th AUG/1st MAY TRIUMPH CONTINENTAL TO FRANCE. Overnight in Boulogne & Arras. Hotel/ Ferry inclusive £85 per person. 01304 380244.

MAY

SAT/SUN/MON 6/7/8th BBC TOP GEAR CLASSIC & SPORTSCAR SHOW, NEC, Birmingham.

SUN/MON 7/8th LUTON HOO CLASSIC CAR SHOW, Luton, Beds.

SAT/SUN 13/14th BEAULIEU SPRING AUTOJUMBLE, Hants 01590 612445.

SAT/MON 20/29th NORMANDY & THE LOIRE CLASSIC MOTOR TOUR, European Rallies (44) 01264 889885.

SUN 21st 4th MENDIP'S VINTAGE & CLASSIC TOUR, Wells, Somerset.

SUN 21st ROCHDALE OWNER'S CLUB, CHESHIRE KIT CAR SHOW, Contact John Kearn 01656783750.

SUN/MON 28/29th PENSURST PLACE CLASSIC CAR SHOW, KENT.

SUN/MON 28/29th BROADLANDS CLASSIC CAR SHOW, ROMSEY, HANTS.

JUNE

SUN 11th LONDON TO BRIGHTON CLASSIC CAR RUN, Pre 1979 vehicles.

FRI-SAT 30th JUNE- 8th JULY 7th RALLYE DES ALPES, Applications by 28/2/95 Contact Club H.Q.

JULY

SAT/SUN 22/23rd NORTH YORKS MOORS RAILWAY VETERAN, VINTAGE, CLASSIC WEEKEND.

AUGUST

SAT/SUN 5/6th NORTH NORFOLK CLASSIC & VINTAGE CAR & TRANSPORT RALLY, Felbrigg Hall, Cromer, Norfolk.

SUN 6th STAG OWNER'S CLUB NATIONAL DAY, Exeter.

SUN 6th CAMBRIDGE/OXFORD OWNER'S CLUB BMC/BL RALLY, Ferry Meadows, Nene Park, Peterborough, 01476 712124.

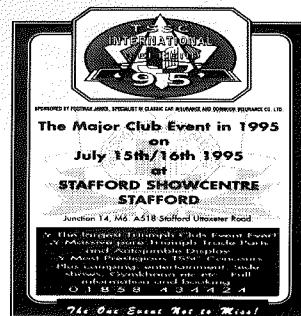
SUN/MON 27/28th KNEBWORTH '95, Knebworth Park, Stevenage, Herts.

SEPTEMBER

SAT/SUN 9/10th INTERNATIONAL AUTOJUMBL & AUTOMART, National Motor Museum Beaulieu.

OCTOBER

SAT/SUN 7/8th NORTHERN CLASSIC CAR SHOW, G Mex Centre, Manchester.



"COMMENT"

Bill Sunderland

BREAKING NEW GROUND

BREAKING NEW GROUND

We're off - February 19th, the club attends the first Triumph show at Stoneleigh in association with Footman James & Co., combined with a spares extravaganza. This event, the first for Triumph, has worked well with MG and Jaguar, so let's see a good turnout for Triumph. All major and minor Triumph clubs have stands and you should see a great cross section of all Triumph cars.

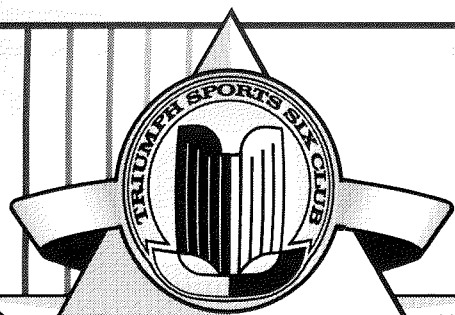
DO YOU ATTEND YOUR LOCAL AREA MEETINGS?

We welcome many new area organisers to the fold as with the New Year we will see new faces. Thank you to retiring Area Organisers and welcome new ones. The Club's strength lies in its areas and certainly the UK is extremely well covered (some sixty areas) making visits to see other members at a local level possible.

Please support your local area as not only does this make it worthwhile for the hard working Area Organiser, it also widens your membership of the club. Take a look at this months Area News Review, once again it is packed with What's On and many area events and local news reports.

As Spring proceeds many more members will visit the Club headquarters and local areas have already started coming en-block. There is always a warm welcome, and, judging by comments from the members that have already visited, it was worthwhile making the journey.





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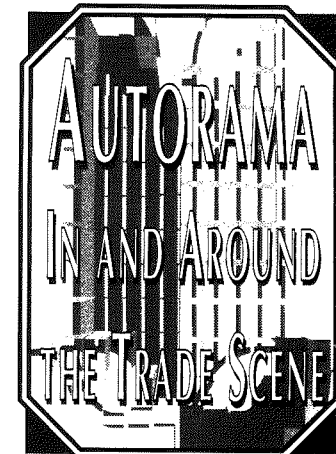
Not exciting unless you need one! Just a lucky find by our friend at Heritage - very limited stock so don't dither, order your lifetime needs now. They've even halved the price to make things much more pleasant. Rear engine plate, 201344 **Retail price £23.50 inc. VAT.**

Spitfire Anti Roll Bar Clamp

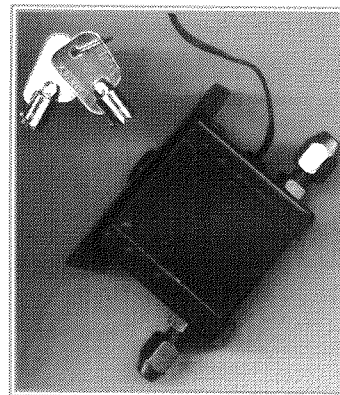
One of those parts never thought about until it's not on the shelves. Restore that crisp Spitfire handling. Yes, GTi's once again live in fear of the Triumph laurel appearing in their mirrors!

Anti roll bar clamp 155308 **Retail Price £3.18 inc. VAT**

Contact Moss Europe to order on, 0181 949 8888.



SW CLASSICS...BRAKE IT!



News in from SW Classics of a New Anti-theft device which when installed renders your vehicle immobile by locking on the brakes. The unit is well made and plumbs in to your existing hydraulic system easily and simply. To operate: simply hold the brakes on - lock off the unit and that's it. On return just insert the key and turn - it's as simple as that. See Mac Reynold's Register this month or Phone Stan at SW Classics for more Details.

SW Classics: 01803 865842.

CALIFORNIA DREAMING?

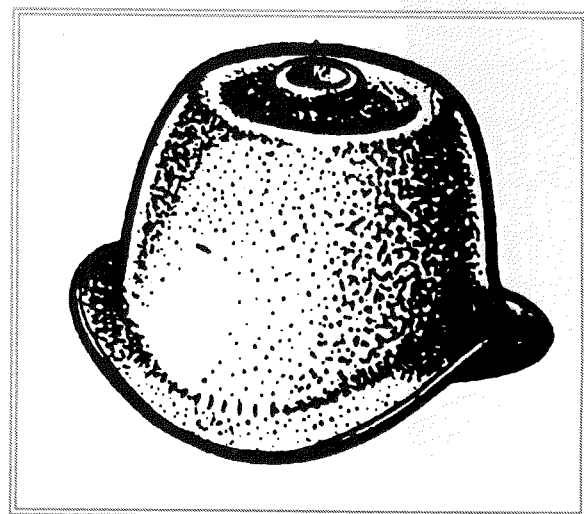
Ever wished your Spitfire or GT6 had spent its life languishing in Los Angeles instead of rusting in Rotherham!

Well, at DSU TRIUMPH SPARES they think they have the answer. Turn to their main advert on page 22 for a full list of prices on the recently imported CALIFORNIAN RUST FREE bonnets, doors, bootlids and bumpers etc for all models of Spitfire and GT6.

D.S.U. TRIUMPH SPARES (01787) 313123.

NEW GEARLEVER GAITOR FOR HERALD AND VITESSE MODELS

The latest item that Six Spares of Twickenham have re-manufactured. Following on from the release last month of the long awaited Herald/Vitesse saloon rear quarter window seals, is the gear lever gaitor for the Herald & Vitesse models. This gaitor has been made to the exact specifications of the original part but they are now able to offer this item at a much reduced price than before. They will be offering this gaitor at the special price to TSSC members of £6.46p inc. VAT. Ring them now to place your order on **0181 892 0141** during their opening hours. See Autorama next month for news of Six Spares latest remanufactured goody for Club cars.



BERNARD ROBINSON

Top Traders february 95

The traders listed below are reported to have recently given satisfactory service to members. This list is given for information and does not necessarily imply recommendation. It takes into account price, quality of work or parts and customer service.

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2	JOHN KIPPING	COVENTRY	PARTS
3	TRIOOMPH ENGINEERING	RADLETT	REPAIRS/BODYWORK
4	COX & BUCKLES	RICHMOND	PARTS
5	SIX SPARES	TWICKENHAM	PARTS
6	ANDREW STONE	DERBY	PARTS

If you have dealings with a trader, then please let us know of your experiences whether good or bad, indicating your opinions of price, quality and service with brief reasons.

Write or send a Top Trader form to:-

Eddie Evans, Top Traders, 4, Bank Top, Cark-in-Carmel, Cumbria. LA11 7NT.

Traders may wish to supply their customers with a Top Trader form during transactions and a supply of these can be obtained via the Club Office.

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Solo Security

I was mentioned to me recently that it might be a good idea to give some information on the safety of females travelling alone in cars. This has been given a very high press profile of late, too high perhaps. Many women are becoming paranoid about travelling alone, due to the publicity, when in reality the chances of being attacked are extremely low. There are, however, some steps that women travelling alone can take to firstly, reduce even further any risk of attack, and secondly, give piece of mind.

The most straight forward advice I can give is, if you don't have to travel alone, then don't. Take someone with you. If this is not possible, and you do have to travel alone then travel in such a way that you are easily visible to everyone, and make sure that there are plenty of people around you.

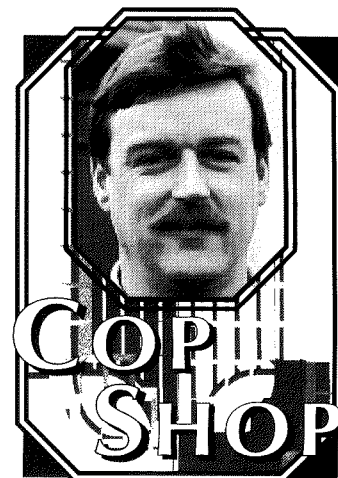
This becomes more difficult, of course, in a car. When you leave your car, leave it in a well lit easily visible and preferably busy place. This will give you security when leaving and returning to your car. Approach your car with your keys ready to use. We've all seen women stood in the middle of car parks searching their "Aladdin's Cave" type handbags for the one thing that disappears into the most inaccessible recesses. If your keys are in your hand and ready to use, you will be in the car in next to no time. Once you are inside, lock the doors again. If your car has central locking, remember that when you unlock one door, all the others will unlock as well.

It is worth mentioning at this

point that you should NEVER leave your car unlocked if it is unattended, no matter how short a period you will be away from it. Let me emphasise this point with an incident with which I was related recently: A young woman travelling alone stopped to get petrol. Having filled her car, she went to pay. As I'm sure we all do, no thought was given to the security of her car. She returned to her UNLOCKED car, got in and drove off. She was followed from the petrol station by a man from the pump behind. When she stopped at the next traffic lights her pursuer got out of his car and approached her. Naturally she became worried, but her pursuer was trying to alert her to a man that had got into the rear seat of her car whilst she was paying for her petrol. She looked behind her, and on the back seat she saw a man. He was later arrested and found to be in possession of several knives!!! PLEASE let this serve as a lesson to us all.

LOCK YOUR CAR EVERY TIME YOU LEAVE IT.

What if you breakdown in your car? Summon help from a TRUST-WORTHY person as a priority. How trustworthy is a passing motorist? I don't know the answer, do you? Once you have summoned help, tell your assistance that you are alone, and if you are frightened - mention that too. If you are unable to wait for assistance in a suitably crowded place, then return to your car and sit in the passenger seat with your seat belt on and the doors locked. The psychology behind this is simple,



it will give the impression that an accomplice has gone for help and will be returning shortly.

Break downs don't usually happen suddenly, they usually give some warning. If you think that you are about to breakdown, stop before you do in a favourable place. If you are travelling at speed on a motorway you will probably be able to coast almost to the next telephone. If you are afraid to leave your car to call for help, stay in it with the doors locked. Flash your headlamps and sound your horn continuously, draw attention to yourself and it won't be long before someone informs the Police, who will come to investigate.

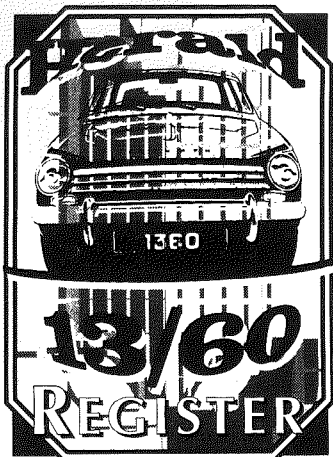
There are many other things that we can all do to increase our security, this is not the definitive guide, but hopefully it will start the thought process.

I apologise if it appears that I am treating women with no common sense, that is not my intention. Have a safe journey.

If you have a query or topic on Road Traffic Legislation write to
Mike Crewes

112 Blackmoor Wood, North
Ascot, Berkshire SL5 8EN.
Always enclose a Stamped,
Addressed Envelope please. *

MIKE CREWES



The Life and Times of a Very Ordinary Herald

in the thin wire to provide the sensing function. When a machine sensing alternator is fitted, as on my own car, the main current is shared between the thick and thin wires in direct proportion to their cross-sectional areas - this is because both wires have some resistance and the normal rules about resistors in parallel apply. This resistance is typically very small: the thick wire will be about 4 milli-ohms per metre and the thin one about 10 milli-ohms per metre, but when we are talking about currents of up to 40 amps (the 17ACR is rated at 36 amps) it is then such resistances can become significant.

Therefore, returning to the conversion covered in the December issue, I am perfectly happy to modify my article in line with Robert's comments. The central connection should be made with 65/0.30 (5 mm²) wire or two 44/0.30 wires in parallel. The sensing connection (the outer large terminal) should use a thinner wire of about 1.5 mm² cross-section. This way it will now make no difference which type of alternator you use.

I will, however, take issue with Robert on the effect of two wires of the same type but of slightly different length connected in parallel leading to disproportionate currents. Assuming the difference to be as much as 2 cm in a 0.5 metre cable (surely most people could get them closer than this), the currents carried would be, for example (if I have done my sums correctly), 18.4A and 17.6A approx at full output. I cannot see that this presents a significant problem. Poor jointing would increase the differential, hence the point I

always make about good, clean crimped and soldered joints which should, if necessary, be done by someone with the appropriate skills.

Now to other things. This month's member's car belongs to Peter Thomas who lives in Mid Glamorgan. Luckily, Peter's experiences, not out of the ordinary by any means, will probably ring bells with many of you so I shall reproduce his story of Henry the Herald in its entirety...

"The Life and Times of a Very Ordinary Herald"



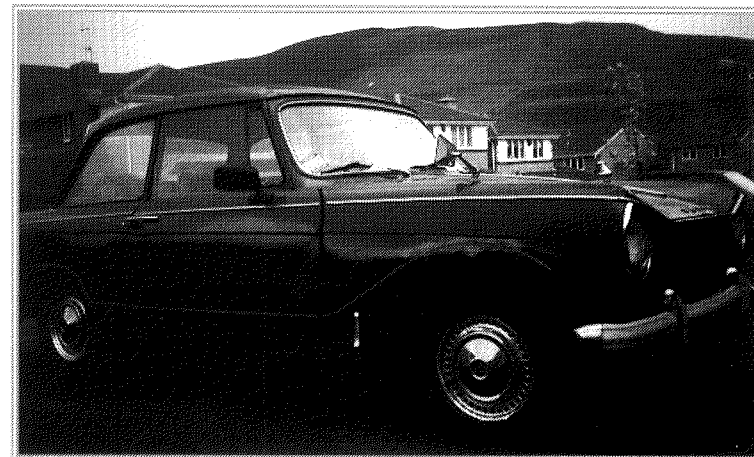
"I'm afraid that our car is not the first or last of any line, has not been photographed with any famous body draped over the bonnet, rallied, raced or even entered in any competition. He is our only mode for transport for our family of four and the children love him. I also quite like him too!

"The car was originally purchased on 8th December 1969 through Llandaff Motor Co. Ltd, Cardiff by a Mrs F.M.Holland who lived in Llandaff. The car passed to Mr Ashfield from Bath at two years old. Mr Ashfield's daughter, Dr Jacqueline Short, inherited Henry following her father's death in 1982. I bought the car from a very tearful Dr Short in May 1992, who was forced to sell due to moving home. I hope Dr Short

is still a TSSC member as I did not have her new address and know she was concerned that the car should go to a good home. A comprehensive service record has been kept up to date and even has invoices for tyres, the first of which is for Sept 74, new tyre and valve - £7.35!! I also have most of the MOT certificates.

"Henry is used every day to and from school, shopping and weekend trips. He has proved to be very reliable. He has never broken down on me; he has broken down three times while my wife had the two children with her, but that's altogether another story! The mileage is now over 145,000, being 128,000 when I

bought him, and he burns quite a bit of oil. According to the record, the only attention the engine has required is a decoke, valve seats cut and head skimmed in August 1981 at 90,000 miles. I am keeping in mind though, that I will either have to rebuild or change the unit in the not too distant future. On the other hand, the car has received four gearboxes, two of which failed within 16,000 miles between October 83 and September 87! During Dr Short's ownership Henry was taken on holiday to France



where the clutch failed. Parts had to be shipped from the UK for a local garage to fit.

"Three days after I bought the car, whilst driving home from work (with third party insurance only) the car seemingly caught fire!! After I had stopped it running and calmed down, I found that the horn wire had worn through where it passes under the radiator and shorted. The insulation covering from the horn back to the control box had melted (the reason for the cloud of smoke) but otherwise all was OK. I now have third party fire and theft cover and agreed value through the club for a reasonable £86 (I am 32 years old).

"Work I have carried out in the engine bay, apart from regular servicing, is a new dynamo & control box and to cure a persistent misfire which had eluded me for some weeks (which I thought to be the last of the engine) that was finally traced to the distributor. When I took it out, spinning the shaft produced a sound like a ratchet drive in a socket set. A lucky find in a local scrapyard of a Morris Minor unit (and a Triumph Toledo whose unit was in the same condition as mine) to provide the different vernier wheel set up for £8, put things back to normal. I have replaced the engine and gearbox mounts after two exhaust downpipes broke in one week due to flexing - the cause of 2 out of 3 breakdowns, the other being a flooded road. I have now changed the rear silencer after less than a year. I did consider a stainless system through the TSSC but at the moment can only afford the £16.45 for another short-term mild steel rear box. Maybe next year....? I have serviced the carb with a kit from the TSSC (the 'A' kit) to cure a petrol leak from the seal on the jet housing and put in two lap belts in order to fit child seats.

"The front wheel bearings are the next job on the agenda but the offside brake caliper bolts are both rounded, so I'm not looking forward to the impending struggle. The rest of the brakes are also due for some attention as the pedal is getting spongy.

"The car also needs a propshaft as, due to rushing when changing a UJ, I cracked the yoke. A friend welded it and the UJ cap in place as the groove for the circlip was filled in on one edge during welding. This surprisingly has lasted over 18 months, but is now getting noisy. The headlining has a fist sized hole above the back seat area and the sunroof covering is perishing so we're going to get wet this winter. The carpets were in such a bad state when I bought Henry that I cut (they just gently fell apart actually) out the footwell carpet and used rubber mats. I replaced the door seals in an attempt to stop some of the rain getting in but still resorted to taking out the grommets from the floor to drain away the puddles. I think the main culprit is the windscreen surround. 18 months ago I bought a set of door window seals but have only fitted the nearside outer - almost as bad as Mac and his Vitesse. Now he's fitted his

I think it's important to point out to anyone about to carry out work on your behalf, exactly what your requirements are, frankly and realistically. This can save you disappointment, money and possible aggravation!

"Work on the body had been carried out in 1987 including a respray but it became apparent that quite a lot of filler had been used on the front arches. In May 94 I had all the arches, tread plates and one sill replaced by Terry Coles of Auto Custom and Repair (A Cars) in Bridgend. Work was also done on the inner arches, especially at the rear, but panels were made up for this by the very able Terry.

Henry now looks respectable and attracts even more comment. The brief I gave Terry was that I could not afford concours standard but wanted good quality work to make the car more presentable. The finish isn't perfect but is exactly what I asked for and an excellent base to work from when I can afford a complete respray. I think it's important to point out to anyone about to carry out work on your behalf, exactly what your requirements are, frankly and realistically. This can save you disappointment, money and possible aggravation! Parts cost £110 from John Kipping (excellent service), paint and labour £300. I paid £995 for the car and it is now valued at £1200.

"So there it is, not very exciting but true." ★

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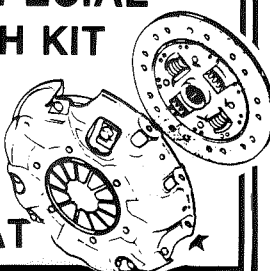
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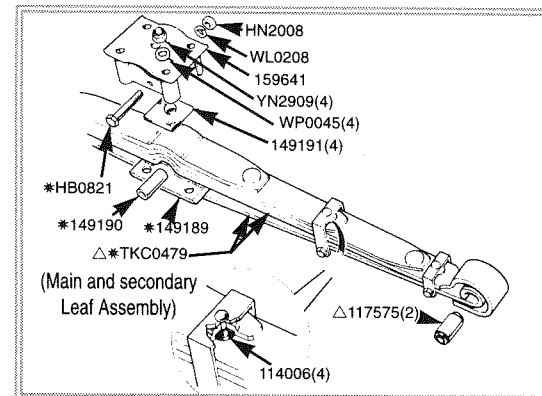
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REAR SPRING CONVERSION

PART 3

The general layout of the swing spring can be seen in Fig. 1. The spring box (159641) and spacer (149190) should be assembled to the spring leaves off the car.

I tried to do this in a vice but getting the bolt (HBO821) lined up through the box and spacer proved difficult. In the end I used the spring securing plate (6 holes, top of spring) from the original Herald system as a clamp under the bottom leaf - the layout can be seen in Fig. 2. Four bolts were used to clamp the box/springs/plates until the spacer was aligned with the box and then the bolt (HBO821) was inserted and secured with a new nyloc nut.



thicker roll bar should be used on the new set up. It is worth fitting new bushes and links all round.

Finally, check that the rear hoses are not fouling the half shafts - if there is any doubt it is worth fitting protective springs (as on the front hoses,) to the rear hoses. ★

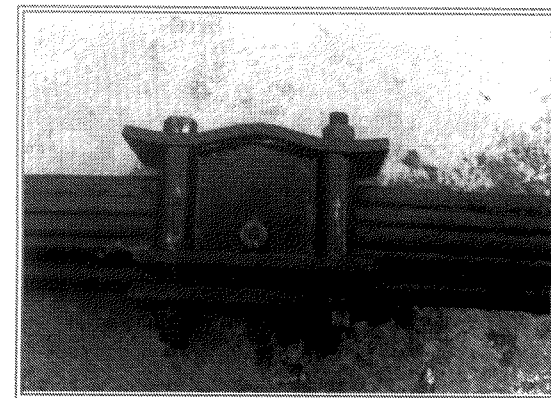
Fig. 1. Layout/components of a swing spring.

After fitting the box to the spring, fitting the swing spring to the Herald was a straightforward reversal of removal (see Courier 173, p. 11). Some relevant torque wrench settings are: Spring to axle 20lb.ft., rear dampers (lower) 30-32lb.ft., spring ends to link 42-46lb.ft.

Always use new nyloc nuts and check torque settings after one hundred miles.

Some modifications are also required at the front of the car. The narrow Herald anti-roll bar should be replaced with the thicker Spitfire IV/1500 (ie, from a swing spring car). The end links are common to both roll bars, but the centre bushes/clamp from the

Fig. 2. Clamping the box to the spring (the Herald plate used at a clamp is at the bottom. ▼



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Herald kits are available, priced at £12.50 to £15.00 but please specify exact system fitted.

HERALD VITESSE SPITFIRE GT6

H!! To start this month's register is a photograph I had the pleasure in taking myself at Stafford last year. It is of John Davies's "racing Vitesse" . . . I did manage to speak a few hurried words to John amongst all the 'things to do, people to meet' syndrome you get at Stafford each year . . . John very kindly sent on some details and brief history . . . so in his own words . . . by way of explanation . . .

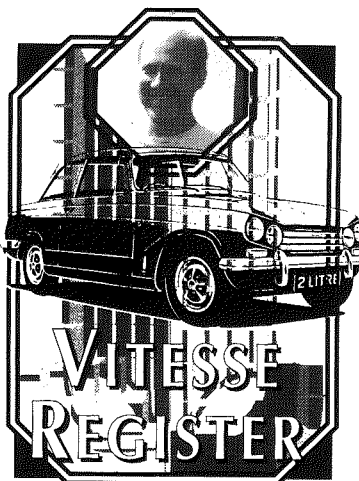
The car (no name, no gender) is a late 1967 Mkl 2 Litre, commission number NC1546DL which makes it quite early. I bought it in late 1991, with a very sound body but with a chassis perforated by standing full of water, separating body and chassis (see Courier No. 147 'Lift off in one') led to a complete rebuild, but a change of direction occurred when I decided that even if the car could be, I was not concours material. When I realised that some lunatics in the TSSC actually raced these things, that was my ticket to the funny farm.

Two years later I have just completed my first seasons racing with the TSSC group. The car has changed a lot, having started with standard Herald rear suspension, and you can imagine what that was like on a race track. One Clerk of the Course told me that it would have been frightening, if he hadn't been laughing so much.

The car is less amusing, but a lot more stable now. I can recommend raising the rear spring, recambering the spring and fitting a rear anti-roll bar also helps a bit, Dolomite alloys and Yokohama A001s help a lot.

As usual the Herald front end is superb, once it is lowered, with Roadsport springs and Spax adjustables, I also fitted a thicker front anti-roll bar, purportedly from a GT6, but no one else had ever heard of a GT6 with a 15/16th anti roll bar. Any ideas where that one came from?

Engine is the original Mkl with an oil cooler, a cylinder head oil feed to protect the rockers, and an



extended pickup pipe on the oil pump, sadly the latter came too late after several oil pressure blackouts on left hand curves, and I had to rebuild the bottom end halfway through the season.

Future plans . . . despite the improvement that the rear suspension modifications have made, Mkl suspension is not where I would have started from if I had wanted to be here, as an Irishman might say, a rotoflex conversion this winter, and a rigid slimming diet should be worth at least 10 seconds a lap, and I must loose weight as well.

Sadly the 750 Motor Club, which organises the Roadgoing Sportscar Championships that the TSSC racing group enters, insists that a Vitesse 'is not a sports car' but give it a coupe roof and it becomes acceptable. Not logical captain, but it's their party, so off with that nice pagoda roof and on with a rather naff GRP coupe roof, still, it will loose weight, and I am told, improve the aerodynamics (what aerodynamics? a

brick has more streamlining).

Engine modifications classified.

Now Mac, may I borrow your column for a moment please? Thanks (certainly John . . . Mac . . .) Hear Ye, Hear Ye, Vitesse owners, if you drive a Vitesse, you must by definition be interested in performance, rather than restoration

and originality, or you would drive a Courier van, so be it known that there are now 'three' racing Vitesse competing in the championships as well as sundry Spitfires and GT6s, there is plenty of room for more.

So look out for the race day dates in the club calendar, come on down to your local circuit and see what racing is really like, we are not into luxury motor homes and squirting champagne, nor are we boring petrol heads with a death wish, it's just a whole lot of fun. . . thanks John! . . . most interesting and enlightening . . . I hope it goes some way to boosting your spectators (and maybe participants!)



. . . good luck for the coming 1995 season . . .

I used John's car as a feature this month (rather than a members Vitesse) due to the fact that over the (fading into the past!) festive season I received such a vast amount of correspondence I have indeed been 'overcome' by paperwork! So if I replied . . . promising to feature your Vitesse, don't panic . . . I will . . . as soon as I sort them into some form of order!!

In the January register I asked if anyone had used a product called Rain-X, I had two replies, one would you believe it from John Davies? (Our intrepid Vitesse racing driver . . . see above!). His experience of it is as follows . . . "it does what it says, reducing the 'wettability' of the windscreen glass, so that water forms into larger droplets and blows away in the airflow. Trouble is you need to be travelling at about 40mph for the airflow to be enough, below that the water collects on the glass until gravity pulls it off, in traffic you have to use the wipers, which leaves the glass smeary, until the water can reform into droplets again. I still have a bottle in the garage, half used, it was an interesting experiment, although a bit pricey, and the stuff nearly works completely, it was developed, the blurb also says for aircraft which tend to spend most of their time at more than 40mph, I can imagine that for planes it works really well, but on balance wipers are better for cars . . .

Incidentally, did you know that Halfords sell a range of wiper arms which are adjustable for length? The smallest fit the Herald range, matt black and modern in appearance, they look good on the cars and are no more expensive than the original chrome ones . . . I would spend my money on a pair of them rather than Rain-X! . . ." Thanks for that John . . . the second letter came from Oliver St. John . . . but due to lack of space this month . . . you'll have to wait until March to see what his opinion was . . .!

The next (very important) item is concerned with the security of our cars . . . it's an anti-theft deterrent manufactured and marketed by SW Classics (Totnes), you could call it a 'break-through!' (pun intended!) as it goes under the name of "The brake it anti theft system" . . . it is to prevent the vehicle being moved without the owners consent . . . you will have possibly have realised by now that it is plumbed into your existing brake system, and will completely immobilise your car. It consists of a small metal box which contains a micro switch and an LED. To activate the system

you simply hold the brakes on (normal foot pressure) insert the key and turn . . . remove the key (LED is illuminated) and that's it! The brakes are locked on! It may still be possible to gain entry to your vehicle (not too difficult for the determined thief) but they will certainly not be able to move it! (to de-activate . . . insert the key and turn . . . your brakes are released).

I visited Stan at SW Classics back in early December and had a 'Brake-It' fitted (nice neat job Stan . . . thanks!). Since then I have used it at every opportunity . . . for short 10 minutes stops to long overnight parking (10 hours plus) with no problems whatsoever (having said that I am assured that there is indeed nothing to go wrong anyway) this system has the advantage of having no alarms to sound . . . in the small hours of the night . . . and still no one takes any notice! . . . the flashing LED can be visible to deter would be joyriders from even trying to gain entry . . . it is a foolproof system that cannot become activated whilst driving, so is completely safe and user friendly.

I think it has several advantages over other anti-theft devices . . . one that it is possible to immobilise you car and still leave the engine running, occupants in the car with the heater running . . . or in the case of breakdown vehicles when the engine is required to provide power for jump leads/charging . . . your vehicle can be left unlocked . . . but unable to be driven away . . . also in the case of small children/dogs in the car . . . parked on a hill . . . all the brakes are locked on . . .

no fear that the handbrake will be accidentally knocked off . . . if it is . . . the other four brakes are locked on . . . I have to say . . . 'I am well impressed!' . . . Normal retail price is to be £119.95 including VAT . . . but as a special introductory offer they are available at £99.95 . . . the system can be fitted in approximately 2 hours (comes complete with all instructions). For further information contact Stan at SW Classics on Totnes 01803 865842 . . .

(also see advertisements in this Courier) . . .

And finally this month . . . you will remember I mentioned that petrol was 43p a gallon in 1974 I thought you may like to see a breakdown on what monies went where . . . (I found this newspaper cutting in an old diary!) . . . talking of petrol prices . . . can you remember petrol rationing . . . when it was going to be introduced . . . about 1972? Let me know if you still have your ration coupons . . .

Thanks . . . take care . . . cheers . . . ★

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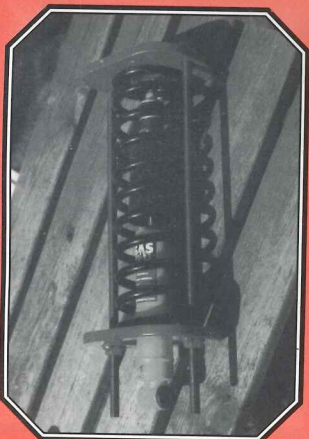
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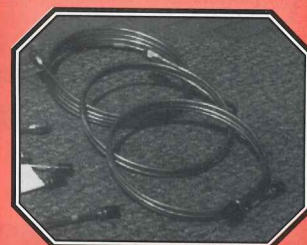
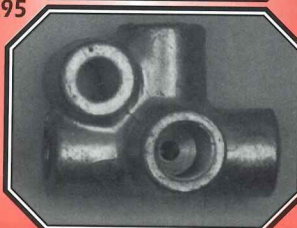
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A Happy 1995 to you all.

Hopefully this year we will see the back of this ridiculous possession tax idea. As has been pointed out it will do nothing to address the problem of road tax evasion, all that will happen is the road tax evader will ensure that their vehicle is not registered making them even more difficult to trace.

Anyway, on to happier amphibious things. As some of you will be aware, the BBC Top Gear team have filmed a programme about the Herald in their 'Car's the Star' series. This is currently scheduled to be shown one Sunday evening sometime in February.

Potentially it looks like it will be well worth watching, there are a couple of minutes about the Amphicar and many interesting Herald stories, such as a one owner 1959 car!

Synthetic lubricants are excellent. What more can I say? I've just had the wheels off Amphicar again and once more there is no sign of wheel bearing wear, that's three years now, they needed changing at least once a year when I was using a conventional grease. The products I use are from the American company Amsoil, available in the UK from Performance Oil, on 0181 892 0061.

I first heard about synthetic lubricants on Compuserve. Compuserve is a worldwide computer database and network with millions of members, there are special interest areas on a number of subjects, including old cars.

The number of people who now have access to PCs with modems is growing dramatically, there must be many hundreds of you out there in Triumph Land. Compuserve is probably the best source of Triumph related information at the moment although it's likely that the Internet system will provide more information in years to come.

I'm not going into any sort of detail about computer systems and what's available in this column, it won't be of interest to the majority of readers and the information is freely available elsewhere, however, I will mention anything I see relating to Club cars as I journey through 'cyberspace'.

Just to give you a taste of the sort of information on Compuserve, a quick scan on the word Triumph produced a few dozen files available to download, the following 5 are typical examples of the sort of thing out there. These are text files (2000 bytes is about a page), pictures and all sorts of other information can also be downloaded.

GT6.ASL/Text. Bytes: 10167. Count: 54,20-May-92

Title: **Short history of, and guide to, the Triumph GT6**

The Triumph GT6 was nearly cancelled before it was built, both the car (a tiny GT coupe) and the story of its creation are interesting, so here's a bit of history regarding the original GT6 project. Includes tech. details, spotter's guide, and buyer's guide. From the Archives of the Scions of Lucas, uploaded by Shell Hall.

TSIX.ASL/Text. Bytes: 6003. Count: 77,22-Apr-92

Title: **The Triumph straight 6 engine**

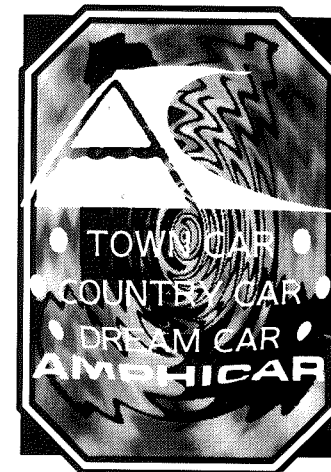
(GT6, TR6, TR250)

From Mark Bradakis comes this article on the Triumph straight six used in the GT6, TR6, Triumph 2000 sedan, Vitesse and TR250. Includes production variations and may be useful as a guide to engine swaps. A file from the Archives of the Scions of Lucas, uploaded by Shel Hall.

TRADV.TXT/Text. Bytes: 7938. Count: 118,
22-Mar-93

Title: **Triumph! It's not just a car, it's an adventure!**

Sarah Goes to Sacramento, or Triumph - It's Not Just a Car, It's an Adventure! If Standard-Triumph were still in business selling cars, they



should use the subtitle as an ad slogan. It's nicely ambiguous, those of us with experience would get a chuckle, and those without would get suckered in, errrr, attracted by it. A story about a drive in a Triumph

VIBES.TXT/Text. Bytes. 20005.

Count: 42, 01-Nov-91

Title: **Spitfire Engine Vibrations-**
Internet MSG THD

Keywords: TRIUMPH SPITFIRE
EXHAUST

GEARBOX ENGINE VIBRA-
TIONS MESSAGES

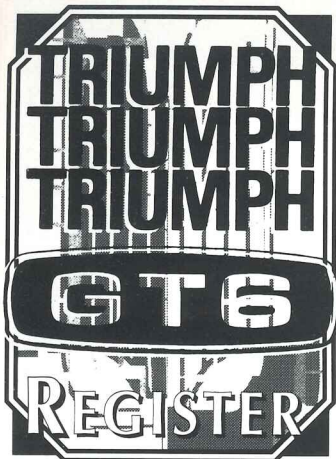
Jon Bradshaw's Triumph Spitfire had exhaust problems and engine and gearbox noises and vibrations. What was wrong? He and others reviewed the options at length in this message thread cross-posted from Internet. A textfile to be downloaded or read on line. Uploaded by Judy Russell.

TRANNNY.1/Text. Bytes: 13820,
Count: 31, 18-Sep-91

Title: **Trans Jobs and Manuals -**
9/91 Internet Thread

The ins and outs of rebuilding a Spitfire transmission are covered in this September 1991 Internet message thread: tools needed, difficulty levels, where to get parts. Also discussed is what to do when the transmission fill bolt sticks. A text file to be downloaded or read on line. Uploaded by Judy Russell. ★

DAVID CHAPMAN



GT6 MAGAZINES....

this subject.

I'm always especially interested to receive mail from overseas and just lately I've had more than my usual share.

One of these letters was from France, from Christian Dorbe, who is president of the newly formed GT6 Owners Club. The club is promoting itself over here and they describe themselves at present as a 'a small team'. They plan to organise a French-English meeting. Their other plans include publishing a technical/historical book, in French. If you would like to get in touch with them, write to: GT6 Owners Club, La Trappe, 24200 Sarlat.

Christian does not speak much English but he has a translator. Of course I will help them all I can and if you would prefer to contact them through me, then please feel free.

Graham Cheetham has written to me from the Triumph Sports Car Club of Southern Africa. Graham has recently become the TSSC Area Organiser for that rather large area, South Africa! The following is summary of the GT6s he knows of in that continent: An amazing 9 MkIs, 5 MkIIs, 1 GT6+ and 12 MkIIIs, one with a Triumph 2000 engine (now they're doing it over

there as well!!).

From the Netherlands, Kees Leydekkers has sent a list of the Dutch GT6s, 5 MkIs (1 RHD), 4 MkIIs (1 RHD), 4 GT6+ (2 RHD) one of which is an early USA model and another has a Spitfire '4' (ie MkI) chassis (FC prefix).

All these are now recorded on the register. Speaking of which, I have now made a start at entering the IVR form details onto my computer. It is an incredibly laborious job so don't expect any results for a while but the end product should be useful. I have also just received another pile from HQ - keep them coming and keep them up to date.

As promised last month, here is an update to the list of magazines containing GT6 material. The list was compiled by Malcolm Thomas who has been a member of the TSSC for 16 years and owns 2 MkIIIs. Malcolm also refers to a lengthy article by Mike Long in the April 1983 Turning Circle on the subject, perhaps someone would be kind enough to let me have a copy so that I can publish the definitive magazine list in time for this season's autojumbles.

Here's the update:-

Classic and Sportscar	April 1994	GT6 MkIII vs E Type
AA Drive Magazine	1970	MkI
AA Road Impression	RI 17	MkII
Custom Car	August 1972	MkIII
Car September	1971	MkIII
Competition Car	1973	MkIII
Car & Driver	April 1973	MkIII, Group test
Motor	October 28, 1967	SAH MkI
Autocar	October 18, 1973	MkIII
Autocar	October 29 1970	MkIII
Motor	June 1 1968	MkI

Bye for now. ★

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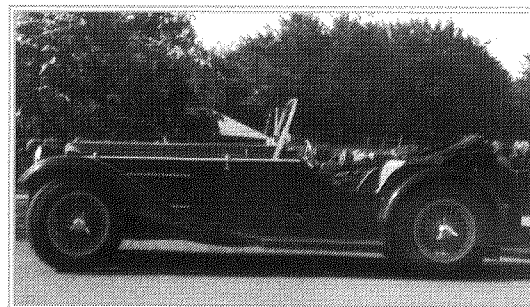
FOUR OF A KIND

SPECIALS REGISTER

Before we start I must put right an error that crept into last month's list of kits. The Marlin photo was captioned "Moss Marlin". The Marlin never did have any connection with the Moss company.

compound curves, but most parts have to be made. Some mistakes were made in measurements shown in the plans, leading to the cockpit being too short, but this is only discovered once the car is made. I tried to make the car as much like the original Burlington

demonstrator as possible, a trend not followed by other builders who produced a great variety of finished products. The original car had 15 inch wheels to give it the right perspective. Many people used the original 13 inch wheels which seem to give the car an odd look. The 15 inch wheels also alter the gearing greatly, reducing acceleration, but increasing top speed and the speedo is out of calibration. The suspension has to be lowered due to the wheels as well. I had difficulty finding the thin Herald tank for mine and had to fabricate a special. One of the most difficult jobs was to chop the chassis and increase the



Burlington Arrow

This month's words and pictures come from John O'Melia who lives in Keighley, West Yorkshire. John's close involvement with the build of four different Herald/Spitfire based kit cars qualifies him as a true expert in this field. What are your consultancy fees John?

BURLINGTON ARROW

Having owned a great many rusting old cars, the appeal of one that couldn't stimulate a passion for specialist cars. The Burlington Arrow was chosen as much for its looks as its cheapness and Triumph base. The project started in 1983 and lasted to 1986. It comes as a set of plans, to modify the chassis, to construct a frame for the body and a series of body shapes from ply and aluminium. The build-up is very labour intensive, some parts are supplied in GRP due to

length by five inches to create a 30s look front with the wheels stuck out. This is also achieved by reversing the suspension turrets and thus putting the engine further back.

The car was made with cycle wings to start, with brackets to the front suspension so that they turned with the wheels. These lasted only a few hundred miles before fracturing due to vibration. The car was later modified to its present specification, with parts from Haydn Davies, the Burlington designer. Front wings moulded from an MG TF, with the headlight removed, and a full windscreen. The driving experience with just aero screens was not very pleasant and having a hood was a great luxury. The chassis for this car was taken from a scrapyard and I feel I



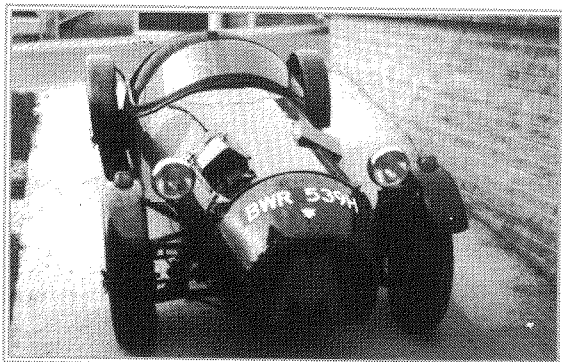
Burlington Arrow

TREVOR COLLETT

have in fact saved a Triumph rather than destroyed one. I'm sure my contribution to parts suppliers also benefits the old Triumph scene in general. The Burlington Arrow is a bit of an undertaking, but well worth doing if you've plenty of spare time and produces one of the **MOST** solid specials available.

MOSS MONACO

The next project was to help a friend build a Moss Monaco which was generally based on a Herald 13/60 but used a great many parts from my Spitfire 4 which was so badly rusted it was beyond saving. The Monaco was manufactured in Sheffield by Moss Sports Cars Ltd., and is

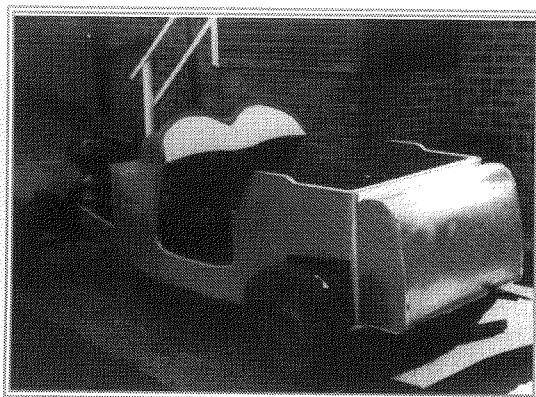


Moss Monaco

unusual in that it comes all in once piece. It has no doors, roof or screen and once you have fixed it to the chassis you almost have a complete car straight away. This car had similar difficulties with the cycle wings at the front as the Arrow but less so due to their smaller size and weight. Some builders prefer to mount them on a rod going to the chassis so that they do not turn. Being such a light car several leaves were removed from the rear spring and the front ones were re-tempered. Chassis modifications in this case were simply removing the side rails, shortening the outriggers and welding up with angle. Not having a boot, a windscreen, a hood or any doors makes this one of the most impractical cars I have come across. Great fun to drive, even with the 1147cc power, but a very harsh ride. This eventually went back to the Moss company but was never used as a demonstrator as intended. I have driven a 2L Monaco and can say this was a unique driving experience if not to say a handful. Great kit if you are looking for fun.

JC MIDGE

My experience with these specials continued by helping my friend Dave with his next project – a Midge. Again a product of John Cowperthwaite but no longer Moss (I could never follow the business wheelings and dealings of this company). This car had much in



JC Midge

common with the Burlington in that it came in plan form and was very labour intensive. It differed in the method of construction in that the body tub was created by gluing and screwing plywood together to form a whole and dispensing with welded frames to support the body. Again parts with compound curves were supplied in GRP and it was nicely finished with a cast radiator grill and professional looking windscreen. Chassis modifications were limited to removal of side rails and turning the suspension turrets round to push the engine back. The body is skinned in fairly thin aluminium which is quite workable and this car has the luxury of doors. This is the most practical of these cars so far as it is finished with a full length hood and could take four people if needed, although again there is very little storage space. The most expensive part of this car was the professional respray.

This car is not a replica, but I suppose is a rip off of a J2 Midget. A 13/60 engine and a Spitfire overdrive gearbox makes for subtle, smooth cruising with the propshaft shortened and balanced. A nice car but a lengthy build period.

VINCENT HURRICANE

The Vincent Hurricane was purchased as a part completed project. It was made in 1986 and had already had two owners before we bought it and had not yet turned a wheel. The body was on the Mk 4 Spitfire chassis, and the rolling chassis was mostly finished but all other components had to be found/fitted to finish the car. My favourite Triumph is the MkIII Spitfire and the Hurricane comes close to perfection for me as it has a rust proof body and is Spitfire in principle, shame they chose to change the styling so much. The benefit of this car is that it accepts the standard fixtures and fittings of the Spitfire range – the hood, seats, instrumentation etc very little of a non standard nature is needed. I experienced some difficulties with the engine being a Mk4 and all my ancillaries being MkIII. The Mk 4 crank pulley being a different size and offset to the MkIII due to the change to alternator on the later car. Engine access is a little less than on a Spitfire as the whole of the front lifts – it not having a valance. The bulkhead where the brake cylinders and pedals mount is less stiff than it should be but the newly available bulkhead panel

could cure this. The doors are problematic in that they catch at the back due to body flexibility.

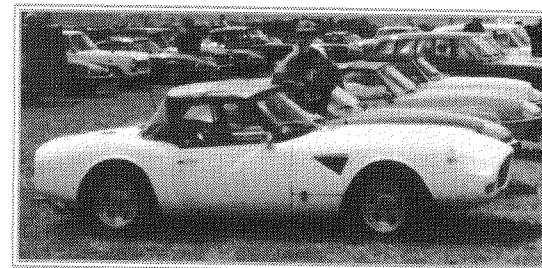
There does not seem to be any way of adjusting for this. On a Spitfire this would be caused by a rotten body. This is the most practical of these specials, having areasonable locking boot and good weather equipment, and performs quite nicely in daily use.

John has made several interesting points in his article. I agree that cars like the Burlington Arrow just cry out for large diameter wheels. John doesn't tell us where he got his 15 inch wire wheels or how much they cost. A popular compromise is to use 14 inch wire wheels from the MGB (pardon my language).

These are readily available new or second hand and adaptors are available that allow these to fit the Triumph hubs. The choice of tyre is obviously important too. If you want large diameter wheels, don't fit low profile tyres. The wider the tyre, the larger the diameter as well. By the way, your impecunious Register Secretary cannot even afford 14 inch wheels, on my Moss I have bog standard Spitfire 13 inch rims with 175 width, normal profile tyres. This gives a better fill to the wheel arches than the usual 155 or 165 widths. The next step is 185 which is really a van size and my tyre supplier said that this would be too wide for a four and a half inch rim but if you've got five inch rims, this may be a possibility. I did meet a Moss Malvern with 15 inch steel rims from a MGA, anyone breaking an MGA?

John says cruising in overdrive in the Midge was 'subtle and smooth', this is some achievement, he must have found the perfect suspension set up. In defence of Hurricanes they are generally reputed to be very strong and I have not heard of the problem John experiences with catching doors.

John O'Melia is the most prolific club Special builder I've yet heard of. In his letter he gives me a clue to a future project he might undertake – he reckons there are enough fibre glass panels about to make an all GRP Spitfire MkIII. ★



Vincent Hurricane

ANDY ROSE Triumph Cars Specialist

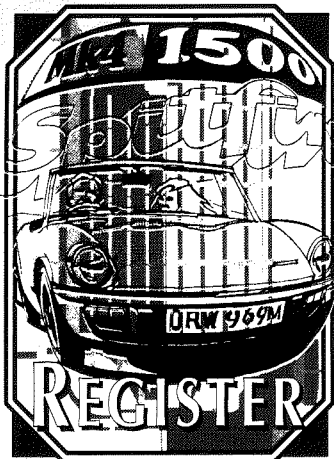
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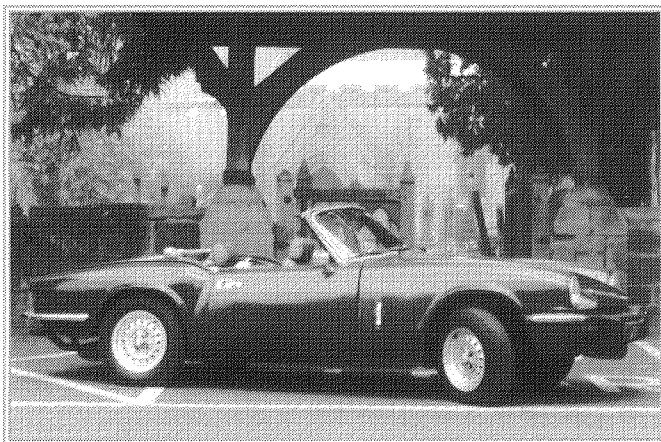
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This month's heading photo is sent in by Katy Jones of Pattingham, Wolverhampton and features her pride and joy JKV 777N "JAKE", a 1975 Siena Brown Spitfire 1500.

THE 1300 CC ENGINE



In the spring of 1963 work commenced on a new car, code named 'Ajax', that would fill the gap between the Herald and the much larger Triumph 2000 saloon. The new car was to be front wheel drive and powered by a more powerful version of the Herald engine. The more powerful twin carb version of the engine as fitted to the Spitfire MkII was not thought to offer the required torque characteristics or fuel economy of a small saloon car and so once again the capacity of the engine was looked to be increased.

When the cylinder bores of the 948cc had been repositioned to allow an increase in capacity to 1147cc, an allowance had been made for future possible increases in bore of the 1147cc engine from 69.3mm to 73.7mm to produce an engine with a capacity of 1296cc for the new car. It was not necessary to change the stroke and so exactly the same 1147cc Herald/Spitfire crank was used. Although larger diameter pistons were obviously required, in an attempt to reduce the reciprocating mass, pistons with reduced skirts were used. In addition the gudgeon pin was made an interference fit in the little end bore, eliminating the need for a little end bush. This allowed the use of con rods with little end bosses of reduced size and weight. The result was a piston and con rod assembly with a reciprocating mass the same as that of the 1147cc engine's components which used fully floating gudgeon pins in little end bushes. For reasons of com-

monality the new con rods with interference fit gudgeon pins were subsequently introduced on the 1147cc engines of the Herald 1200 and Spitfire MkII. As on the Herald 1200 the cam ran directly in the block.

A major improvement to the engine was the adoption of a new cast iron eight port cylinder head which featured individual induction ports to replace the siamesed ports of the

1147cc engine and so significantly improve engine breathing. The new head had been developed alongside the eight port head used on the 1147cc competition Spitfires and benefited from race experience. However on the 1147cc competition cylinder head the shape of the four inlet ports had

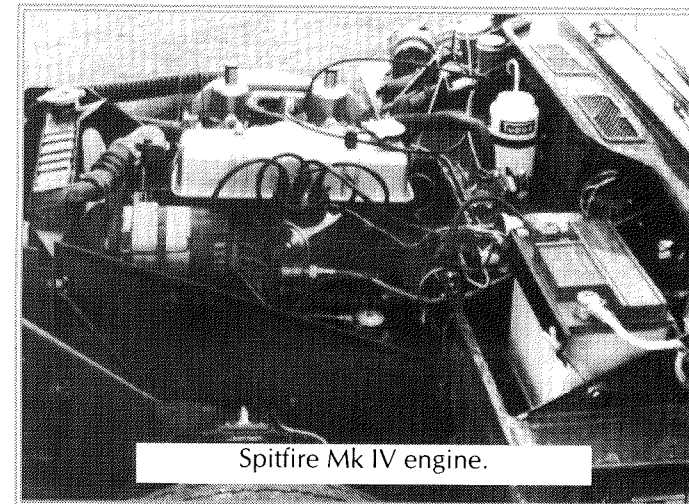
been compromised in order to avoid the cylinder head studs.

Consequently on the new 1300cc cylinder head the opportunity was taken to rearrange the positions of the cylinder head studs (the total number actually reducing from 11 to 10), to better accommodate the four inlet ports, even though it did mean a new cylinder block

was required to reflect the new stud positions. The two heads were therefore different and not interchangeable.

The combustion chamber shape was improved and enlarged to match the larger cylinder bore, though compression ratio remained the same as the Herald at 8.5:1. The larger combustion chamber allowed valve centres to be moved 0.13in. further apart and the inlet valve centre to be moved 0.05in. away from the combustion chamber wall. Both these changes

allowed larger valves to be fitted: inlet valves increasing in diameter from 1.1875in. to 1.306in. and exhaust valves from 1.031in. to 1.170in. The valve material specification was also improved to 21/4NS steel. With valve centres further apart, push rods were not required to be so close to the spark plug which allowed the separate push rod tubes necessary on the earlier engines to be deleted and



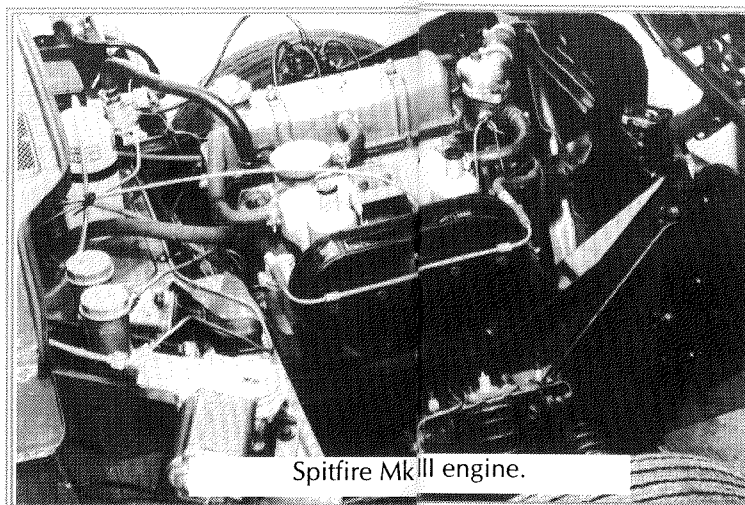
Spitfire Mk IV engine.

incorporated into the cylinder head casting to save manufacturing costs. To reflect this increased separation between valves and hence push rods, a spacer was now added between the rockers on the rocker shaft. The opportunity was taken at the same time to better support the rocker shaft with improved rocker pedestals, the end ones being of the outrigger type developed for the competition cars. Again this was a feature subsequently transferred across to the 1147cc engine of the Herald 1200 still in production.

Carburation was by means of a single 1.5in. CD Stromberg carburettor mounted on a new four branch aluminium inlet manifold incorporating water heating. A new, well shaped cast iron exhaust manifold was also used. A detail change was the adoption of a new four bladed pressed steel engine fan.

The new 1296cc engine first appeared in the Triumph 1300 FWD saloon in October 1965 in which it produced 61bhp at 5000rpm with a peak torque of 73lb.ft. at 3000rpm.

A twin carb version of the new 1296 engine was the next natural progression and this appeared in the Spitfire MkIII in January 1967. Twin one and a quarter SU carbs were used again but mounted on



Spitfire MkIII engine.

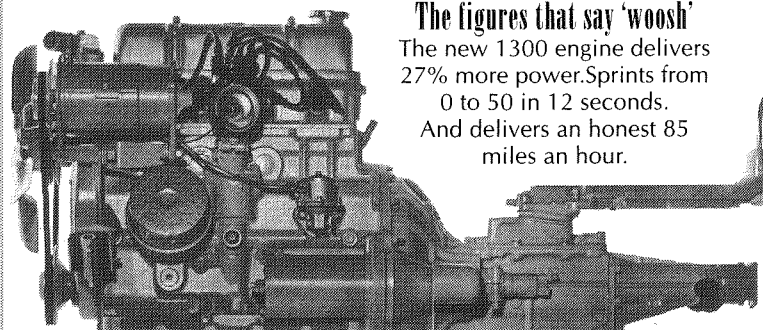
a new eight port inlet manifold. The manifold no longer required the locating rings of the MkI and MkII Spitfire manifolds but featuring a Smiths Emission valve as part of a new closed loop breathing system. The tubular exhaust manifold of the Spitfire MkII had proved too expensive to

produce and so the MkIII featured the same exhaust manifold as the 1300 saloon. Although offering some restriction to gas flow the cast iron manifold was much cheaper to produce, was quieter and offered much better support to the inlet manifold as well as two hot spots to aid fuel vapourisation. The twin carbed package of the MkIII also included a compression ratio increase to 9.0:1 and the use of the more sporty 25-65-25-65 camshaft from the Spitfire MkII, running in separate bearings in the block. Although valve sizes were the same, different valves were used since the Spitfire used the split cone valve collets as opposed to the 'keyhole' type of the 1300 FWD. The engine also featured fully floating gudgeon pin con rods and pistons which had recently been introduced on the 1300 FWD saloon after the initial use of interference fit items.

The twin carbed version of the 1300cc engine fitted to the Spitfire MkIII produced 75bhp at 6000rpm, a respectable increase of 14bhp over the single carbed version fitted to the 1300FWD saloon for the loss of only 1lb.ft. of maximum torque, albeit at a higher rpm.

In August 1967 the Herald 13/60 was introduced which was fitted with exactly the same engine as the 1300 FWD saloon developing 61bhp at 5000rpm. Consequently to re-address the balance between the two models, a month later the 1300TC FWD was introduced featuring the same twin carbed engine as the Spitfire MkIII. One item of note that was different to the Spitfire was the use of a short, four into one tubular manifold unique to the 1300TC FWD.

The 1300cc engine was a well developed, flexible



1360

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engine that had benefited considerably from competition work, with the consequence that it required only a number of minor changes during production such as: a revised front sealing block, the adoption in early 1967 of 'perfect circle' scraper rings to reduce oil consumption, and increasing the operating pressure of the cooling system from 7lb/in.2 to 13lb/in.2 to improve cooling.

The next major event in the development of the engine occurred in August 1970 with the introduction of the Triumph Toledo which featured a 'revised' version of the 1300cc engine. The revised engine, which could 'almost' be called a 'MkII 1300cc engine' was not the result of development work but of production rationalisation. Triumph engineers had realised that by increasing the diameter and width of the main and big end bearings of the 1300cc crank to the same as those of the sister six cylinder two litre and 2.5 litre engine cranks, production line machining could be standardised. In addition bearings and con rods common to the six cylinder engines could also be used. Consequently a new crankshaft and cylinder block were introduced from the 1300cc engine to accommodate the larger six cylinder bearings

and con rods. Big end bearings increased in diameter from 1.625in. to 1.8750in. and main bearings increased from 2.0005in. to 2.3115in. Triumph marketing intimated that the larger bearing size increased the life of the engine. However in reality the bearing life of the old engine had never been in question and in fact the larger bearings of the new engine increased engine friction through greater bearing drag whilst the associated new crank, con rods and pistons were heavier and increased the reciprocating mass.

Detail changes to the basic engine included a new engine front plate, front pulley nut and timing cover to accommodate the larger diameter crank, and stronger push rods increasing in diameter from 0.214in. to 0.25in., again for commonality with the six cylinder engines. The 18-58-18-58 camshaft with a lift of 0.336in. was retained. Other detail changes included the adoption of a seven bladed plastic engine fan to reduce engine noise and power loss, whilst

sizes, although it did feature slightly different porting. The split cone valve collars of the Spitfire and six cylinder engines were also gradually introduced, again for reasons of commonality and doing away with the earlier 'keyhole' collars and matching valves. Carburation was by means of either a single 1.5in. SU or Stromberg CD carburettor dependant upon the market. Apart from slightly increased engine friction, power output was essentially the same as that of the earlier engine fitted to the 1300 FWD and Herald 13/60. However because of a new method of recording engine bhp, (to DIN standards), power output appeared to be down from 61bhp to 58bhp and peak torque down from 73lb.ft. to 70lb.ft.

With production lines now rationalised between four and six cylinder engines the 'revised' 1300cc engine was adopted for all 1300cc engine applications. The 1300 FWD and 1300TC FWD were discontinued in favour of the Toledo whilst the Herald 13/60 received the Toledo engine with a 'GK' engine prefix in August 1970 for its last year of production. The universal adoption of the wide bearing 1300 crank and con rods was also the reason for the Herald 1200 finally being discontinued in December 1970. The early 1300 crank had been the same crank that had been used in the 1147cc engines and as production ceased so the

last 1147 cc engines for the Herald 1200 were built.

In the case of the Spitfire, the revised 1300cc engine was introduced in the new Spitfire MkIV in November 1970. The Spitfire MkIV engine comprised the revised block, larger bearing crank, con rods, pistons, timing cover and front



Triumph 1300 saloon.

full flow spin-on oil filters started to be fitted as an alternative to the previous Purolator type.

The cylinder head was essentially the same as that of the earlier engine with the same compression ratio and valve

pulley etc from the Toledo but retained the 25-65-25-65 cam (running in separate bearings), the cylinder head, 9.0:1 compression ratio and valves from the Spitfire MkIII. The inlet and exhaust manifolds were also retained from the MkIII but the twin one and a quarter inch SU carbs were modified to

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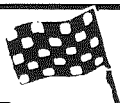
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accommodate a different crankcase breathing system in which engine fumes were ducted directly into the carbs. A cold air supply was also provided to the carbs for the first time to improve volumetric efficiency. Despite the engine being essentially the same as that of the Spitfire MkIII, again because of the adoption of the DIN method of measuring power, the quoted power output of 63bhp at 6000rpm appeared much lower than that of the Spitfire MkIII.

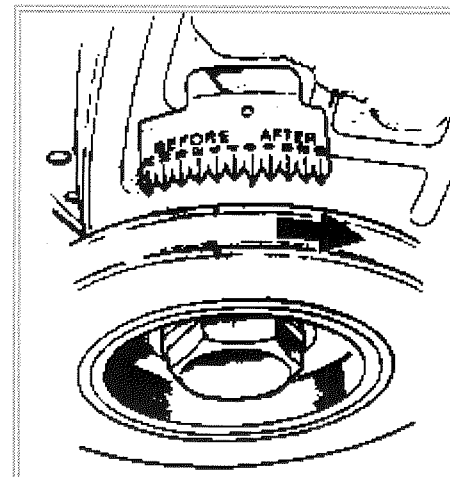
After the fervour of activity in the mid 60s, the Competition Department had gone very quite as regards the 'SC' engine, and so it came as somewhat of a surprise when in 1971, now known as the British Leyland Special Tuning Department, they released a Special Tuning kit for the 1300 Spitfire. The kit could be fitted

to either the MkIII or MkIV and simply comprised a tubular exhaust manifold similar to that of the Spitfire MkII and a pair of larger one and a half inch carbs fitted to the existing manifold. Although no power figures were made available, when Motor tested a kit fitted to a MkIII Spitfire they recorded a reduction in the 0-60 time of two seconds and a top speed increase to 97.3mph.

The early 70s was a time of increasing emissions legislation not to mention a world fuel crisis. Consequently as ignition timing became more important for good emissions, at the beginning of 1971 a graduated timing plate replaced the simple pointer on the timing chain cover used by earlier engines. Then in 1972 further production rationalisation took place, aided and abetted by the need for improved fuel consumption and reduced exhaust emissions, when Triumph introduced a new camshaft for all 'SC' four and six cylinder engines. The new camshaft had the same 18-58-18-58 degree timing as the Toledo's cam but increased valve lift from 0.336in. to 0.36in. The other rationalisation that took place at this time across all 'SC' four and six cylinder engines was the adoption of a counter bored recess around each cylinder bore to accommodate a raised lip on a new cylinder head gasket,

the purpose of which was to improve cylinder sealing. The new head gasket could be easily identified by a small tag projecting from the rear of the engine marked 'TOP'.

In addition to these changes the Spitfire MkIV also adopted the Toledo cylinder head with larger 1.44in. inlet valves from the Toledo 1500, again for



Graduated
Timing
Plate

reasons of commonality. Thus by 1972 the basic engine of the Spitfire MkIV was the same as that of the Toledo except for a higher compression ratio version of the cylinder head with associated push rods, twin carburettors and a different distributor. The effect of the adoption of a 18-58-18-58 cam with less overlap than 25-65-25-65 cam made a significant effect upon reducing emissions but the combination of the cam's higher lift and the larger inlet valves meant that peak power was not significantly reduced, only reducing from 63bhp at 6000rpm to 61bhp at 5500rpm.

Production of the 1300cc engine continued in the Toledo until March 1976 and then in the Dolomite 1300 with very few changes other than those for reasons of commonality, until it was finally discontinued in August 1980. However long before then, another turn to the story had once again taken place with the development of the 1500cc engine *

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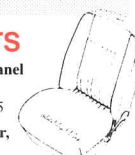
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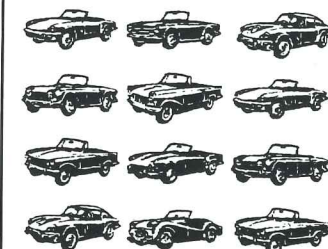


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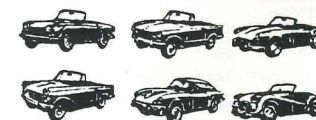
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COME RACING WITH THE TSSC RACING SECTION

of making it safe, and enjoyable, for all concerned.

Write to the RAC MSA (address elsewhere) for their starter pack, 'Go Racing'. This costs £30 and includes a video on motor racing and race safety, a copy of the RAC MSA Yearbook, or 'Blue Book', which holds all the regulations that govern motor sport. You will also receive details of race driving schools and a licence application form.

Watch the video – you will be asked questions later! Go and have a medical from your GP who will charge you a fee, and arrange to go to race driving school for a novice training day.

The training day is to familiarise you with race procedure and safety and to introduce you to competitive driving. However good you are in the traffic lights Grand Prix, the real think is very different. The school will sign your licence application, **IF** you pass a little multiple choice exam. That is when it is a good idea to have watched the race safety video!

Then you can apply for your licence, and I'm sorry, that will cost you again. The accounts so far look like this:

Get your licence:

	£
RAC MSA 'Go racing' starter pack	30
Medical examination fee	40 (approx)
Attend a novice day at race driving school	125
RAC MSA 'B' race licence fee	34
	229

Now grit your teeth and stay with me, there's more to spend. But not a lot.

Safety is the reason why the RAC MSA insists on new racers being trained and licenced. That theme is continued for your car and even more, for you, as they also insist on safety equipment.

Many convertible drivers like to have a roll-over bar, and it is essential for racing, soft top or tin top, but it must be an approved pattern (available through TSSC Offers). A laminated windscreen is also not only essential, but will preserve your personal beauty if something ever breaks it. You must have a fire extinguisher, which must be of the approved size and type, which is bigger than the one from TSSC Offers. You will already have a seat belt, and you can race with an ordinary lap and diagonal, but a full harness is undoubtedly better. So why not protect yourself and fit one?

Lastly, and again to preserve your personal beauty, you must have fireproof overalls and a helmet, both of approved type. You do not **HAVE** to wear fireproof gloves, socks, a balaclava and shoes, but think about what might get burnt first if it really did happen.

Oh, and they will need to know which car from which on the track,

so you must show your racing number, in three places on the car. A white circle or square of sticky back plastic and a set of sticky numbers.

Membership of the Racing Section costs nothing above your TSSC subscription, but joining the 750MC does. Then there is an entry fee for each race, which pays for the race track and it's facilities.

Next, you must get to the race track. This is impossible to cost, as everyone will have different distances to travel and different expectations of the accommodation you want when you get there.

Some people get up very early in the morning and drive through the night, some go B&B. Camping is very popular in the summer months, and it is free at most circuits.

And finally you will need to keep you car running. Racing will inevitably use up oil, petrol, brake pads and so on and cause more wear and tear than normal driving. This is also difficult to cost, but I spent

£100 on spare parts, £50 on a part worn set of racing tyres and changed the oil once in the season. Say £200?

Annual running costs:

750 Club membership	45
Race entry fees (say 5 races at £80 per race)	400
Travelling and accommodation costs	??
Your car maintenance and running	?200
	From 645
	Total 1435

And that's the bottom line. To start racing, and enjoy your first season, will cost a bit under £1500 pounds, excluding the usual costs of owning and running a car. But remember, half of this is for non-recurring costs and for safety equipment, which will last for many seasons' racing, spreading that cost. Once started, you could go racing for £750 a year.

But I have to admit it. Once you start, you will want to do better, to improve your own performance and that of your car, and the cost can be more. But that is in your hands. The costs above are what I spent for my first racing season, and you could have a very enjoyable year for no more than that.

I started my racing year with a near standard Vitesse, prepared as above, on road tyres and without any go-faster kit at all. And I have had a really good time, racing with other Triumph drivers, being passed by some quite exotic machinery and learning a very great deal, about Triumph cars, about driving and about other people and about myself.

If you want to know more about racing with the TSSC, look out for the dates of race meetings in the Courier. Come along yourself, or bring a group of friends from your area group and meet some new Triumph friends. You might even like it!

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		From 570
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Get kitted up: Essential safety equipment:

And that's it! You can spend as much as you like or can afford on other, better or more expensive items for you and the car, but you can **START** racing without spending any more than this.

You are probably saying that this is serious money already, and you haven't even raced yet. True, but remember that all the safety equipment need not be bought at once. I needed three years to get my Vitesse restored from wreck to road-going and I spread buying the safety kit over that time. Unless the impossible happens, you will not USE your safety kit at all, and it will last for many years, spreading the cost even more.

However, there will be some running costs, apart from the cost of owning and running a car.

At present, the TSSC does not organise races of its own, and so you will need to join a club which accepts Triumph Six cars. The 750 Motor Club organises a 'Roadgoing Sports Car Championship' series of races every year, and the Racing Section members enter these, to race together and against other makes.



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Door mirror (black or chrome), SPITFIRE IV/1500, GT6 III	£13.51
Bonnet lock kit (pairs) all models	£11.16
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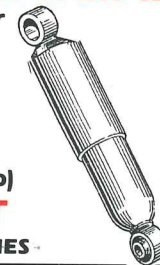
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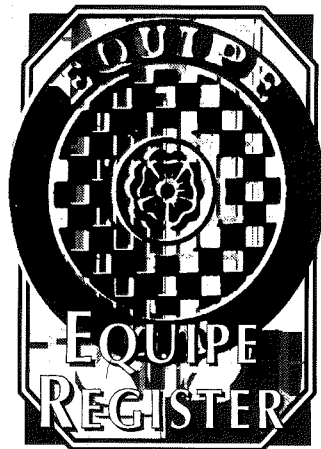
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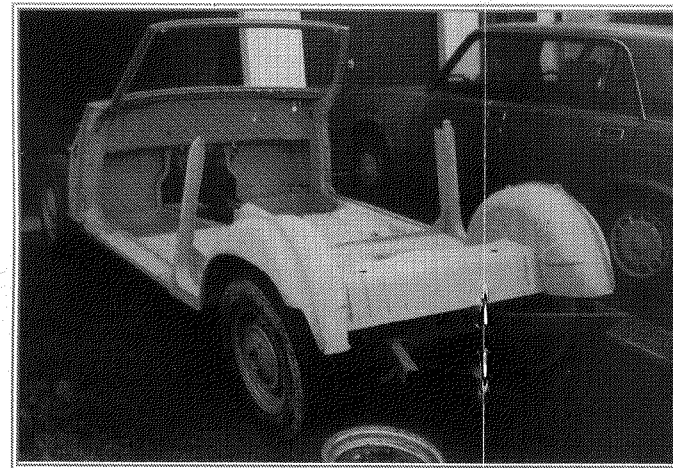
COVER STORY

Picture the scene if you can, in the heart of rural Dorset on a fine sunny day you hear in the distance the deep bellow of a large six cylinder engine. The tone of that engine as it approaches is so distinctive that it can only be... then you see it, an ex-works Austin Healey 3000 MkIII. You have by chance stumbled across a historic rally, the Dorset Echo Rally. Now your ears detect a much smaller engine, it doesn't sound like a BMC motor, so it can't be a Mini Cooper, Austin A40, or a 'Spridget'. It doesn't sound like a Ford, so it can't be an Anglia or a Cortina. What could it be? Now you see it, it's small, it has a bit of a Porsche 911 look about it, but it has a grille at the front and it doesn't sound at all like that German car. It looks as if it could be quite nimble, it's light blue, but what is it? It is a Bond Equipe GT 2+2, it looks and sounds wonderful, goes round corners surprisingly well and it is a car that has a story to tell. This car has been rescued and rebuilt, it was a complete wreck, an absolute basket case consisting of more fresh air than steel and glassfibre body sections securely fastened to that fresh air! Here is the story of this car, its restoration and its current competition life.



Large amounts of Rust and Fresh Air

Whilst watching the Longleat Historic Stages Rally, Graham Hill and Nigel Whittaker decided that they needed a purpose built rally car, since this sort of use was taking its toll on their road-going Triumphs. Some time later when browsing through an old 'Turning Circle' (when was the last time we had one?) they were drawn to an article about the Bond Equipe which had been used for the 1964 Monte Carlo Rally. It seemed like an ideal type of car. It would be relatively cheap to buy and restore, fairly robust and certainly unusual. The Bond Register secretary (then Peter



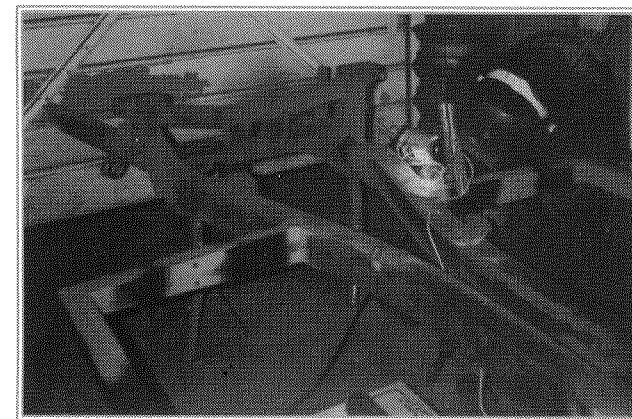
Herald dismantled and modifications started.

Jacklin) assisted in locating a car. When examined, the car was found to be VERY rotten (understatement) as a result of 10 years of damp storage, but it was complete and the fibreglass and trim were in fairly

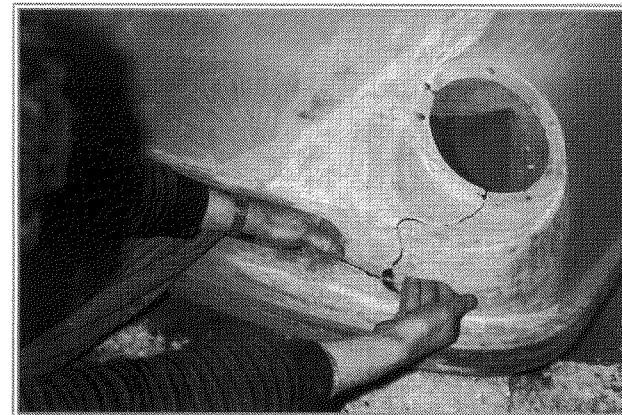
bulkhead. All the Triumph parts were shot blasted and

good condition. Some of the local TSSC group almost fell about laughing when they first saw the car when it arrived by trailer. Only Graham and Nigel could see its admittedly well hidden potential. The car was stripped, the chassis, bulkhead and floor were in such an advanced state of rust that they were discarded, mostly by sweeping up the lumps of Ferrous Oxide (rust) which had dropped off. A Herald was dismantled at the same time and provided a sound chassis and

Separation of the Useable from the Scrap



Chassis modifications complete - Outriggers being replaced.



The paint removed from the bonnet revealed accident damage.

body sections were united, after painting the mating surfaces with a polyurethane seam sealer/adhesive, using aircraft specification rivets. The chassis was converted to Bond specification and then



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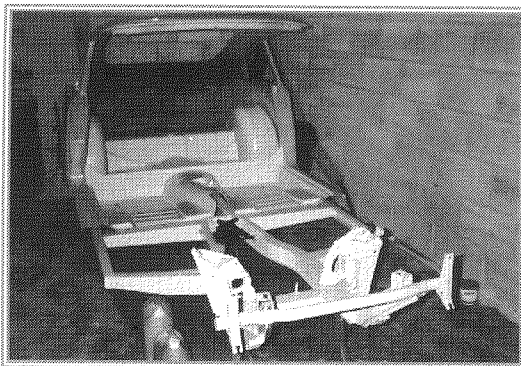
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Rear body section and chassis nearly complete.

modified to incorporate additional stiffening to withstand the rigours of competition. The rain gutter across the front edge of the roof was corroded very badly and proved to be one of the most difficult parts to replace, using one cut from a Herald roof.

The paint was removed using a blunt wood chisel (sounds drastic!) cracks and other damage ground out and repaired. The car, still in several pieces at this time, was sprayed using cellulose Powder Blue. The headlining was replaced at this stage before the rear body section was fitted to the chassis and doors hung to align the body sections.

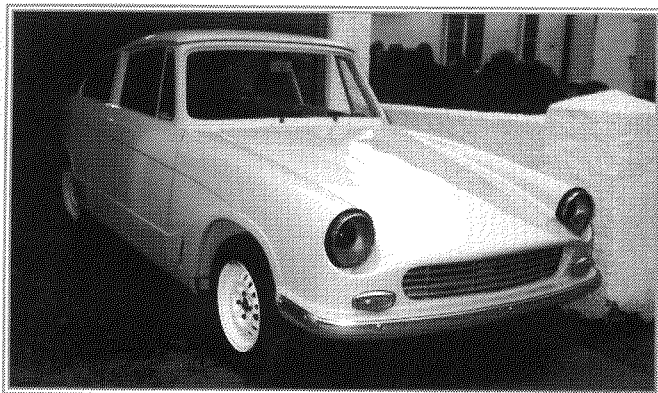
The dashboard had been badly mutilated during the cars precious life, repairs were made and new veneer was applied; two additional instruments were fitted in place of the original ashtray.

The bonnet took two months to restore due to previous accident damage (not uncommon on these cars), as well as the inevitable attack by rust on not only the wheelarches, but any steel bonded into the fibreglass. Once the bonnet was fitted and adjusted, Graham and Nigel were surprised not only by the cars good looks, but also by the panel fit which was as good as

any Triumph. A laminated windscreen was fitted for safety and to comply with competition regulations and the rest of the glass fitted, the rear screen being very trying. Even professional automotive

glass fitters can find the rear screen of an Equipe 2+2 difficult to fit.

The suspension was modified by fitting shortened Vitesse front springs, a decambered Herald Estate rear spring with Spax gas dampers all round. Braking is provided by the standard drums at the rear with Herald 13/60 / Spitfire MkIII calipers at the front, these calipers use a brake pad with a larger area of friction material than the originals. Flexible hoses, front and rear are metal braided 'Aeroquip' items which improve the pedal 'feel' and are less susceptible to damage than the standard hoses. The differential is fitted with a 4.55:1 crownwheel and pinion (for improved acceleration)



NEARLY THERE !

and a speedometer from a Herald 948TC coupe is used (just like the 1964 Monte Carlo car). Wheels are 4.5 inch MkIV Spitfire items shod with 155 section tyres.

The engine is basically the original MkI Spitfire unit, but is modified to produce more power as follows:-

MkIII Spitfire inlet valves (larger than standard), Alexander Engineering conversion (twin 1.25 inch Stromberg carbs on a special manifold), MkII Spitfire exhaust manifold.

And for improved reliability and longer life as follows:- 1300 type conrods, appropriate items 'shot peened', careful 'balancing'.

The exhaust is a straight through system made up from a Spitfire MkIII centre section and a modified Austin Allegro rear box. Gears are provided by a MkIII GT6 overdrive gearbox connected to the engine via an early Herald/Spitfire alloy bell housing and a spacer. A 1500 Spitfire flywheel and clutch cover is used with a special centre plate. The gearbox is connected to the differential by a shortened propshaft.

The car is fitted with rear roll over bar, which not only pro-

vides reassurance, and compliance with special stage rally regulations, but increased the torsional rigidity of the chassis thereby helping the suspension do its job.

The wiring of the car has received some modifications.



MADE IT !

Separate fuses and relays are fitted for the reversing lights, heated rear screen, high wattage halogen headlamps and spotlamps. A Lucas ACR18 alternator keeps the battery charged.

In use the car is quite quick around the lanes, being well balanced and handling well. However its small engine means it is easily slowed by hills despite the close ratio gearbox. The change of gearbox has proved a very worthwhile modification. The gearing of the car is good for Autotests, but Graham and Nigel find that the (very) limited rearward visibility and the Triumph handbrake are a handicap for this aspect of motorsport.

During 1993 the car competed in three Historic rallies, culminating in the Circuit of Ireland Retro' in which the car performed fault-

lessly, only flawed navigation preventing absolute success. The car has also been used in local motor club 12 car navigational events in which Graham and Nigel have taken great pleasure in keeping ahead of some of the modern Euroboxes.

That was basically Graham and Nigel's account of the rescue rebuild and current use of their Bond Equipe 2+2, but I can add a little more to the story. At Stafford in July I had the opportunity of seeing this car, it is a credit to Graham and Nigel. Though it can never be consid-

ered a 'concours car' (in the true sense of the term, since it certainly isn't 'just as it came out of the factory'), the work has been completed to a standard that would befit a 'concours car' and the modifications have been carried out sympathetically. I was also fortunate enough to have been driven around some of the lanes in the vicinity of the Stafford Showground in this car, and can report that this competition car is surprisingly rattle free, and does indeed 'GO' and handle very well. Graham and Nigel must be congratulated not only for taking a car which was really only fit for spares and rebuilding it to such a high standard, but for using the car in competitive events and 'flying the Equipe flag'. Known results achieved so far by Bond Equipe 2+2 in Historic rallies.

1993 - Echo Channons, 11th in class, 49th overall (you've got to start somewhere and in order to finish first, you first have to finish).

Port Solent - 7th in class, 11th overall (beating such machinery as Triumph TR2s and TR3s, Jaguar XK150s and Austin Healey 3000s).

Circuit of Ireland - over Time Limit, navigational error on night section.

1994 - Channons, 4th in class, 48th overall.

Palladwr - 6th in class, 7th overall (beating a couple of Aston Martins, a Ferrari and an Austin Healey 3000).

Which just goes to show that these events are not all about power and speed. Driving skill, a reliable and nimble car and navigational accuracy are what counts. ★

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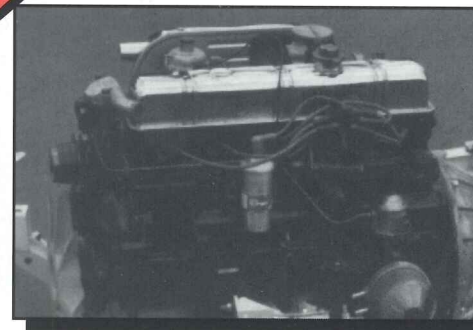
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LU143	SPITFIRE I/II/III/IV	£47.70	£31.95
LU144	SPITFIRE 1500	£50.50	£35.95
LU145	VITESSE 6/1/II	£67.80	£47.95
LU146	GT6 Mk I/II/III	£67.80	£47.95

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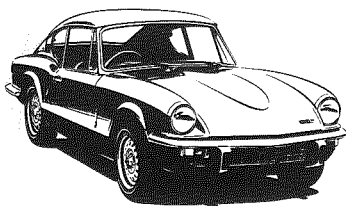


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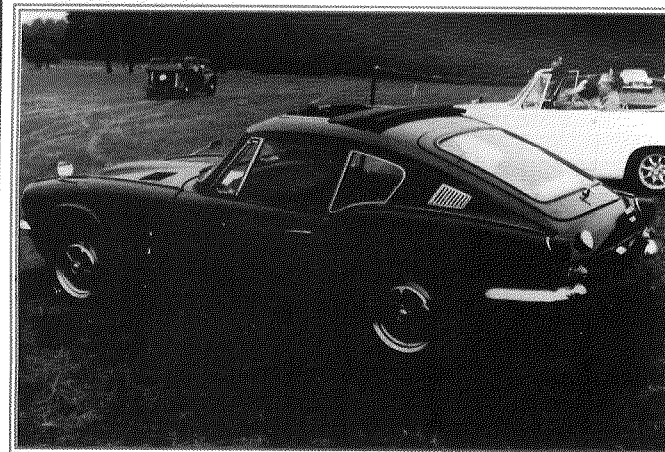


PROFILE - The GT6 Mk III

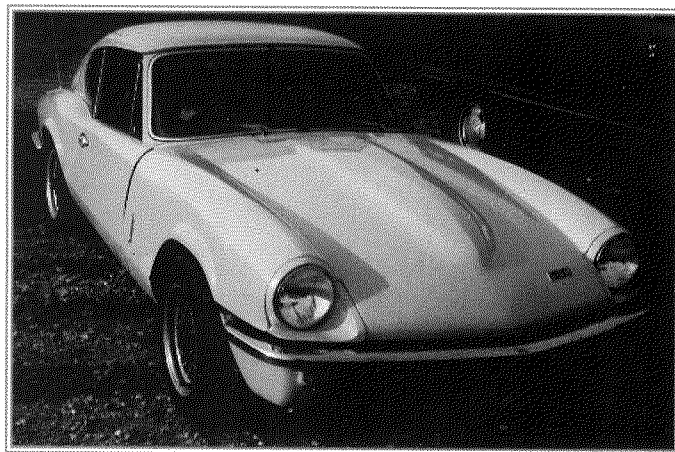
PART ONE

Described over the years with such words as "rocket", "bullet", "torpedo", there can be no denying that Triumph's GT6 is a manned missile on wheels.

And when it left the launching pad in 1966 many specialist manufacturers of sports and GT cars had reason to duck their heads. For here was real competition for the likes of Lotus, TVR and Gilbern; but this time not



The Mk3 left its forerunner looking classically outdated



Some cars look fast, some look beautiful - the GT6 looks everything.

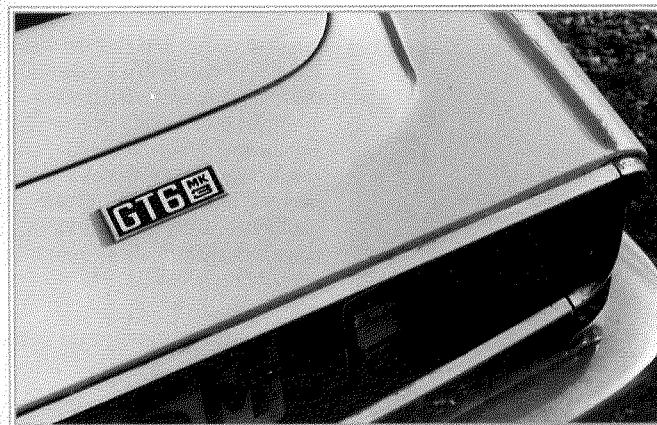
from small operators like themselves - Triumph was the first of the "big boys" to spot the market niche for small, hairy GT coupes, and they exploited it to the full.

The Mk3 represents the culmination of steady developments on that

original coupe, retrospectively known as the Mk1. And whilst some may argue for the aggressive looks or the deeply lacquered dash board of earlier cars, the Mk3's new shape is testimony to Michelotti's ability to tailor and re-style a '60's car to satisfy the fashion whims of the seventies. Indeed, along the way, the GT6 in one form or another seemed to please everyone and the Mk3 ensured it would be remembered that way.

A GT for the 70's

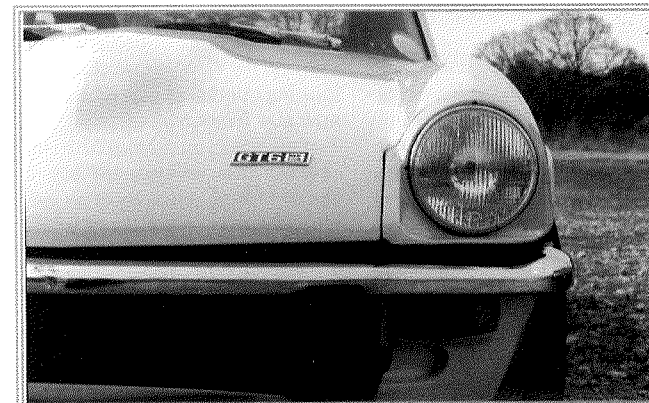
Mechanically, the revamped Mk3 emerged more or less identical to the well proven Mk2, noted for its TR5 derived cylinder head giving 104 bhp and its excellent revolutionary double wishbone effect rear suspension. In fact, no further mechanical developments were deemed appropriate until 1973, in the last few months of GT6 production.



New distinctive badging was placed front and rear with the only mention of the name "Triumph" being on the rear number plate housing.

But where the Mk2 was acclaimed for its mechanical advances, so the Mk3 made its claim to fame through sweeping styling changes to the bodywork and a refined interior. The whole vehicle was visually "modernised" with smoother, flowing contours, tidier arrangement of body fittings and slim wrap around bumpers.

The front took on a wider, lower appearance, mainly thanks to those clean bumpers with their



Clean simplicity was the hallmark of Mk3 styling



In spite of the deeper windscreen and deeper rear quarter-lights, the 'new' GT6 loses none of its rear end raciness. Colour coded vents replace the "flash" louvres of the Mk2.

polycarbonate under-riders flanking a low slung matt black intake grille.

The whole front end was smoothed out simply by extending the bonnet top panel to meet the wings lower down in a neat seam just above the wheel arch, thus eliminating the fashionably questionable raised seams of the earlier models.

The wheel arches too, had been chunkily flared and now framed new, wider drilled steel wheels with attractive chromed centre caps. Optional wire wheels available with earlier

cars were discontinued. The windscreen had been extended a full 2" in depth giving a higher roof-line but without losing the gentle rearward rake of the fast-back which is partly absorbed by the new rear end styling which incorporates a short extended deck after the tailgate. The oddly upright posture of the Jaguar E-Type 2+2 had at least thankfully been avoided.

The revised rear panel gave the opportunity to tidy up the lighting arrangement and the individual



From this angle the original fastback shape is still evident with the new flat wingtops and rear ledge giving a wrap around waist effect. Boot latch handle was smaller on the Mk3 and rear screen heater wires ran horizontal instead of vertical.

lenses of the Mk2 gave way to a pair of multi-lens clusters. The new flat rear panel with stainless trim surround identified the GT6 within the Triumph family; being similar to the Toledo and 2500 range and almost identical to the rear ends of the Stag and Spitfire. It had, however, lost the brutish ruggedness of the Mk2 and gave the GT a softer, more conformant appearance.

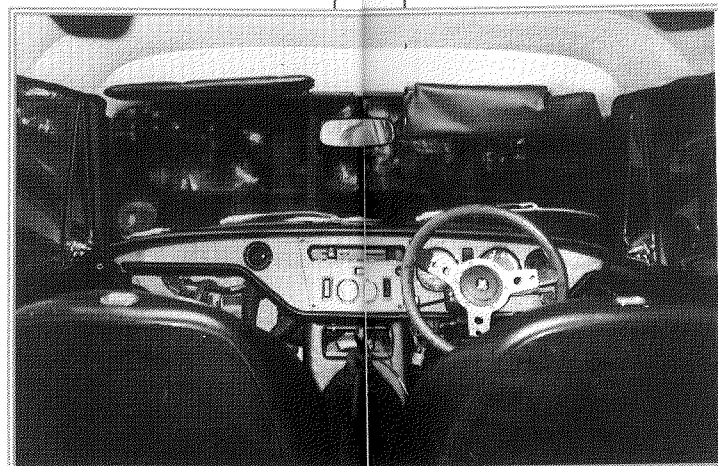
The bodyshell was further flowed by the introduction of flush fitting door handles and

fuel filler cap whilst still further forward, the bonnet had its engine clearance bulge blended and, very sadly (in my view), those classically sporting bonnet louvres were now also removed.

Interior changes were nothing like so radical, it was more a case of subtly improving a layout which still fitted the current philosophy of the day's manufacturers of "hot-hatches" - "if we trim it black, they'll think it's fast". Fortunately, the GT6 was indeed fast and

Triumph later confidently added a range of colour and cloth to their choices of upholstery. However, the change to white headlining, whilst brightening the interior was yet another move towards a more sedate appearance. But new door handles, minor fascia mods and additional centre supports for the occupants made for a greater overall improvement.

has been criticised for being over large. It does take up a fair amount of cockpit space and the shorter driver has difficulty seeing over it. Many owners have replaced the wheel with a much smaller unit and whilst this does make the steering feel heavier, the rack and pinion is so light to start with that the problem is not really that significant.

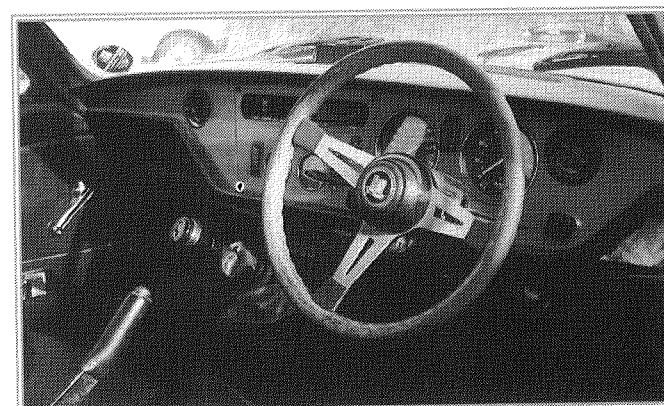


The small but purposeful cockpit is a perfect match for the exterior raciness. Non standard wood rimmed wheel goes well with the dash.

The Feel

Both driver and passenger are hugged by the GT6 and it is the smallness that unifies car and driver into one. Every aspect of the car seems to fall into the driver's hands. Switches and controls are all in close proximity and although seemingly haphazard in layout, this becomes an advantage with familiarity preventing confusion with other switches when feeling in the dark. Speedometer and tachometer are ideally placed in the driver's line of sight but the left hand on the steering wheel can annoyingly mask the fuel gauge. In fact the steering wheel

The GT6 cabin is tight, but right! You know the machine is all around you. Looking forward at the bulging bonnet there is no way you can forget about those six cylinders pumping the brake horses down through the huge transmission casing alongside your outstretched legs. The precise steering gives a direct mechanical communication from the flexing of the front wishbone suspension to tell the driver where the nose is going and how the tyres are coping. Likewise, happenings at the rear end are transmitted to the driver through the seat and seat back, every vibration, roll and slip being checked almost before it happens.

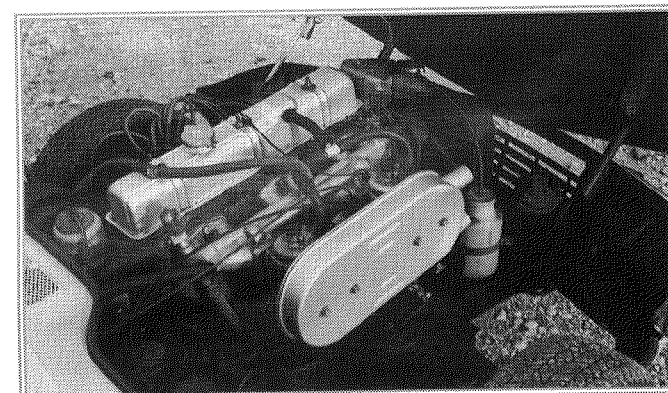


Gear knob mounted overdrive switch was ideally located but, due to the supply of the low ratio differential with overdrive it didn't actually give a higher gear. The combination of overdrive with high ratio diff, was available by special order and provided quieter cruising at the expense of low gear acceleration.

Driving

Thankfully, the later cars have inertia seat belts which means that you can lean forward to grope around for the ignition switch and steering lock. Magically, as the GT6 starts,

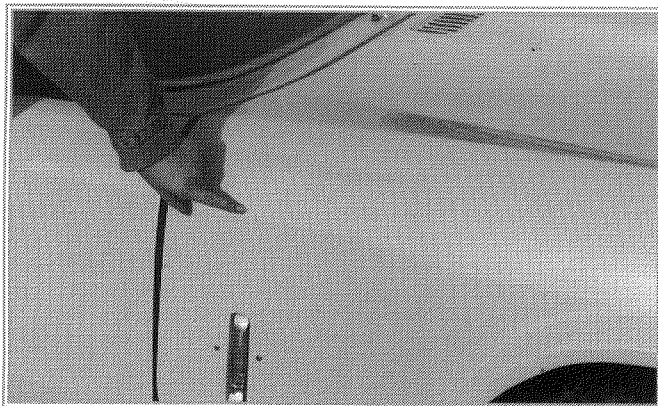
You don't have to though - just simply blip the accelerator and the silky torque twists the car again - and again if you want; I've sat in a GT for ages doing this - though some people just like to drive, so here goes.



The descendant of a 1950's engine, the Triumph two-litre retains the mechanical simplicity of that era with a smoothness unparalleled in mass production.

the whole car rocks with the momentum of the engine as it first fires. This is so impressive that you want to switch off and do it again!

The clutch is light, the lever slips positively into first gear and as the clutch comes up you feel it bite, just giving time to slap a few revs



On this car, body smoothing has been taken a stage further by blending the remaining bonnet seam to produce an unbroken surface which matches the remaining panels

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For a small car, access to the GT6 for both loading and maintenance is excellent

on. Suddenly the tyres squeal and the smell of burning rubber is way behind and you're thrashing along at 45mph wondering whether to change up to second or simply wax in the high pitched song of the engine. But this is no 1600 Cavalier where we need to "red-line" it to get anything resembling a thrill. We've so much torque that we can drop into top gear and still accelerate away. But we won't. A deft flick of the lever into second gear gives more silly acceleration which would take the motor to 68 mph, but 3rd gear is so tractable that it's ideal for high speed overtaking and for brisk motoring on winding country roads; and it'll take the car up to 96mph.

The heavy forward engine inevitably still produced some understeer tending to run wide on corners, but goodness knows there's enough power there to kick the back end out a bit and keep the beast on line! Of course we don't always drive like this and really the pliability and wide torque band of the engine makes the GT a delight around

town or even going to Asda. Well - no, you'd buy a Golf for that. Still - what price sitting upright like a budgie on it's perch in "your average hot-hatch" whilst trying to have a blast around the lanes?

The GT6 ride is perfectly comfortable on the average main or minor road whilst on poorer surfaces an amount of jolting has to be tolerated, though there has to be compromise in any small sports car and in this case drivability takes precedence. Complaints of poor ventilation accompanied the GT6 to the end of it's production life but really, with facia vents, footwell vents, opening front and rear quarterlights and a good demister even a Coca Cola salesman would find it cool and refreshing. Admittedly, the rear screen heater does struggle on a wet day especially if the rear outlet vents are obscured with luggage.

In fact, you need to be a dab hand at packing in order to load the GT6 for a week's holiday. There is however, lots of storage space in there as well as behind the seats, provided items are packed carefully. One half of the

carpeted luggage platform lifts out to reveal spare wheel, jack and a four piece tool kit whilst the opposite fixed side covers the 9 3/4 gallon fuel tank. (No reserve)

Finishing touches

1973 saw the final round of improvements to the car's interior. That large steering wheel was reduced in size, the instruments re-styled and fire retardant trim installed, whilst the "Sundym" tinted windows became standard kit. Larger, 8" dia. rear bakes were utilised and servo assistance became standard. And in case you still didn't stop in time, the bumper mountings were strengthened too. Despite these and many other improvements and additions over the years, the GT6 still weighed in at only an extra 115 lbs over the original weight of 2020 lbs.

But the most significant, and surprising change was the abandonment of the rotoflex rear suspension in favour of the well proven Spitfire Mk4 "pivoting spring" system. This simpler mechanism (never publicly announced), was introduced in February of 1973 from chassis number KE20000. Both suspension systems have their devotees but my own preference is for the rotoflex type which I feel has the edge on handling and "driver feel", though at the expense of having more components to wear out and being more difficult to work on. In fact though, anyone but an experienced and regular GT6 driver would be hard pushed to say what system was actually underneath them. The fact is that the new system was simple and perfectly adequate and Triumph were justified in cutting costs in this way. ★

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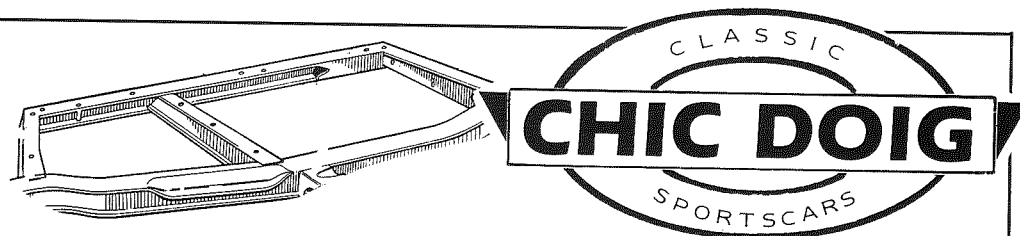
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Hello folks, here we all are in 1995 and I hope that not too many
 of you have been struck down with that rather nasty flu virus
 doing the rounds here in England.

The International scene has been rather quiet this month, but I'll relate
 what info I've been sent - firstly I've received a letter from Pasi J.
 Lehtinen - President of The Triumph Cars Club of Finland.

Pasi tells me that the TCCF has its' tenth anniversary in 1995 and to
 celebrate will be holding their International summer meeting in
 Aulanko Heikkila holiday village by the beautiful Aulanko lake, near to
 the popular summer resort city of Hameenlinna on 14th-16th July 1995.

They are pleased to invite TSSC members to this traditional 10th
 Summer happening to participate and meet nice Triumph enthusiasts,
 light summer nights and uniquely beautiful lakes and countryside.

Personally I can recommend any events held in Finland as I attended
 in 1986 and 1991, both events were
 really superb.

Language is not a problem as
 most Fins are multilingual
 with English being widely
 spoken, and Finland is of
 course now in the
 European Community
 and the car ferries are
 large, very comfortable,
 affordable and
 basically safe.

For further info, please
 contact by FAX or letter.
 TSSC President, Mr. Pasi J
 Lehtinen, Krootilantie 20,
 FIN-27510, Eura, Finland. Tel:
 010 358 38 86 50 299. FAX: 010 358
 38 82 36 308, or, Mr. Viktor Andrejev, Taimistontie 23B, FIN-13130,
 Hameenlinna, Finland.

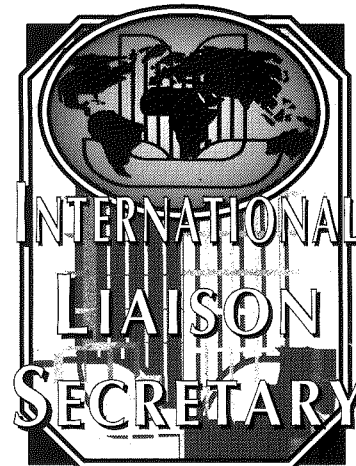
Next down the trail to Germany and I have learnt that the 1st Spitfire
 Club Deutschlands intend to drive in convoy to OUR International
 show at Stafford with about 20 'Spitties' - now that's what we want to
 hear! a truly international meeting and we wish them all good luck and
 look forward to seeing them there in July!

Wouldn't it be great to see similar convoys from our continental areas
 in Holland, Belgium, France and Portugal!

Talking of France - I understand from our new TSSC France Area
 Organiser, Ivan Souverain, that he and friends have commissioned the
 production of a limited number of Aluminium Alloy Le Mans Spitfire
 (1147cc) cylinder heads at a guide price (unfinished) of approximately
 8000 french francs, including the necessary inlet manifolding - these
 are the only details that I have from him at present BUT if you are
 seriously interested, please write to him at 138 Rud de Kater, 33000,
 Bordeaux, France. (I will print more details when I get them).

Staying on the European mainland, I've received an enquiry via the
 club office from members Mr and Mrs Ann Turner (93/42376A) of
 Uckfield, East Sussex. They own a 1976 Spitfire 1500 and have spent
 several touring holidays exploring France in the Spitfire, and for
 summer 1995 they have two targets. 1) To follow the route of the Monte

LEON F. GUYOT



Carlo rallies of the 1960s
 (camping en-route where
 possible) taking their time/enjoy-
 ing the scenery. 2) To attend the
 Le Mans 24 Hour race, also
 camping. They wonder if
 someone in the TSSC could
 answer some questions.

1) Where can they find details of
 the exact routes of Monte Carlo
 rallies. 2) The date of the 1995 Le
 Mans race and where they can
 find information about bookings
 and on-site camping.

Well, to answer question 1, I
 suggest that they might ask
 Alison Woolley of the Historic
 Rally Car Register, Tibberton
 Court, Tibberton, Glos. GL19
 3AF. Tel: 01452 790648. FAX
 01452 790703.

For question 2, perhaps our
 French Area Organiser, Ivan
 Souverain, who has an avid
 interest in Le Mans should be
 able to answer your enquiries,
 address as elsewhere and Tel:
 010 33 56 24 01 67 or FAX (after
 5 rings) 010 33 56 24 16 33.

Whilst on the subject of
 International Rallies, I must
 mention the FIVA International
 world rally 1996 which members
 of the TSSC are invited to enter
 and participate in as the TSSC is
 a member of the FBHVC.

It is being organised as part of
 the celebrations of the centenary

T.D.FITCHETT

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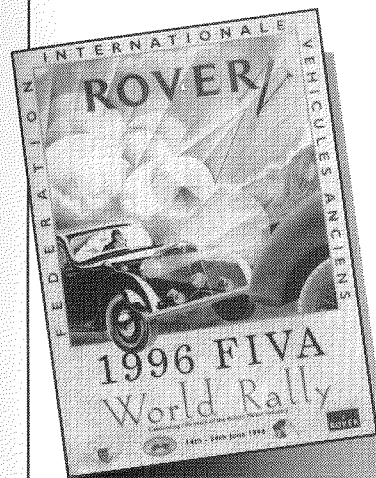
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of the British Motor Industry between 14th and 24th June 1996. Provisionally starting at Glasgow, Scotland and running via the Aviemore region (3 days) then on to Edinburgh, Newcastle-upon-Tyne, Yorkshire, the Midlands, with City parades in Coventry or Birmingham (no contest for Triumphs!)

The rally will include classes for all cars and motorcycles manufactured before 1970.

Individuals/prospective competitors wishing to receive information news letters should initially write to: M. P H J Whyman, Secretary, FBHNC, Elton House, Church Lane, Tydd St Giles, Wisbech, Cambs. PE13 5LA, UK. (NB. Overseas entries are particularly welcome).

A little humour now, first from our friends in the Triumph Register of Southern California who's November 1994 magazine has just reached me by surface mail! It contains the following gem: "If Lucas were the seven dwarfs, they would be called: Shorty,

Faulty, Sparky, Smokey, Broken, Dim and Wishful!" - as suggested by Jason McInaney, et al., at Triumphest '94.

Thanks for that, it IS funny, but to be fair, after many years of driving Triumphs on Lucas electrics in our renowned damp and soggy climates, I've got no genuine

cause for complaint about Lucas products. Perhaps they don't work so well in the dry Californian climate? or perhaps it's just the wear

and tear of the many thousands of American miles slipping backwards beneath Triumph tyres in their vast country?

Next along is a rather appropriate cartoon from the Pretoria Triumph Sportomotorklub, part of the Triumph Sports Car Club of Southern Africa, especially after the last considerable bashing we poor UK motorists have recently received from our ever grasping government!

Now a cheerful summery photo. Sent in by Francois Demont of Amicale Spitfire and depicting a

fine selection of Spitfires parked in front of one of the Supersonic Concorde aircraft, now a classic itself! at the Aerospatiale building at Toulouse in France. All the registration numbers that I can make out in the picture are registered in the French Department number 1, which is of course the Haute Garonne.

I have received an interesting letter from Dr C A Bartzokas, MD in North Wales, now I would point out that I don't normally mention cars

for sale in my column but in this case you will see why I made an exception. The good Doctor has decided with much regret to sell his beloved Spitfire 1500 LEFT HAND DRIVE (1977), due to his advancing years, and he is anxious to find a caring home for the car. He has detailed records/receipts from new, it is completely



Toulouse, France.

Frank & Troise

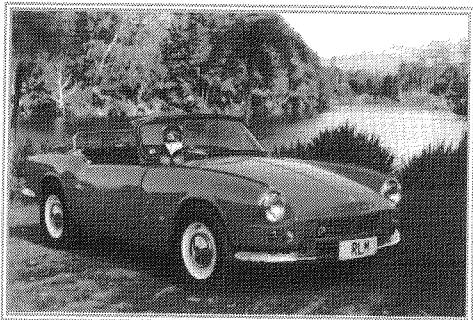
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Lake Mangamahoe & Mt. Egmont
in the background.

The car has only been used for a six month period for a 'grand tour' of Europe and has just 43,800km on the clock. It is a soft top and also has crates full of factory made spare parts for engine, gearbox and body, including spare hoods.

It has been kept in its own centrally heated garage, only being driven around the block to keep the engine turned over. Sensible offers are invited!

Oh, I wish I had spare space and alsomoney! But isn't it always the same when this

sort of mint car comes along!, however, if any of you are seriously interested in this almost new Spitfire, you may write to Dr Bartzokas c/o Angie Hill at TSSC Headquarters.

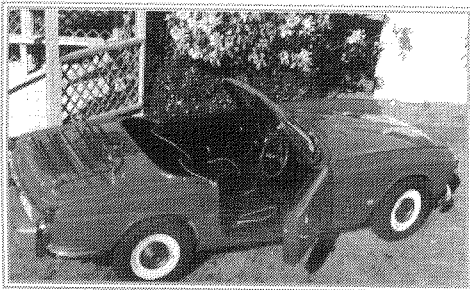
Talking of Spitfires, I can't wait any longer and must put to print these two photos which depict in typically beautiful New Zealand scenery the stunning MkII Spitfire belonging to Rita Montgomery, note registration number, and expertly restored by her talented husband - our NZ Area Organiser - Dayle Montgomery, and hasn't he made a good job of it?

N.B. Don't worry about the lack of front bumper over-riders, as I've recently obtained and posted some out to them, since these photos were taken back in November 1993. Thanks to Ian Brightman for finding them and to the terminally rusty GT6 I that let them go, eventually.

I can't wait to ride in this car, it must surely be better than new! A brief note from our Canadian Area Organiser, David Stock of Picton, Ontario, who is doing his level best to persuade fellow Canadians to join the TSSC, he says that most members are put off by the relatively high cost of TSSC membership compared with local Triumph clubs in their vast country, these mainly cater for TRs, but apparently their opinion changes once

rust proofed and has factory fitted extras like over-drive and an oil cooler plus radio, alarm, special locks etc.

He says it is immaculate and originally finished in Inca Yellow, resprayed only due to stone chips and rather thin original paint!



On the road again November 1993.



Toronto Triumph Club "All British Car Day".

they have seen the high standard of a few copies of his Courier magazines and the size of the TSSC with its associated benefits. Best of luck with your difficult task David. He kindly enclosed a picture taken at the Toronto Triumph Club 'All British Car Day', he says that with only 11 TSSC members in the whole of Canada, the photo shows in impressive line up of 'our' type of cars at this event, "so as you can see my work out here is only just starting", David further says that whilst looking at this picture we should bare in mind that this event is on the same weekend as Stowe Vermont, USA "British Invasion" only a few hours drive south and only at one end of a very large nation.

David has counted over sixty (60) TSSC cars at the larger events and knows for a fact that there are a great deal more! N.B. David, if you want some extra ideas for advertising the TSSC in your area (country) perhaps our Area Organiser Liaison Officer Mike Crewes may have some ideas?

Anyhow, once again thanks for all your input and the best of luck, I do look forward to meeting you as our only over-

seas area organiser that I've yet to meet in person.

Lastly down the International trail is a letter from member

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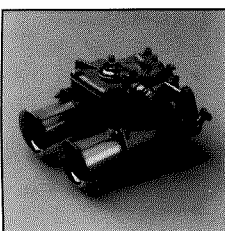
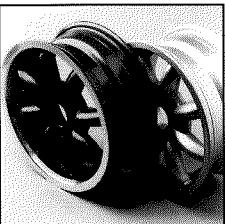
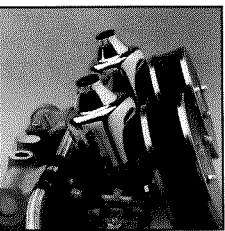
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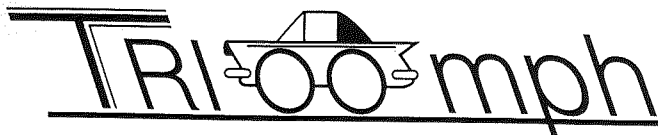
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Roberta Pijper of Durban,
Kwa-Zulu Natal, South Africa.

Roberta tells us of her Herald 948cc Saloon, believed to be 1959 but awaiting dating, she (the car) is painted duotone Lichfield Green and White and is as original as humanly possible living so far from the source of spares. Luckily her fiancée, Len, has bought up all the Heralds that have become available locally and so they have a good source of used spares.

He has a 1962 1147cc, 1965 1147cc, 1961 948cc coupe and a 1967 12/50, all Heralds, plus several spare sections of cars, engines, gearboxes etc, plus a 1966 1300 front wheel drive saloon, very smart in Valencia Blue.

They keep all their Triumphs as original as possible but not yet having found a convertible in good condition, they take the hard top (roof) off one of the Heralds to drive around with the wind in their hair, when it isn't too hot, otherwise you literally fry in tropical Durban!

In October 1994, they held their annual TSSC (Natal Branch) show day, this was held at Pinetown Junction, a village setting where old buildings, built of wood and iron have been brought from other sites and relocated at the village with other buildings being erected along the lines of Victorian shops and houses.

All manner of crafts are practiced here including Bobbin Lace Making, Paper Quilling, Knife Making, Spinning and Weaving, Pottery and Fretwork.

The Artists work in individual workshops or in the Craft Hall. It made an interesting place for the

show day, with a collection of some 25 Triumphs from TR3 to TR7, Stag, Spitfire, GT6, 1300 saloon, 2500 saloon, and of course, Heralds.

A good time was had by all and Roberts 948cc Herald won the trophy for the best restoration of 1994, winning this jointly with a GT6.



Len van der Merwe (Roberta's fiancée) did the restoration for Roberta earlier in 1994, two days later she drove the Herald to Midmar Dam to participate in their National gathering.

A really lovely venue with just under 100 Triumphs on show. At the end of October 1994, they took the

Triumphs together with many other sports cars on the Port Natal Wild Coast Sports Car Run from Durban North to the Wild Coast Casino in what was previously Transkel.

This is a distance of some 120 miles and Roberta's little 948 seemed to enjoy every minute of it as much as she did.

They didn't enter the Concours as it was almost entirely Porsches, Cobras etc and they gave them a chance, after all what chance would they have against genuine Triumphs!

In December 1994 Roberta and Len helped organise the Durban Motor Show with two Heralds and 1300 saloon on show together with Stag, Spitfire, TR3, TR6 and GT6. Not a bad showing for a club seriously suffering from 'Natal fever' which causes a loss of enthusiasm for anything (Roberta's words!).

She says how much she is enjoying the Courier and reports on activities but is shocked at the number of club cars which go missing in the United Kingdom.

For 1995, the Durban branch of the TSSC of SA are planning a trip to a farm, one to a Pickle Factory (Yum), a trip to a Bird Park, a visit to the Veteran Car Club, a Picnic day out at a dam, a British Sports car breakfast run with other car clubs, their annual run to the Casino, their show day and the Durban Motor Show to name but a few.

They are trying to get together with other car clubs, such as Sunbeams and the Alfa Club for a non-competitive fun day at the skid pan.

Roberta relates that they suffer from a distinct lack of enthusiasm to get the Triumph out from a number of their members, which is a pity as Triumphs are such fun cars to drive, and if you have a Herald, every second person you see says 'I had one of those' or 'I remember when' The stories are endless

Thanks Roberta, for your interesting reflections, I would however point out that an apparent lack of enthusiasm isn't confined to the South African Club, it is a world-wide problem, but with so many members in the TSSC it is perhaps not so noticeable - in fact I have noticed that the smaller the club, the greater the enthusiasm, but unless members bother attending any club event, you will never know what you are missing, will you?

All the best until next month, please keep the correspondence and photos coming. ★

SPECIAL REPORT

VITESSE

SPEED JANS LA FRANCAISE VITESSE MEANS SPEED IN FRENCH

It all started when Robert entered my name, as well as his, after answering some very tricky question about Zandvoort, Assen, Zolder and Spa circuits. These

were to be our halts on the famous rally. He did it probably to have more chances but, when I saw I had won, I decided to go. At first though, I didn't really

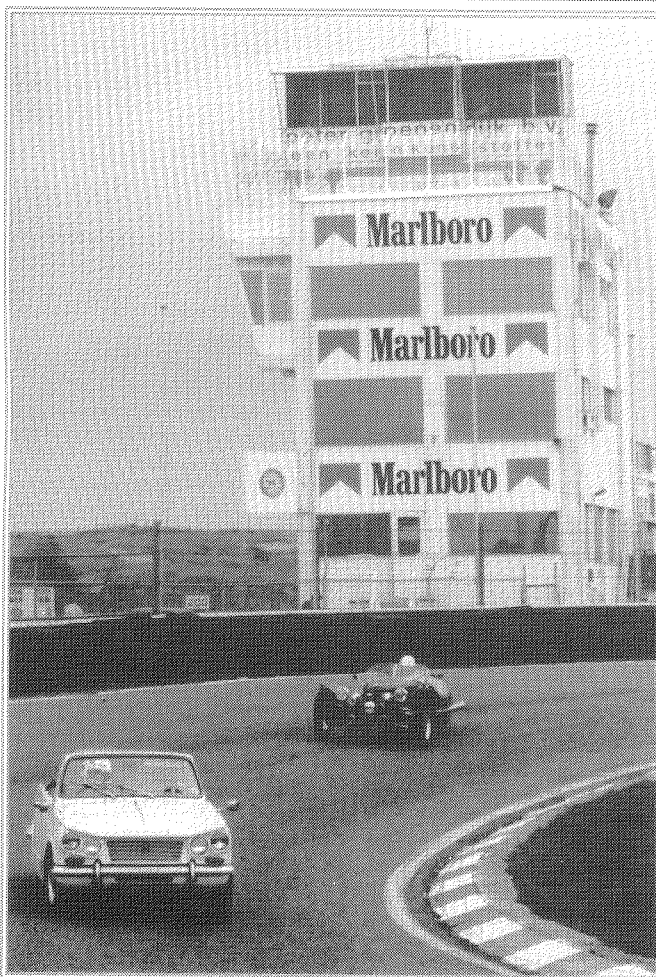
"The radiator doesn't cool down even with the electric fan, it seems there is a leak of oil at the rear, the brake pads are worn down, the car smokes badly and the hub caps are full of gravel!"

I wonder what you have been up to on your rally? I don't suppose you will tell me at what speed you were going on those tracks?" says Robert, my husband slightly puzzled but still smiling.

I had already pushed the little Vitesse convertible 2 Litre as far as it could go on the memorable Tour of Four Grand Prix Circuits past and present in Holland and Belgium.

The marvellous thing is, I had won a competition organised by the Classic Car magazine to go on Les Circuits III October 6 October 9 with Weeltorque (Northern) Ltd.

ZANDVOORT



Zandvoort. First time out, first session, in front of the Triking. Chris. H

think of taking the car. I just wanted a nice holiday abroad in 4 star hotels (April and Gerard Moloney of Weeltorque don't do things by half!) and a chance to learn more about cars and racing circuits. So I accepted the gracious hospitality of the photographers Mary and Chris Harvey to go in their car to Zandvoort.

As the departure came closer, I thought I would miss a tremendous opportunity if I didn't take the Vitesse around the famous circuits of Northern Europe. So on Monday night, I made up my mind and decided to take the car. Tuesday was to be very busy, I had to get myself and the car ready. Steve and Tim, at Smugglers Classics, Parsons Green, London, very kindly checked the car over for me at very short notice in the evening (regular readers of the Courier will know of Tim through his historic rallying exploits in his Triumph Vitesse), and I went to bed late after planning the route.

I took off at 6am on Wednesday morning, direction Dover. From Calais I put the hood down and headed towards Zandvoort near Amsterdam where the former Grand Prix circuit with its tight corners was a good start for our exciting tour. It was 7pm when I arrived. The car had run sweetly and we were both looking forward to the next day.

Just opposite our hotel, the Elysee Beach, was the circuit that had been shortened since its flamboyant days. It's very sinuous curves, set amongst soft sand

dunes makes the 1.565 mile circuit unique. I was nervous and excited as I drove through the Welcome sign at the entrance of the tunnel and into the pits. Most

joined the group for Gerard Moroney's welcome speech, followed by some advice by the chief marshal Dave Pierre. Soon after was the first session, 20

ASSEN



John Bussell, the racing instructor, showing how it should be done!

of the cars were already lined up eager to attack the circuit. There were about a hundred beautiful machines from a 3 wheeled

minutes on the track. The day at a circuit was a succession of fast and slow sessions, 20 minutes each, but very quickly I realised that slow sessions were still fast indeed. I went out on the first session. Naturally, as it was my first experience on a race track, I drove fairly slowly. Others were not so careful but they certainly were enthusiastic.

That morning I met a few of these "fou de la Vitesse" as we say in France and related instantly to Piere Mesnager, a real car enthusiast. He very kindly took me round in his Donkevoort, and showed me where to brake, where to turn and where to put my foot down! I went back on the track later that day and felt a bit more comfortable with the car on the sharp bends but I knew I needed some proper racing lessons!

ASSEN



My Turn

Triking to more recent models such as a Ferrari Testarossa or a Porsche 911. I immediately spotted James Prentice's TR3 and admired its vintage body. Then I

At 3.30pm, I left for the next destination. I had 135 miles to cover before I reached Assen which is south of Groningen in the north of Holland.

Moroney wrote that it is "The best kept secret in Europe". It is certainly a very appealing track, reasonably long (2.485 miles) which unfolds harmoniously by as you drive and is an invitation to go faster. But it also has some tight corners and notably a very tight chicane, just before the start / finish line.

had told me not to lift off in the corners, during the session with John, I learnt my lesson the hard way. As we were blasting towards the start/finish line, I arrived a bit too fast in the very tight chicane Gerard Moroney had called "The sting in the tail" and the Vitesse slid out off the track and onto the grass. The car

still being the right way up, I took a big breath of relief but already John was asking me to drive on. So we did another lap with my knees almost shaking but still keeping up with the speed.

My excursion occurred in full view of the pit wall so I received a good ovation as I passed by. Later I heard some comments about the rear wheels of the Vitesse, kissing under the car!

John then drove and showed how it should be done (he had a Vitesse as his first car and now

races Porsche 911s). At the end of that session, the engine got hot and we had to stop. My feminine intuition warned me that something was wrong! It was definitely too hot. The fan didn't really cool the engine down. I resolved to ask some qualified people to have a look at the engine. There was a good camaraderie in the group and it was verified as I opened the bonnet because a few kind people came to see if I needed help. But maybe too, the steam coming out of the front of the car, urged them to the rescue.

After some checking, they concluded that it was probably the ignition timing that created

trouble. The radiator had overflowed but it was no big deal.

Later I filled up with water and decided to hit the road. I had 185 miles of motorway to cover from Assen to Genk where we were staying that night. The journey started off quite well but the car was very hot. I was approaching the

Holland/Belgium border and it was pitch dark. I got lost in a town called Eindhoven. I won't tell you if it's a nice spot or not because the only "paysage" I saw was the car park of IKEA where I ended up.

Fortunately a very nice couple with a car full of shelves was going south like me so I followed them till the proper exit.

I got lost so many times over the last 10 miles trying to find the hotel that it was late at night when I eventually arrived. I must have been really tired because afterwards it seemed quite an easy place to find.

The car was not at its best so I decided to find a mechanic in the group and that's how I met Ralph who was now on Siegfried Brunn's team. He took some time the next day at Zolder to have a look at the car. Ralph checked the ignition timing of the Vitesse and gave me some figures, 40-42-43 and even thought we had just left Holland, it sounded very much double dutch to me so I telephoned Paul Matthew in England who rebuilt the engine 3 years ago and asked him his advice. Paul was very helpful. We came to the

conclusion that the major problem was the radiator. Ralph recommended that I check the water regularly. I asked him if I could take the car round the track without damaging the engine. That was my main concern. He said yes, so I did.

Zolder is a pure joy to drive. The setting is beautiful, it's not too

tor took me round later that morning in Adrian and Diane Vincent's Morgan +8 and it was thrilling. I understood then just what John meant by accelerating and braking!

ZOLDER



Hood up. Ralph the mechanic, concentrating on the sound of the Engine.

After a long day I was pleased to be able to relax in the comfortable motel and swap car stories with the other drivers.

Next morning was the chance to discover a circuit that felt open and spacious although the track wasn't that wide.

It is officially called Circuit Van Drenthe and it's the Dutch Grand Prix Circuit for motorcycles. Gerard

That morning, in the pits, as I parked the car alongside some very fast cars, I wondered how we would do my Vitesse and I against Henry Leventis' Porsche 959 or John Birtwell's Ferrari 355. I had the best little car possible, if she didn't have the top speeds, she sure gave me lots of emotions in the corners and after all that's what I was after.

On the same day, I took some racing lessons with John Bussel, one of the instructors and found it a must. It really opened my eyes to some of the mistakes I was making without realising it and I learned how to better use the whole of the track.

I didn't know why everybody

SPA-FRANCORCHAMPS



Tony, "Sans" can, hitching a lift around SPA in the Vitesse

long and is nicely curved. Most of the circuit is flat except for one point when the car goes very light cresting a hill. It has large run-off areas. There are some fast corners but also some chicanes that were added before Grand Prix racing returned there in the seventies.

Sadly Zolder is remembered as the place where the brave Gilles Villeneuve died at the age of 30. Gerard Moroney organised a special tribute to the memory of the French Canadian driver who was killed at the wheel of a Ferrari in 1982 when qualifying for the Belgium Grand Prix. It was a reminder that motor sport is dangerous and that many talented drivers have lost their lives.

John Bussel my racing instruc-

As I got out of the car I discovered that I was aching in the back and neck and I had bruises for a few days. Absolutely memorable! I needed a rest.

I was thankful that Weeltorque provided excellent lunches at each circuit and being in Belgium meant superb food.

After the lunch I was ready to race round. My driving skills were improving! Being probably

the only Vitesse to ever blast round Zolder I imagined I was breaking its lap record.

I then gave the car a rest and took the opportunity to see other drivers at close hand. I was a passenger in many other supercars and we explored their limits around the challenging and historic Zolder circuit.

On Sunday we were at Spa, I had waited and anticipated for that very special day. During the week before the departure I had read many articles about the sensational Eau Rouge which Denis Jenkinson calls "The most challenging corner of the post-war period" and we were to use the pre-1994 form of the Grand Prix Circuit with Eau Rouge intact. The traffic was stopped especially for us. This was a real treat from Gerard and April Moroney and the local Municipality.

SPA FRANCORCHAMPS is longer than the three previous circuits. It's 4.312 miles long and cuts through the Ardennes forest. The setting is absolutely superb, and the circuit itself is unique with its hills, bends and challenging corners.

On that very sunny and dry autumn day I was ready to put the Vitesse through the test. I felt very humble driving round the spectacular circuit. Most cars were zooming past me. In Porsches, Jaguar, Lotus, Morgan

or Ferrari, everyone went for it. We had such fun.

I was not disappointed at Eau Rouge, even though I wasn't at the wheel of a Formula 1. It's a very interesting corner which goes downhill, in the dip and then up and right which is Reudillon. Pouhon, halfway through the circuit is my next favourite. As well as turning it goes downhill so it's impressive because the car accelerates very quickly. There particularly I remembered John's advice and I used the whole of the track. During one lap I had a bit of a moment on that very corner as I avoided a bird on the racing line. After a few laps I came down to the pits and joined the others for a truly delicious "Le lunch" in the restaurant just opposite La Source.

Bad weather and rain are always a danger at Spa but we were blessed with superb sunshine so after the lunch we (I mean . . . the ones who still had a car!) were back on the characterful and exciting circuit for more testing driving.

My occupation is painting murals, which is slow and painstaking and since my return, I often remember those laps and more precisely I miss the chill down the spine then the fear is almost there but the car speed pulls you out the other way. I know now what the "fou de la Vitesse" dream of.

The next morning I was up early. I had ahead of me a long drive back and I reached London 10 hours later. I was back! . . . I had made it! The car indicated 1300 more on the mileometer. I felt such a sense of achievement. The car was in one piece and I knew that whatever the problem was with the overheating, Steve and Tim from Smugglers Classic would fix it. In fact they very quickly diagnosed that the head gasket was going causing the water leak.

It felt good to see Robert and my baby daughter. One day I want to take her round Spa. I already know that she will love it! . . . She is one of us! . . . and as Gerard Moroney said "The men were with us and the boys stayed at home and polished their cars". ★

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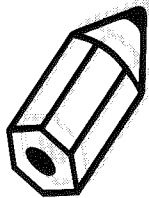
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JUDDERING SPITFIRE

By chance I came across the solution to a problem which, for some considerable time caused me inconvenience.

For over a year my 1500 Spitfire was suffering from what I had diagnosed as clutch judder. However, since the car is used only for fun (less than 3000 miles per year), I decided to live with the problem. The cost of a strip down and rebuild seemed to me unwarranted.

Recently however, anguished sounds, which could not be ignored, came from the fan/water pump area.

My local man (I've long since given up breaking my finger nails!), was concerned lest it was a water pump failure since he had replaced same not long previously. As it turned out his replacing the viscous coupling cured the shriek. Furthermore it cured the 'clutch judder'.

I would have doubted that an incipient seizure in that area would have affected the cars cold start pull away in the manner in which is undoubtedly did, but, as my old Gran used to say: "What can't speak can't lie"

I therefore pass along this experience in the sure knowledge that it will help someone else.

Don Baldry

MYSTERY SOLVED (AGAIN).



I have been re-reading the admirable article by John Thomason, Courier May 1984, on the subject of early Spitfires (his Spitfire) sits down on the driver's side, under the heading - MYSTERY SOLVED.

I agree 90% with his explanations, but I propose it is not solved 'beyond all reasonable doubt'

John suggests that the imbalance revealed by the sagging of the cars suspension on the right hand side, and corresponding wear of the rear spring, is accounted for by the weight of the driver, who mostly is the only occupant of the vehicle.

I suggest the possibility of an alternative explanation. If you stand immediately in front of a Spitfire the engine of which is running you could note the engine appears to rotate clockwise (crankshaft). I believe this is the case in all cars (most?) and became a convention when cars were started by a hand crank and to a right handed person it was easier to rotate the engine this way.

According to Newton's theory law, to each action there is an equal and opposite reaction. Thus the engine, when running, imparts a balancing torque (counter clockwise) to the engine block and thence via the mountings to the chassis, tending to lift up the suspension on the left hand

side and depress it on the right hand side.

I run a Spitfire capable of delivering over 1000 lb ft. of torque at the appropriate engine revs. This can only occur if the right hand side suspension resists this turning movement by supplying several hundred pounds of force. As 'our' engines are all mounted longitudinally always in the same direction (ie, compressing the right hand side springs).

If the weight of the average 'Spit' driver is, say 150lbs., two thirds of which is resisted by the rear spring and one third by the front and the driver's centre of gravity is located one and a half feet out-board of the cars centre line, then it is unlikely that this would load the right hand end of the rear spring by more than around 45lbs more than it is loaded when unoccupied, which I wouldn't think would account for the uneven wear.

If I am wrong and John is right, then left hand driver sports chassis sag on the left side for the very arguments he puts forward - as there must be as many left hand driver Spits 'out there' somewhere, what do their owners say?

David Etheridge



NOT DELIGHTED !

I was not really delighted when I saw an Acclaim having an accident. The Acclaim is probably not 100% Triumph, but it is a reliable car, cheap to run and economical. Though it will never become a classic it is still very practical. I have myself travelled back and forth from Bordeaux to TSSC headquarters (about 3500kms) without trouble.

The main difference between a Honda Ballad and a Triumph Acclaim is that the first one was manufactured in Japan, the last one in England. Therefore, the Acclaim contains some of the typical English finishing touch as well as the super developed twin carb version, more powerful than the Honda type.

Only 17,000 cars were sold in Europe, mine is from 1983 (ex-show-room car), 128,000 kms from new and I prefer it to a Rover 218 powered by PEUGEOT 405 diesel engine (the main difference to a Honda Concerto being the badge . . .)

For your information, read the 10th October issue No. 161 of Motor and maybe you'll change your mind about them.

I Souverain

PS. Talking about the Acclaim, I am looking for some information on the Acclaim Turbo modified by Warwick & Co. Ltd.

REPLY...



I am very sorry that my letter has upset you, and I extend this to anyone else who feels the same way. You are certainly correct that the Acclaim has an excellent reliability record to the extent that it was rumoured that UNIPART bosses at the time were unhappy about the low turnover of spare parts compared to most other Austin Rover models of that vintage! As it happens, it was a portent of things to come and there is no comparison between the reputation of current models and those of even only 5 to 10 years ago.

To be honest, what it really comes down to is that many of us who were enthusiasts back in 1981/82 (although I must only speak for myself here) still hold a kind of grudge that the Acclaim, in isolation as it turned out, was launched with the Triumph name just as the Spitfire and Dolomite ceased production and the TR7 was on its last legs. It was particularly sad because a mere 5 years beforehand the Triumph range was quite extensive including good quality small, medium and large sports cars and saloons plus a large estate car. The Dolomite family in particular was far superior to the mainstream Allegro/Marina offerings and yet it all disappeared in such a small space of time.

The event at which the photo was taken had, of course, a serious purpose. Professional accident investigators learn their craft in the classroom and hone it 'on the job'. However, it is very rare for an investigator to actually see an accident happen so the event at Lotus allowed them to witness crashes prior to applying their usual measurement and appraisal techniques. This was the second such occasion (the first was shown on the BBC 'Top Gear' programme a couple of years ago) and a variety of car to car, car to pedestrian and car to lorry impacts have been staged over the two events. My own involvement was to fit some of the participating vehicles with 'black box' recording equipment to help us research techniques for more accurate reconstruction from data recorded at the impact and immediately prior to it. Normally the only real evidence available comes from the damaged vehicles, marks on the road etc. plus eye-witness statements which can, unfortunately, be

conflicting and unreliable. Although none of us relish the sight of destruction for its own sake, all the vehicles used were nearing the end of their useful lives and it is hoped that the results will benefit us all in some way.

Phil Willson

ROD BENDING



Another two reports in December's issue of bent conrods, due to water in the cylinders from ford crossings. I too have suffered this problem, but this time due to over enthusiastic use of the hydraulic effect to remove a seized cylinder head.

Most people will know what I mean. You put some oil into the combustion chamber via the spark plug hole, replace the plug and turn over the engine on the starter motor. Bang goes the piston, pop goes the seal and off comes the head. **But not in this case.**

The problem was that the head was NOT seized onto the block, which is fairly unlikely anyway. In fact the head was seized onto at least one of the head studs. Cracking the head to block seal using hydraulic application still left the head tightly applied to the block although oil leaked out between the two. The high pressure in the chamber put too much strain on the rod, which went banana shaped.

I recommend that you should remove all the studs from the block **BEFORE** you try this method of releasing the head. N.B. Mr Grave (Solar Charger) may be interested in a new product that I am about to market, the Windup battery charger. This unit uses the latest type of impeller driven generator and sophisticated electronics to produce a useful trickle charge from the slightest air movement. Easily mounted on the Triumph's roof and plugged into the cigarette lighter, it plugs your

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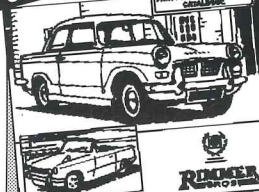


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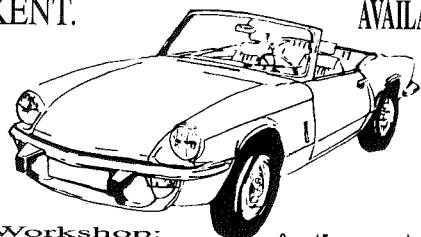
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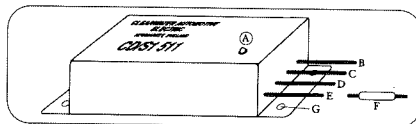


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John R Davies

RAIN-X DOES IT WORK ?

At the risk of sounding like Michael Fish doing a forecast, there's good news and there's bad news.

The good news: During the winter of 1993/94 I was using my Vitesse for regular weekend commuting between Wiltshire and Lincolnshire. At the time the wiper wheel boxes were worn and the wipers were not too efficient, so I tried Rain X.

It was brilliant. At anything above town traffic speeds there was no need for anything more than an occasional wash/wipe to remove muck, the rain beaded up and ran off as if by magic, just as advertised.

Following this impressive result, I then applied the product to my Cavalier. Now for the bad news: On the first outing, the screen developed a milky/opaque film, like a heavy build up of traffic fume film. I tried all manner of solvents, bathroom cleaners etc to remove it but to no avail, only time and UVs have removed the coating. Whether I did not clean the screen properly before application (I think I did) or it reacted badly with some other element (a certain screen wash perhaps?). I don't know, but the result was a real mess.

So from my experience Mac, the answer to your question is: When it is good, it is very good, but when it is bad, it is not.

Colin Blackburn

HOPES FOR 1995

I don't think I will make any resolutions for the new year as they are so hard to keep but I have some hopes for 1995:-

Hope I get my Spitfire and get it on the road for the summer.

Hope I can get to Stafford and Leatherhead again.

Hope the Government gives up the idea of 'rolling' road tax.

Hope people wear their baseball caps the right way round - better still, stop wearing them.

Hope I come across at least one lorry that waits for me to go past before pulling out to overtake another vehicle.

Hope cyclists start to use some lights at night and read the Highway Code.

Hope I don't have to replace any rear wheel bearings so I don't have to pull any hubs.

Hope BMW continue to support the British Motor Industry and especially 'our' cars.

Hope the 'Big Breakfast' lose their licence in 1995.

Hope some drivers give up using their mobile 'phones whilst they are driving.

Hope nobody else gets a 'Gas Board' rise this year.

Hope I get the carbs sorted on the GT6 soon.

Hope I manage to see some TSSC racing this season.

Finally best wishes to all club members for 1995, good luck and every success.

John Arnold

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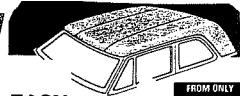
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SPECIAL REPORT

Early this year Annis Green (who many of you will know as a Council of Management member and a previous South Yorkshire area organiser) reminded us that the Round Britain Reliability Run organised by Club Triumph was due to be held, were we interested? Annis and Peter are old hands at the formidable event having successfully completed it twice before. This is something that we thought about for some time but never really did any more than that. We are co-area organisers for South Yorkshire and confirmed Triumph enthusiasts so having pondered briefly what this entailed, both of us decided why not! This should indeed be quite an adventure.

The Round Britain Reliability Run has been organised by Club Triumph (previously Club Triumph North London) since 1966. The idea of the first run was to see if it was possible to drive from London to John

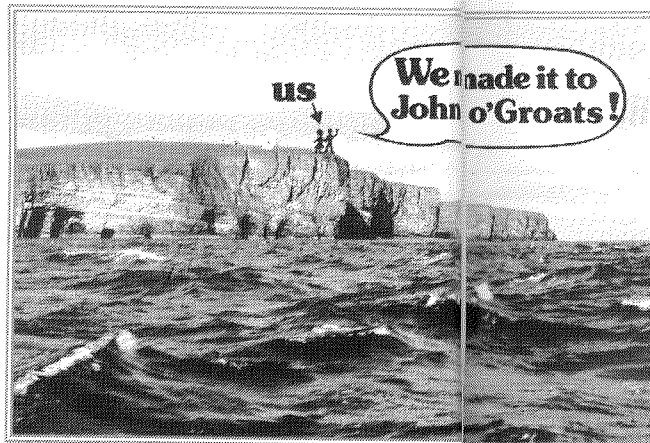
O'Groats, Land's End to London in 48 hours in an everyday motorcar and enjoy a weekends motoring, (some people have a weird idea of enjoyment!). At the time of the first run each one of the six Triumph models then being manufactured was represented by the six cars taking part, these being Triumph 1300, 2000 MkI, Herald 1200, Vitesse 1600, Spitfire MkI and TR4A. The event is now run bi-yearly and so far 45 different models and 259 Triumph cars have taken part.

Listed below are the numbers of TSSC models participating (inc. 1994).

Herald 948	4	Herald S	3
Vitesse 2 Litre MkII	18	Spitfire Mk4	8
Herald 1200	11	Courier Van	4
Spitfire MkI	1	Spitfire 1500	7
Herald 12/50	2	Vitesse 1600	4
Spitfire MkII	3	GT6 MkI	1
Herald 13/60	12	Vitesse 2 Litre MkI	5
Spitfire MkIII	3	GT6 MkII	1
		GT6 MkIII	2

Each team of drivers is given a road book containing a suggested route and timings for the various stages, including earliest and latest time of arrival and departure for the start and finish of each stage. On route you have to obtain 12 signatures at control stops (including the start and finish). The suggested timings usually allow you to make up time if you are behind and they are worked out with a 948 Herald in mind, so any club cars should be able to do the run in 48 hours.

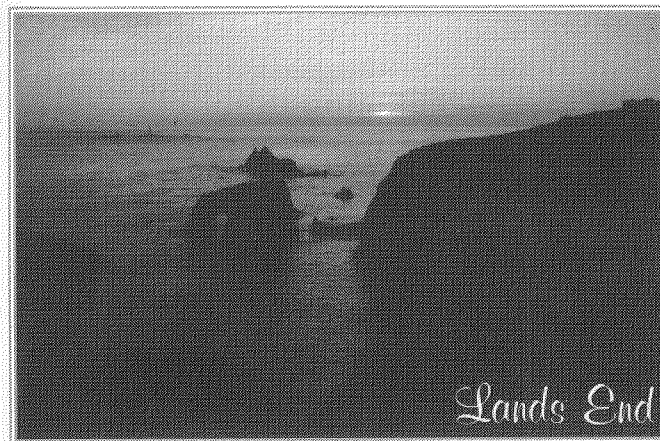
We own a Spitfire MkIV (ULT 922M) affectionately known as Mabel, which is our cherished pride and joy. She was purchased in 1985 in what was a rather tired condition. Since then she has undergone a full restoration and an almost ongoing process of repair and maintenance as you strive to improve and keep the car in good reli-



Postcards purchased at John O' Groats & Land's End during the run.

FANCY A SPIN LUV? PART 1 ROUND BRITAIN IN A WEEKEND

VICTOR & VIVIEN THOMPSON



able order. We take great pleasure in participating in many events throughout the year and have driven to Europe for both the Spitfire weekend in Holland and S.T.I.R. in Belgium. Though not what we consider a serious concours entrant, we have nevertheless had a fair amount of success among which have been Best Spitfire (original) at Stafford 1990 and Best Post 1970 Spitfire in Holland in 1990, 1992 and 1993. Though we are the first to admit our car is pampered, we also enjoy driving her and do so regardless of rain or shine.

Once we had committed ourselves to entering the event, realisation of what this involved started to dawn on us, 2000 miles in 48 hours. Was our car up to it, indeed were we up to it for that matter? All through this year as we have enjoyed the unusually good summer and many top down miles of motoring in Mabel we have somehow dismissed the impending date of the 7th October as seeming a long way off, but before long the end of September arrived and prompted us to urgently consider what needed to be done to get Mabel ready.

Every year in the spring we undertake a full service and check everything, problems are dealt with as and when they occur. Therefore, generally speaking there were no major problems anticipated. Victor double checked everything, changed the oil, oil filter, air filters, changed gearbox oil, checked the diff. oil level, oiled and greased the front and rear trunnions, checked and adjusted the timing and dwell angle, checked and balanced the carbs, flushed and changed coolant, checked and adjusted brakes. She did have a slight problem of a knocking UJ on the off-side drive shaft, which was cured by insertion of oversized circlips, courtesy of John Kipping. We reassured ourselves that everything that could reasonably be checked had been checked and the car was as ready as it could be.

We travelled down to London on Monday 26th September with

Annis and Peter to attend the drivers meeting at the Plough at Crews Hill in North London. The reason for this meeting was to go over the organisation of the run and talk us through the route. All the crews received their packs including route plan and stickers for the cars to identify them, advertise the run and the fact that it is in aid of Leukaemia Research. This also gave us opportunity to meet Derek Pollock the club secretary and someone who has taken part in every Round Britain Reliability Run. He went through the practicalities of the run eg., timing of the route, obtaining signatures at the various control points and general tips on taking part. For those who had taken part before this must have been a case of over familiar ground, however, as we were new to the event, we found this very informative and useful. Most seemed mindful of the challenge to both driver and car. One chap commented all he needed was a trailer with a spare car, just in case!

Well the big day was now approaching ever faster and so final preparations were being made. Annis and Peter were to attempt the run in their Herald 13/60 estate (Eric) and we had

decided where possible to stay together along the route. As the cars were reasonably comparable in engine size we thought staying together shouldn't be a problem. From experience Annis and Peter found it useful to use a CB radio to communicate between cars, they had their own radio and we borrowed one from Chris, Annis's cousin. (Chris was desperately disappointed not to

Most seemed mindful of the challenge to both driver and car. One chap commented all he needed was a trailer with a spare car, just in case!

do the run this time, never mind, year after next eh!). The radios were installed and we went over what spares we were going to take, obviously there is a limit to what you can take. There is also a limit to what you can do in terms of repairs as time is at a premium, therefore we limited the spares to the basics:- plugs, points, condenser, rotor arm, HT leads, bulbs, fuses, hoses, master / slave cylinder repair kits, various gaskets, fan belt, coolant for radiator, oil, brake and clutch fluid, basic tool kit, socket set, spanners, screwdrivers etc, and of course an emergency 2 gallon tank of petrol. We had decided to mount the spare wheel on a boot rack in order to provide more space in the boot.

Obviously we were going to be spending a long time in the car therefore, it was important to keep the interior free of clutter and only to take out of the boot what was needed between stops eg. drinks and snacks. Actually, minus the spare wheel it was amazing what we were able to fit into the boot. A coolbox containing drinks and food, a small bag held what basic changes of clothes we might need and we included our first aid kit. In the event of the worst happening we had our National Breakdown card handy so we knew we would get home safe, but of course we weren't going to need this - were we? So there we were, the car was cleaned, stickers applied (including a reflective sticker for the rear window to let



Annis, Peter, Vivien and Victor Before the Run.

other drivers know you are part or the run should you have difficulty). The car was fuelled and loaded with all the aforementioned items plus lots and lots of cassettes, we were ready, we thought!

Friday 7th October

After a leisurely breakfast we got ourselves ready then loaded up the car. We drove to Annis and Peter's getting there about 11.00am. At about 11.20 a photographer arrived to take some pictures for the South Yorkshire Times (the first of many photocalls). This over we set off for the Red Lion at Todwick, a village near Sheffield where we decided to have lunch and had arranged to meet the odd photographer or four. As we parked the cars in the car park a chap from the Star was already waiting for us. First he took pictures of Mabel and us, then brought in Eric, Annis and Peter, then we moved Mabel and he photographed Eric and his owners. When he left we went into the pub to find John Bates club member from our area who is a freelance photographer who was taking pictures for the Barnsley Chronicle and with him was a guy from the Dearne Valley Weekender, so it was outside again to pose by our cars with smiles fixed in place. After several poses of both couples with their respective cars and then all four of us with both cars we were just off to get lunch when another car pulled in, this one being the man from the Yorkshire Post.

As their paper was almost ready to go to print his space was limited and he took one picture of the four of us with Mabel. So after fixing our smiles in place for one last time (there were no more local

papers) we eventually got into the pub to have lunch.

We left Todwick at about 2.00pm and set off on the 170 mile trip down the M1 to London. Victor drove as Vivien was going to drive on the start of the run. The journey was quite uneventful, although the CB wasn't working as well as we had hoped. Annis and Peter could hear us but we couldn't hear them too clearly. We had no problem finding the Plough having been to the drivers meeting and the traffic wasn't too bad, so it took us about three hours to get there.

The car park was fairly large and there was a section set aside for us. With the banners all round and other people arriving for the run our excitement started to mount. The cars were arranged in the car park in order of engine size as the smaller engined cars were to set off first, so we found our allotted parking space and parked Mabel for the longest rest she was going to have for the next two days.

The first thing was to take our road book in to get the all important first signature. We had a look around some of the other cars that were already there, then we went in to have a light meal and try to calm our nerves. When we got back outside the car park was full and people were getting ready for the off as it was almost 7 o'clock. There was a photographer just inside the entrance to the car park

to photograph the cars as they filed past one at a time and out of the car park. The first off was a Courier van and then the Heralds including Annis and Peter in Eric. These were followed by the Spitfire 1300s first. After a brief pause in front of the banners for a photograph, past the chequered flag then waved out of the car park by a policeman, yes, this



The start of the run. Eric (Annis and Peter's car) and friends.

was it! After all the months of waiting and planning we were off! The evening was bright and cool and ideal weather for the event. However, the reality of it all still hadn't really sunk in, driving along the busy dual

carriageway of the A10 this could have been any one of many trips out in Mabel. The first leg of the journey (146 miles) took us to Blythe Services on the A1. This was as it happened quite uneventful. Annis and Peter made it past Grantham (which was as far as they got the last time they attempted the run in 1992), something of a psychological landmark for them, and we eventually arrived at Blythe at about 9.50pm. We felt some relief at having reached the first control point and were met by some friends and family of Annis and Peter's who had brought us flasks of hot drinks and scones to nibble as well as words of encouragement. Others were not quite as lucky as us. We saw one car with all of one side jacked up and Malcolm Liptrott appeared to be contemplating doing a bit of panel beating as his rear wheel arches were catching the tyres. Several people were checking oil levels etc. and Peter had Eric's bonnet up topping up the oil level, something he was to do at almost every stop.

Victor took over the driving as we rejoined the A1 to continue on what for us was familiar territory. As we neared the junction with the A635 we almost turned off as at this point we were only five miles from home and at 10.45pm our bed was beckoning, but we resisted the temptation and continued on our way. We stayed on the A1 up to Bishop Auckland where we joined the A68. This road was also familiar to us as we have travelled this way to attend the TSSC Camping Weekend on two occasions except this time we passed there and carried on to Corbridge which was the second check point 133 miles from Blythe. ★

TO BE CONTINUED...

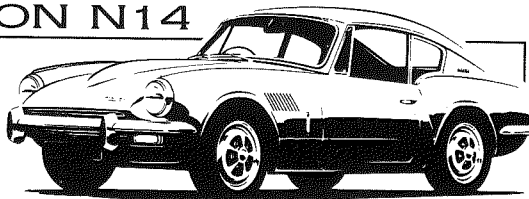
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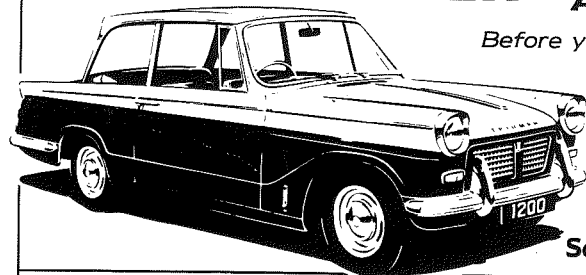
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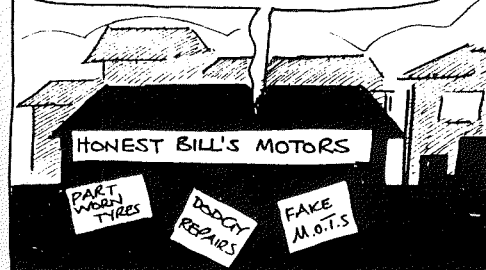
HIGH ST.

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TOMMY the Triumph

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ORDINARY BLOKE WHO LIKES
TO MESS WITH OLD CARS...



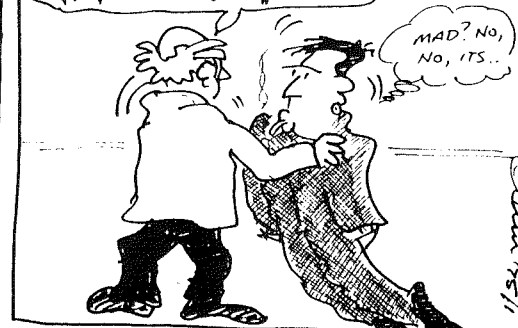
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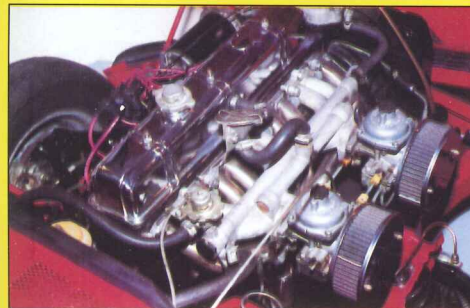
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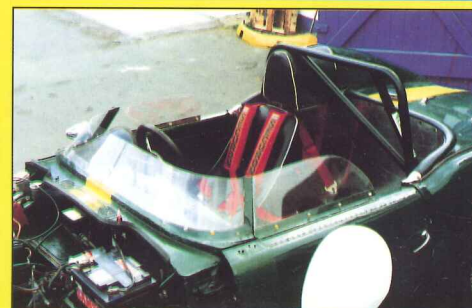
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