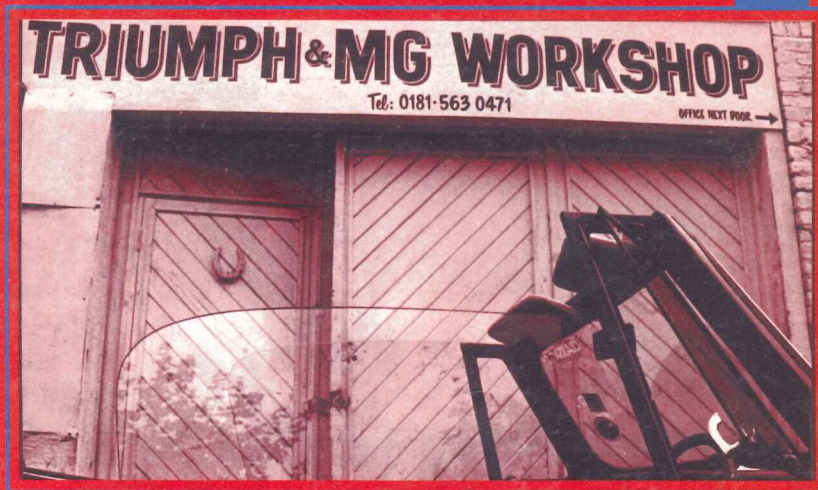




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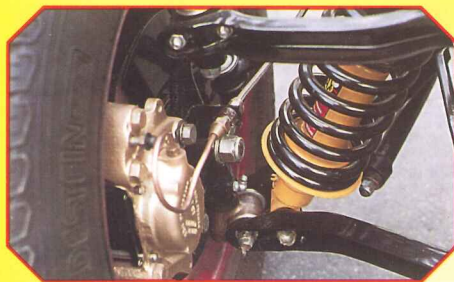


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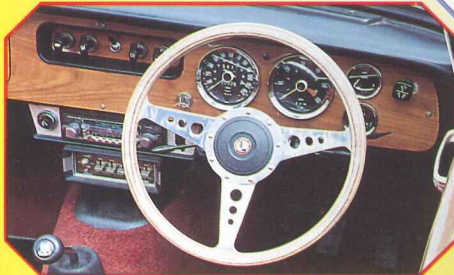
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THE COURIER

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB
Vol 16. No.184. October 1995.
Price £1.75 Free to Club Members.

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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:
Bond Equipe NJA 791G
picture taken at this
years Bond weekend.
Photo Bruce Pilbrough.

CONTENTS october 1995

| | |
|-------------------------------|----|
| Events calendar / Top Traders | 4 |
| Comment | 5 |
| Insurance Values | 7 |
| News Review | 8 |
| Cop shop | 9 |
| Vitesse Register | 10 |
| GT6 Register | 14 |
| Specials Register | 18 |
| Tourer's Talk | 20 |
| 13/60 Register | 22 |
| Bond Register | 28 |
| Spitfire IV / 1500 Register | 31 |
| Early Spitfire Register | 38 |
| Mike Harbar Spitfire | 42 |
| TSSC Offers | 44 |
| TSSC Regalia | 46 |
| Technical Tip | 51 |
| Swots Tour of France | 54 |
| Beamish Camping Weekend | 58 |
| Life with Zoe | 62 |
| Pen To Paper | 65 |
| Retro Rally Report | 70 |
| Run to Enniscorthy | 74 |
| Tommy the Triumph | 81 |
| TSSC Officers | 82 |

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

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)

TSSC ORGANISED EVENTS

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.

NOVEMBER

SUN 5th CADWELL PARK RACE CIRCUIT TEST DAY, Lincolnshire, Simon Hudson 01482 631727.

JULY 1996

SAT/SUN 13th/14th TSSC INTERNATIONAL WEEKEND, Stafford County Showground, Contact Club H.Q.

NATIONAL & LOCAL TSSC INVITED

OCTOBER

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

SAT/MON 14th/16th HERITAGE CONTINENTAL TO FRANCE, 2 nights in LAON. £99 per person, hotel/ferry inclusive.

NOVEMBER

SAT/SUN 11/12th NATIONAL CLASSIC CAR SHOW, NEC, Birmingham.

WEDS/THURS 15th/16th BAARC 15th ANNUAL BEAUJOLAIS RUN, closing date 31st October. Send SAE marked Beaujolais 95 run to Mandy Curley, BAARC Thrupton Circuit, Andover, Hants. SP11 8PN.

DECEMBER

SAT/TUES 2nd/5th "Le JOG" LANDS END TO JOHN O'GROATS RELIABILITY TRIAL. Contact, 01886 833505

MAY 1996

SUNDAY 5th MILLENIUM PROJECT PRESENTS THE BIG RUN - 96, £25 per car and occupants, 6 UK starting points, grand finish at NEC Birmingham during Classic & Sportscar Show.

JULY 1996

SUNDAY 7th THE GREAT NORTH WEST MANCHESTER - BLACKPOOL CLASSIC CAR RUN. Pre 1979 vehicles £50 per vehicle.

EVENT ORGANISERS, IS YOUR 1996 EVENT LISTED HERE? TO PLACE AN ENTRY CONTACT TRUDI 01858 434424

TSSC TOP TRADERS — OCTOBER 1995

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.

| | | |
|-----------------------------|---------------|------------------|
| 1. Sports Car Supplies | Newcastle | Parts |
| 2. Classic Triumph Services | Ruxley, Kent | Repair |
| 3. John Kipping | Coventry | Parts |
| 4. Triomph Engineering | Radlett | Repairs/Bodywork |
| 5. Cox & Buckle | Richmond | Parts |
| 6. Six Spares | Twickenham | Parts |
| 7. Andrew Stone | Derby | Parts |
| 8. Classic Sportscar W/shop | Southgate | Restore/Repair |
| 9. Louth Autobreakers | Louth, Lincs. | Parts |
| 10. Rimmer Bros | Lincoln | Parts |
| 11. P. J. Butler | Reading | |

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.

(Forms or letters without membership number cannot be considered, as the validity of correspondents is checked on a random basis).

"COMMENT"

Bill Sunderland

GLOBE TROTTING IN EUROPE

Just returned from the Spitfire Weekend in Holland and a few days looking at possible sites for an International Triumph meeting in Europe as reported last month.

The first and paramount change in Europe is the Tunnel, motorway to motorway in 58 minutes, equal to the time you spend waiting before loading a ferry. We did get through in under an hour safely. With trains complete with air suspension,

Traditionally, many Club cars now take a vacation throughout the remaining months of the year, this is the time for remedial work and assessment before the damp evenings begin. Cars in storage may be in for more damage than the cars that run throughout the whole year. If you park your car for the winter with water sodden bodywork, it will



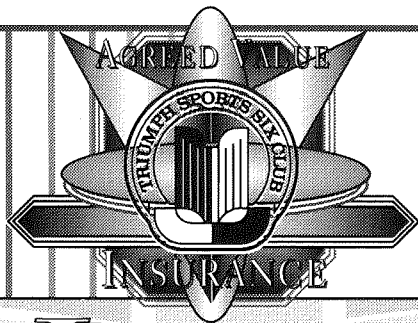
it is the way to travel. All ramps between carriages are being removed so there should be no damage whatsoever to your Club car. On the contrary, door to door collisions are a thing of the past and travel is in light and airy conditions. Our friends in Europe gave us a good weekend with weather that changed from a monsoon on Friday to spring-like conditions throughout the weekend. A new Standard Triumph European Rally will take place. Just watch this space for further details.

degenerate over the winter months, whereas in use air is kept circulating around the car which helps to keep it dry.

My point is this - storing cars requires some work and as with recent issues of the Courier, we will continue with basic car maintenance articles. Spend some time and thought before laying up your pride and joy.

The Club's workshops have now been revamped and work is now imminent on the Club's 1500 Spitfire. A precis and resumption of articles is now on the way.

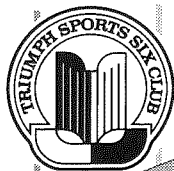
P.S. The TSSC headquarters, Lubenham is now a stockist for Triumph World Magazine. Purchase your copy when you next visit.



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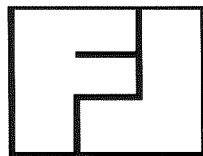
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CAR VALUES OCT 1995

| | BODY | PROD | CC/Cyls | Concours | A1+ | A1 | A2 | A3 |
|-------------------------|------|---------|---------|----------|------|------|------|------|
| Triumph Herald | sal | 1959-61 | 948/4 | 3000 | 2200 | 1400 | 600 | 250 |
| Triumph Herald | fhc | 1959-61 | 948/4 | 3500 | 2300 | 1700 | 1000 | 400 |
| Triumph Herald | dhc | 1960-61 | 948/4 | 4200 | 2900 | 1900 | 1200 | 500 |
| Triumph Herald "S" | sal | 1961-64 | 948/4 | 2800 | 2100 | 1500 | 800 | 350 |
| Triumph Herald 1200 | sal | 1961-70 | 1147/4 | 3200 | 2400 | 1400 | 700 | 300 |
| Triumph Herald 1200 | fhc | 1961-64 | 1147/4 | 3600 | 2400 | 1800 | 1100 | 450 |
| Triumph Herald 1200 | dhc | 1961-67 | 1147/4 | 5000 | 3800 | 2200 | 1500 | 700 |
| Triumph Courier Van | van | 1961-64 | 1147/4 | 3300 | 2700 | 1700 | 800 | 400 |
| Triumph Herald 1200 | est | 1961-67 | 1147/4 | 3500 | 2300 | 1700 | 1000 | 400 |
| Triumph Herald 12/50 | sal | 1963-67 | 1147/4 | 3300 | 2250 | 1600 | 1000 | 450 |
| Triumph Herald 13/60 | sal | 1967-71 | 1296/4 | 3600 | 2400 | 2000 | 1300 | 450 |
| Triumph Herald 13/60 | dhc | 1967-71 | 1296/4 | 5800 | 4300 | 3000 | 1800 | 800 |
| Triumph Herald 13/60 | est | 1967-71 | 1296/4 | 3800 | 2500 | 2200 | 1300 | 500 |
| Triumph Spitfire 4 | sp | 1962-64 | 1147/4 | 4700 | 3800 | 2500 | 1500 | 700 |
| Triumph Spitfire II | sp | 1965-67 | 1147/4 | 5000 | 3800 | 2700 | 1600 | 700 |
| Triumph Spitfire III | sp | 1967-70 | 1296/4 | 6200 | 4300 | 3400 | 2000 | 600 |
| Triumph Spitfire IV | sp | 1970-74 | 1296/4 | 5300 | 4300 | 3200 | 1800 | 700 |
| Triumph Spitfire 1500 | sp | 1975-78 | 1493/4 | 6400 | 4600 | 3700 | 2400 | 800 |
| Triumph Spitfire 1500 | sp | 1979-81 | 1493/4 | 6800 | 4700 | 3800 | 2400 | 900 |
| Triumph GT6 Mk I | fhc | 1966-68 | 1998/6 | 6800 | 4600 | 4000 | 2000 | 800 |
| Triumph GT6 Mk II | fhc | 1968-70 | 1998/6 | 9000 | 6700 | 4900 | 2700 | 1100 |
| Triumph GT6 Mk III | fhc | 1970-73 | 1998/6 | 10,000 | 7300 | 5000 | 2700 | 1100 |
| Triumph Vitesse 1600 | sal | 1962-66 | 1596/6 | 4800 | 3200 | 2600 | 1300 | 500 |
| Triumph Vitesse 1600 | con | 1962-66 | 1596/6 | 5300 | 4100 | 3000 | 1600 | 600 |
| Triumph Vitesse 2L MkI | sal | 1966-68 | 1998/6 | 4800 | 3200 | 2600 | 1400 | 600 |
| Triumph Vitesse 2L MkI | con | 1966-68 | 1998/6 | 7200 | 5300 | 3500 | 1900 | 800 |
| Triumph Vitesse 2L MkII | sal | 1968-71 | 1998/6 | 5800 | 4300 | 3400 | 1800 | 700 |
| Triumph Vitesse 2L MkII | con | 1968-71 | 1998/6 | 9000 | 6400 | 4200 | 2200 | 900 |
| Bond GT 2+2 | | 1963-64 | 1147/4 | 3000 | 2600 | 2200 | 1400 | 600 |
| Bond GT4S | | 1964-67 | 1147/4 | 3000 | 2200 | 1900 | 1200 | 500 |
| Bond GT4S 1300 | | 1967-70 | 1296/4 | 3300 | 2700 | 2400 | 1350 | 550 |
| Bond Equipe 2L | sal | 1967-70 | 1998/6 | 3600 | 3300 | 3000 | 1500 | 650 |
| Bond Equipe 2L | conv | 1968-70 | 1998/6 | 4000 | 3700 | 3500 | 1800 | 800 |
| Amphicar | | 1960-63 | 1147/4 | 12,000 | 8000 | 5000 | 2500 | 1000 |

Convertible GT6's: Valued at Spitfire 1500 prices, only on proper conversions otherwise Mk IV Spitfire prices.

Fibreglass panels: Highest value A1 in car category (except Bonds!)

N.B. - Definitions (i.e. Concours, A1+, A1, A2, etc.) as per Valuation Form.

- Original, low mileage, one owner, known history cars, will always attract higher value than restored examples.
- Values above are averages.

NOTES ON COMPLETING THE VALUATION FORM:

- ★ See guide to car Values. These are averages but may help to provide an indication of your car's value.
- ★ Please note that car values rarely reflect the amount spent on restoration or major repair work. Always quote a realistic replacement/ market value.
- ★ Please ensure only good quality photographs are used.
- ★ You may describe your car as A1+/A1 OR A1/A2 or A2/A3 This would be appropriate where, for example your car meets the A1 criteria in all respects except perhaps for mileage and history.
- ★ Please ensure you state the full date of registration from your vehicle registration document (i.e. day, month, year).
- ★ Where you are enclosing numerous photocopy invoices, please state on the form the total amount spent.
- ★ Refunds are not generally available once Valuations have been issued.

N.B. Your car is not Agreed Value covered until the Valuation Certificate is signed by a Club Official.

NEWS REVIEW

GT6 Register SECRETARY

Our new GT6 Register Secretary Chris Swales has asked me to make an appeal on his behalf to all GT6 owners in the club to forward on to him IVR'S and car details as at present he has no records of this nature at all. send any details to

Chris Swales,
1 Blackbird Road,
St Athan, Barry,
South Glamorgan.
CF62 4NL.

CHAMPIONS GALORE

One of the greatest drivers of all time, Stirling Moss, will be the official guest and open The National Classic Motor Show on Saturday 11 November 1995 at the NEC.

He will be surrounded by champions of different sports; the Jaguar Drivers Club are presenting their 'Champion of Champions Trophy' to the overall winner of their year long competition. All area champion cars will be on show including the winners so far, a 1954 Jaguar MkVII, 1951 Jaguar XK120 and a 1977 Daimler Coupe.

Classic American Magazine who are also organising a

'Champion of Champions' will be presenting their award at the show. Their area winners so far include a 1972 Chevrolet Camaro, 1964 Ford Mustang Convertible and a 1961 Ford Thunderbird.

On the Saturday before the Show, 4th November, there will be a 'Centenary Run' of 100 cars spanning 100 years. The 'Run' will start in Coventry and go via the NEC to Centenary Square in Birmingham. This exciting run is sponsored by the Birmingham Evening Mail who are organising to see which car of the 100 the public think is best. The winner will take pride on their stand at the show.

The National Classic Motor Show is promoted as the 'Friendliest Classic Car Show' supported by real enthusiasts who are members of classic car clubs. These club members are being offered a discount for pre-purchased tickets if they ring the hotline number, 0121 767 4767 and will get £3 off the adult entry fee of £7.50.

The World Land Speed Record

Richard Noble, the fastest man on earth, will be presenting an illustrated lecture on 'The World Land Speed Record' at the King's School, Ottery St. Mary on Friday, 24th November 1995.

He has held the World Land Speed Record since 1983 when his car 'Thrust 2' attained a speed of 633.468 mph breaking the record previously set in 1970 by an American, Gary Gabelich. Richard Noble is currently heading a team which aims to produce the first ever supersonic land speed record. His latest project, 'Thrust SCC', is at an advanced stage and it is expected that the construction of the supersonic car will be completed in time for a record attempt to be made either in the U.S.A. or Australia, in the spring of next year. The driver on this occasion will be Flight Lieutenant Andy Green, an R.A.F. pilot.

The lecture is being organised by the Ottery St. Mary Lion's Club and the proceeds from the event will go towards the organisation's many charitable funds.

Tickets, priced £7.50, can be obtained by telephoning
David Rickard on 01404 41378.

THURROCK COLLEGE

VEHICLE RESTORATION

If you are interested in restoring an old car, but do not have the facilities or perhaps confidence to undertake the work at home, why not join one of these evening courses. These courses will give you the opportunity to restore your vehicle in a fully equipped workshop under the close supervision of an expert. As well as gaining practical experience, you can

enhance your knowledge of motor vehicle technology generally.

At Thurrock they run courses to cater for many groups of people, including senior citizens, shift workers, housewives and the unemployed, all of whom enjoy the relaxed informal style of these courses.

COURSE CONTENT

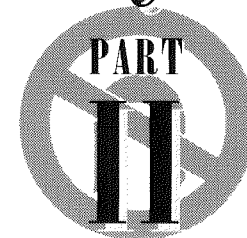
| | |
|---------------------|-------------------------|
| Fabrication methods | Welding techniques |
| Panel beating | Corrosion repairs |
| Body soldering | Accident damage repairs |
| * Colour matching | * Paint repair methods |
| * Vehicle spraying | * Spraying techniques |

*** only available on certain evenings**

Courses start week commencing 11th September 1995 for 36 weeks,

If you require any further information, please contact them on **01375 362672.**

Motorway Rules



MOTORWAY BREAKDOWN PROCEDURES

Many of us use motorways on a regular basis and since last month we all know the regulations; but how many of us know what to do if we breakdown on a motorway.

After all it is, hopefully, the most eventful thing that may ever happen to any of us on a motorway.

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

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

Next to where you have broken down (or at least within 50 metres) there will be a white post about 1/2 metre high (they are 100 metres apart). On the post you will find a series of numbers which represent the exact location of the post, and a picture of a telephone handset with an arrow. The arrow points in the direction of the nearest emergency telephone. The telephones are about a mile apart so that you should

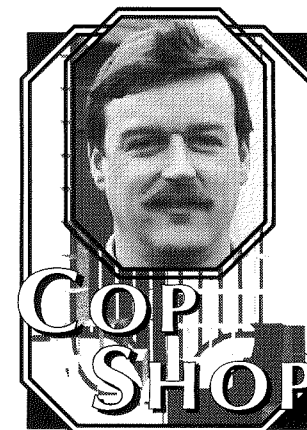
not need to walk more than half a mile to get to one. Sometimes they are closer.

Once you pick up the telephone you will have a direct line to the Police Motorway Control. The Police will answer the telephone and take details of where your car is, you, your car and the nature of the breakdown. If you are a member of a motoring organisation they will be called out for you, if you are not you may call a friend or relative (or member of the Self Help Scheme - **ALWAYS** carry your Membership Handbook). If there is no one to help you, the Police will call their nearest authorised garage, but you will be liable for their cost.

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

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

If you stop on a motorway for any reason use the motorway telephones - do not wander off the motorway looking for a telephone and only use a mobile phone if you are unable to walk to the



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

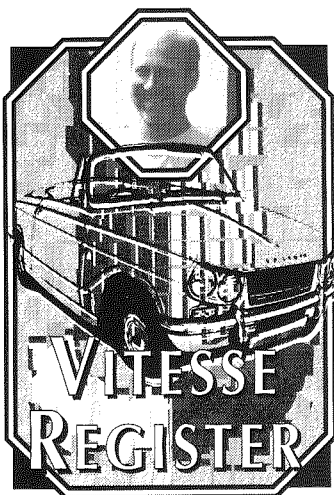
If you are within a road works area the emergency telephones may not be working, there will be signs displayed to that effect. If you break down, stay in your vehicle and a Police Patrol or free break down service will find you.

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

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

If you have any queries or topics regarding road traffic legislation write to
Mike Crewes,
112 Blackmoor Wood, North
Ascot, Berkshire SL5 8EN.
Please enclose a stamped addressed envelope ★

MIKE CREWES



**H!!....
WOW!
Still in this
heatwave (whilst
writing this)....
how guilty and
jealous I feel....
how I wish I had
been more strict
with myself, and
perhaps I could
have had my
convertible on
the road – what
a summer for
convertibles!....
I'll get mine on
the road for next
summer....
(or will I?), it's all
down to time and
priorities (I have
completed my
double glazing
now) and it's that
thing called work
.... such an
inconvenience!...**

So to make myself feel worse I will start this October Register with a local convertible owned by Jo Old of 'The Masons Arms' (Camelford, Cornwall), super pub, super Vitesse, lunatic lady! see rear view of Vitesse and Jo the Vitesse is the one on the left, MFJ 152F finished in Royal Blue, in MkII guise, it did actually begin life as a saloon (according to the chassis plate), but whatever its pedigree it's on the road, used and loved as all Vitesse should be (and ladies for that matter!) Jo previously owned a red MkII convertible 'Goliath' who sadly over a period of time took a turn for the worst Jo's new acquisition is going to be given a little more tender loving care isn't it Jo? (or you will be in big trouble) What did



I say at the beginning of this Register? well a few days later update we seem to be experiencing a monsoon season here in Cornwall farewell summer rain, rain

so I pose the question what are the correct / original wiper fitment for the Vitesse? Wipac or Trico and what size? my MkII is fitted with 11 inch Tricos and they work perfectly but as you will all realise the wipers must be one of the most changed / replaced bits of kit on our cars and it is nice to know what should be there.

Another question I'm looking for a pair of overtaking mirrors to fit to my saloon, but I certainly don't want to fit wing mirrors on the bonnet (one of my pet hates I think they spoil the wonderful lines of the bonnet) or drill the doors for door mirrors so what are the choices that I am left with? I have attempted to fit a

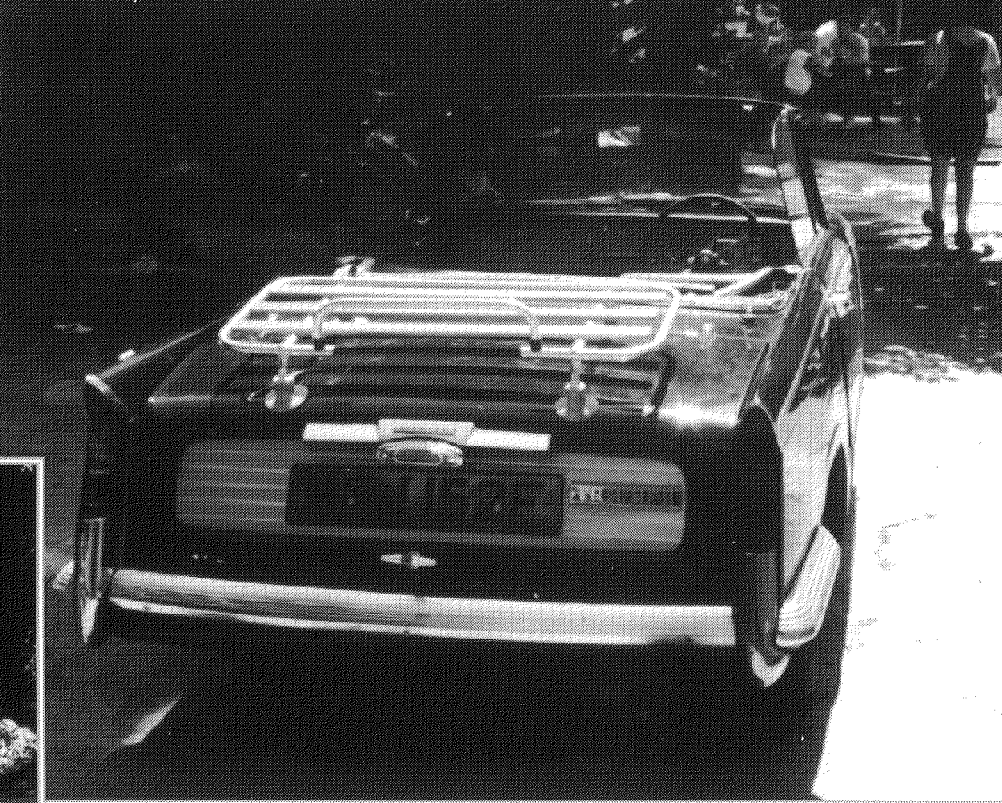
black plastic 'Raydot' type, but due to the fact that I have new window channels, with the mirror fitted the window will not wind up! the mounting bracket is too thick to allow it to be fitted to the quarterlight glass,

and when fitted to the front guttering it either fouls the door when opened or points somewhere into the central

Crankcase breather valve some models are fitted with a crankcase breather valve of the type shown in Fig 5:13 and the oil

diaphragm, the valve and the spring from the body, wash the components in methylated spirits (not mineral solvents) and if they

Jo Old's Royal Blue Mk. II Vitesse.



reservation any ideas? Do you know of a good quality, suitable bolt on type?

The aforementioned Jo let me have a rather well used owner's handbook, called Handybook 90 by Kenneth Ball, it's rather nice in its typical 70s style, simple line drawings with basic servicing information I've reproduced one below as an example it's an excellent little book if you can get your hands on one (Herald-Vitesse 1959-71).

filler cap on the rocker gear cover embodies a non-return valve, the breather valve allows the fumes in the crankcase to be fed into the inlet manifold and burnt in the combustion chambers. If the valve mechanism becomes ineffective due to oil sludge and dirt the engine breathing system will be impaired. The valve should be dismantled, cleaned and inspected and the oil filler cap should be removed to inspect the breather hole and gasket. Disconnect the two breather hoses and detach the breather valve from its mounting bracket, to dismantle, take off the clip and separate the cover, the

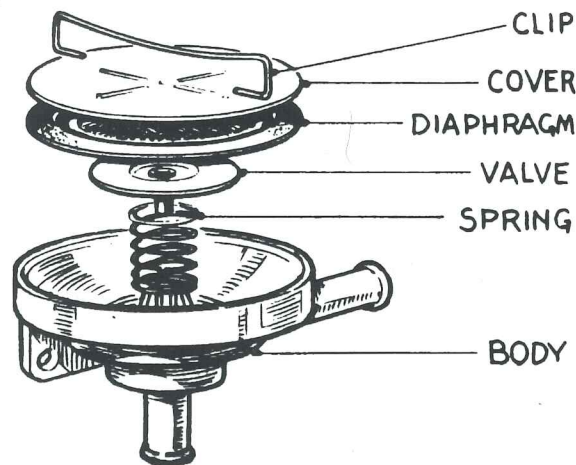
are serviceable, re-assemble them in the order shown in the drawing, renew parts that are defective, paying particular attention to the diaphragm, inspect the breather hoses and make sure they are clean and serviceable. Remove the oil filler cap and ensure the breather hole is unobstructed and the gasket is in good condition.

A couple of points here the diaphragm rubbers are available, but due to the special soft rubber are relatively expensive at £6.46 (including VAT from Six Spares)

and the top cover should have a plated finish to be as it started life (not painted black, as mine is)

You may have forgotten but I have mentioned in the past that I do hold a list of cars / parts wanted and for sale so if you are searching or selling I'm only too willing to give a hand to find your Vitesse a good home or try to locate that elusive part which brings me to ask anyone have any convertible sun visors for sale? And I have a previously featured Courier front cover Vitesse (August 1994) on my For Sale list, a very tidy Mk1 2 Litre saloon finished in Wedgewood if I had the money!!

Fig 5:13



I have to be strong!!

And finally I'll leave you with a photograph of a repaired half shaft belonging to Bryan Foster (Crumlin, Northern Ireland), it broke on his 1600 saloon en-route to Stafford he was determined to get there (a second hand one was purchased at Stafford) it was quite a neat welding job John!! The first one I have ever seen welded! (thanks to Lewis for the photos) it must be the way you drive her Bryan!! What can I say?

Thanks

take care

cheers

P.S. Don't Forget. There is an open invitation to all, to attend the 'Beeny Bonfire' on November 4th (Sat). Entrance fee to be contributions of fireworks, arrive any time after 3pm (bring your own drink please). Camping available on lawn. Drop me a line with numbers, or phone Sandra Cooper, Cornwall A.O. for details on:

01289 718153. ★

Brian Foster's repaired half shaft.



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| | |
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| Rear wings (lower) | £68.00 |
| Rear centre valance | £39.00 |
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|------------------------------|---------|
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| Door Furflex, GT6, each | £18.00 |
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| Moulded carpet set, Spitfire | £139.00 |
| Glove boxes each | £11.00 |

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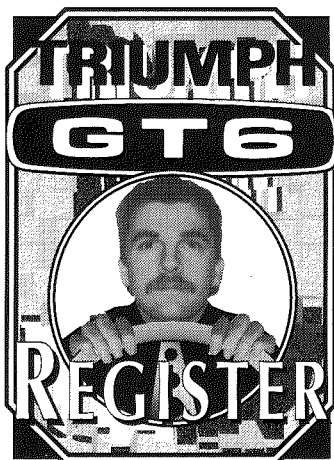
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ANGLIAN TRIUMPH SERVICES - KEEPING YOUR TRIUMPH ON THE ROAD



Let me introduce myself, my name is Christopher (Chris for short) Swales, I have taken over as GT6 Secretary.

I have been a member of the Triumph Sports Six Club for the past two and a half years and was elected as Area Organiser for the South East Wales area in December 1994, during this time I have organised a Welsh Weekend, quiz nights and an Easter family day out.

I purchased my first GT6 MkIII non rotoflex in 1993, when I promptly set about a complete nut and bolt restoration, stripping and refurbishing rather than renewing, due to a tight budget. I therefore have an insight into rebuilding the car from the ground up on a tight budget and also having other work commitments.

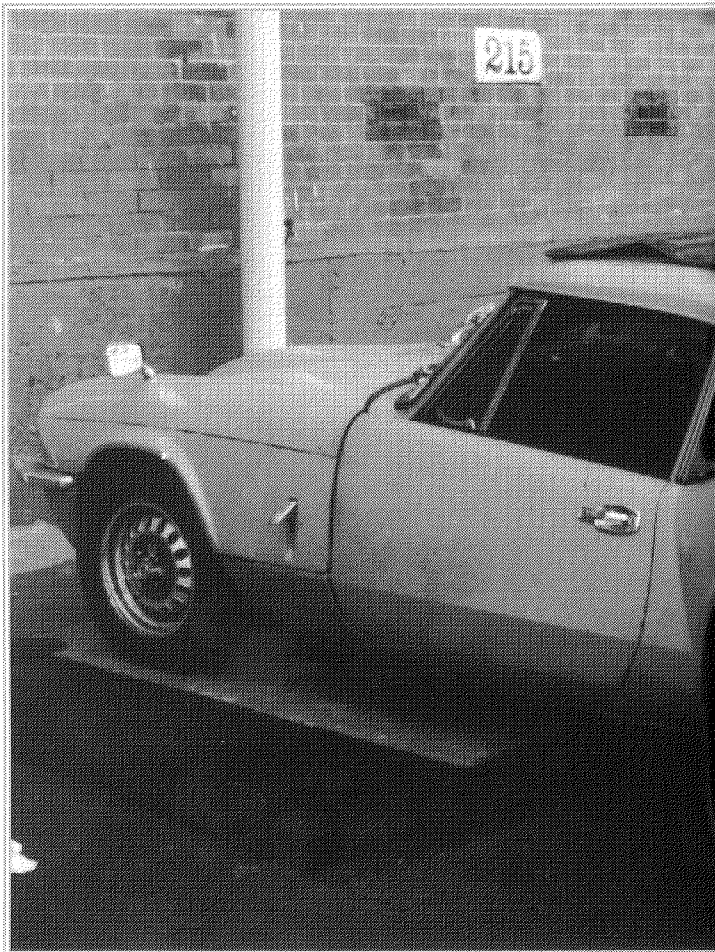
As for employment, I have been employed by the MoD for the last nine years as a General Technician, this has involved the manufacture of aircraft

components from flat sheet using shrinking, stretching, bending and wheeling techniques.

I also have experience in production of aircraft pipelines (which are very similar to brake pipes) from aluminium, copper and stainless steel. I have also

however my past experience, skills and expertise has proven to be very useful and some of my members have contacted me on numerous occasions for help and assistance.

I have also had some CAD experience which some



been involved in welding, ranging from Oxyacetylene, Arc (stick), Mig, Tig welding of mild steel.

Believe it or not my experience also extends to turning most materials, although this has little use to the home car restorer,

members may think has no use for the post of GT6 Secretary, although this has been proved in the past, to be of great use in the production of drawings for the GT.

I have given a little thought as to articles that I would write

and I have vaguely outlined the areas that will be covered for the first nine articles and reasons for each.

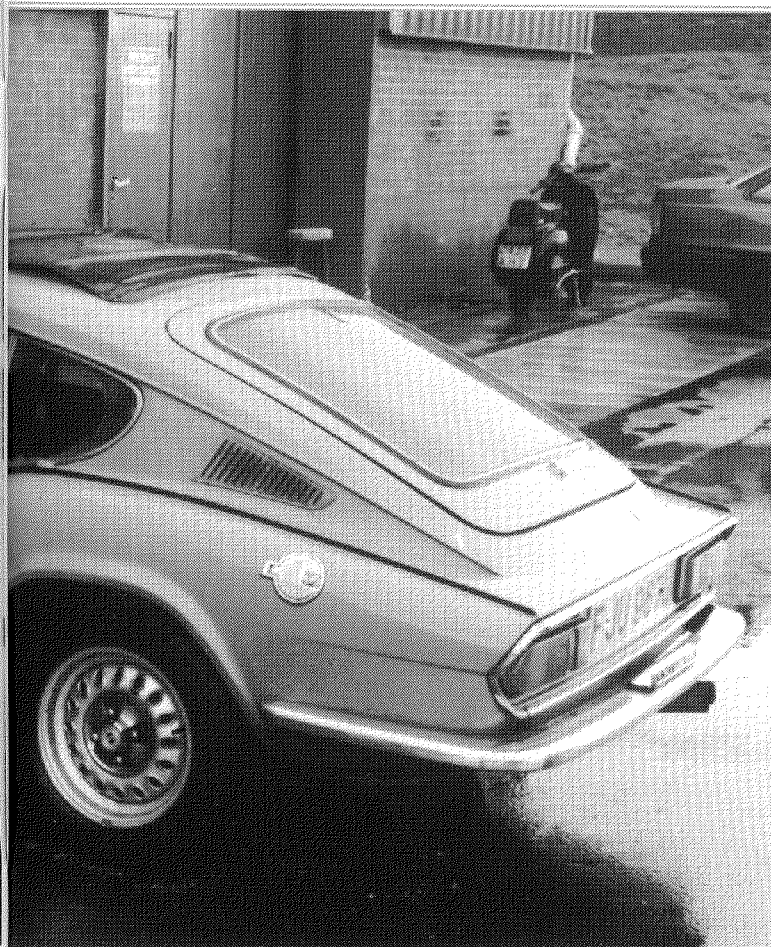
ARTICLE 1.

Introduction to the GT6. This is so that members get a brief insight into all the variations

times out of ten, they listen more when they hear other peoples stories.
So let's have your stories.

ARTICLE 3.

History of the MkI and production figures leading up to the introduction of the MkII.



Many members wish to do more themselves in the restoration of their car, rather than paying garage fees. This will give them an insight to tips and pointers.

ARTICLE 5.

The history of the MkII and production figures and improvements made. More history lessons.

ARTICLE 6.

GT6 and sheet metal working. The forming of simple shapes and techniques behind more complex shapes (again more tips and pointers for those wishing to do complete restorations themselves).

ARTICLE 7.

History of the MkIII production figures leading to the demise of the GT6. More history lessons.

ARTICLE 8.

A tale of woe – the story of a GT6 that went to the great scrap yard in the sky. Horror stories of those aging cars left unattended, and the cowboy repairs.

ARTICLE 9.

Servicing your GT6. Getting your car ready for summer,

If you have any letters, photos, stories or any questions, please send them to me at the following address, alternatively you may telephone me on:

01446 794 588

(between 6pm – 9pm.)

1 Blackbird Road,
St Athan, South Glamorgan.
CF62 4NL.

(Please send SAE for replies). ★

of GT6s. Lightly skimming the surface on each model.

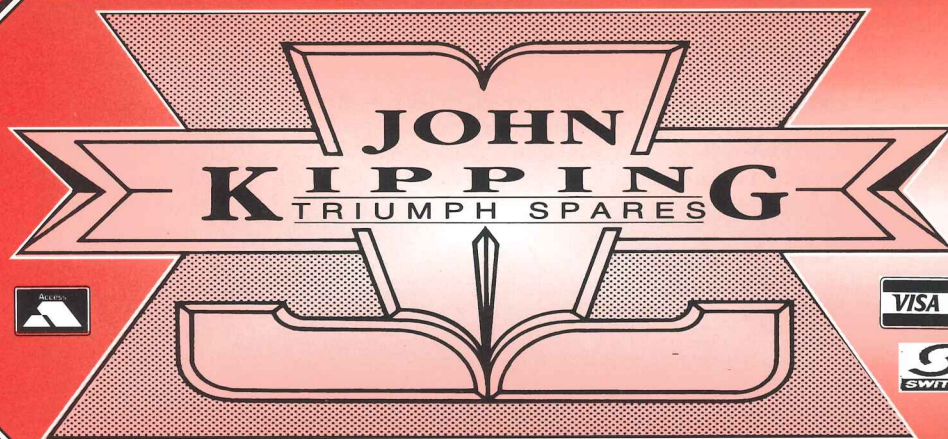
ARTICLE 2.

So you want to buy a GT6. Points to pay particular attention to when buying a GT6 (members may feel this may have been said many times before, but nine

Enthusiasts always want to know how their car first originated and a history lesson always helps those quiz nighters.

ARTICLE 4.

Preparation and techniques for welding your car – using gas, Mig and stick.



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HERALD VITESSE SPITFIRE GT6

SPECIALS REGISTER

SPECIALS DAY PART 1

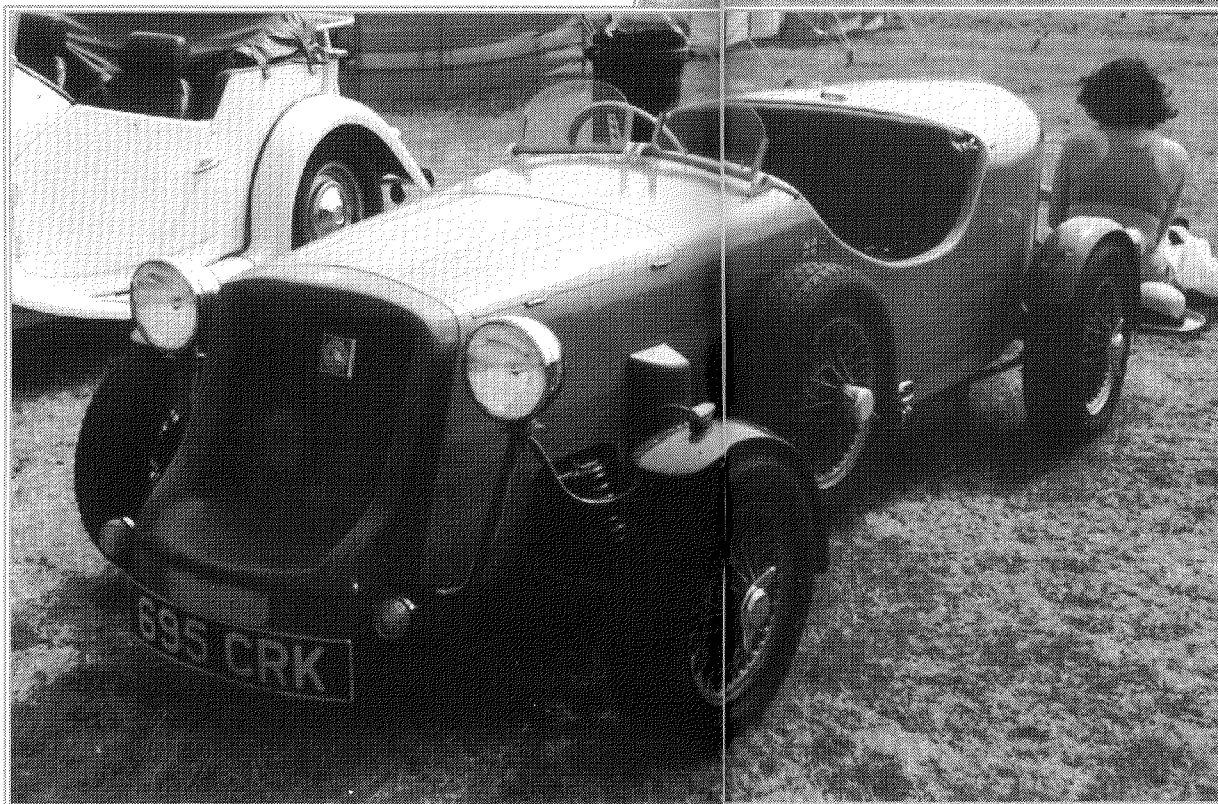
ours but it turned out later that the concours judges thought it was better. Still, we're not bitter (it had Vitesse bumpers for goodness sake!).

I took the Moss to join the other Kits and Specials in the display area set out by the hard working organising team. The turn out of Specials while not astounding in quantity made up for this in quality – some real treats. Due to various technical, photo-journalist type problems I'm not going to tell you about all the interesting cars this month, hopefully I will over the next few Registers. What I do have for you this month is a couple of pics and a very brief profile of one particular car that graced the event. This wonderful example of the art of Special building belongs to two enthusiastic young members, Chris and Emma James from Hertfordshire.

The Anglia Triumph Show incorporating the National Specials Day has come and gone. A glorious sunny day it was too, in fact rather too hot for yours truly.

For me personally the whole weekend was hectic, getting the four of us from Surrey to Cambridge for a 10'o clock Sunday morning start was quite a feat of logistics. I reckoned that a two and a half hour trip, four up, plus baggage in the Moss would be just too much of an adventure. We toyed with sending part of the party by train but worked out that it would be cheaper to take two cars. A good excuse to take the Herald as well as the Moss!

We arrived at the field half an hour after the official start to find an already healthy number of cars. Jackie parked our Herald next to its almost twin, another red 13/60 convertible. Actually I thought this other Herald was in almost as good a condition as



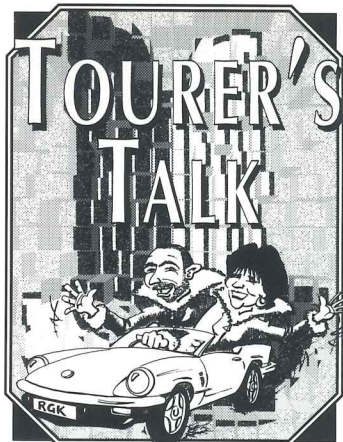
The car is known as the Cawthorne Special with a body made entirely of wood. According to Chris and Emma it was built in about 1965 on a Spitfire Mk1 chassis by a shipwright from Devon. As you can see from the photos the car is a lovely shape and I can assure you the quality of the body is superb – altogether a great piece of work. When conventional cars start to lose their shine their owners are faced with such choices as two-pack or cellulose, not for the Cawthorne Spitfire. It is currently finished in clear varnish but Chris and Emma are considering taking up an offer from a friend to French polish the entire body.

That should be something to see.

This car serves to illustrate the boundless variety of uses the Herald and Spitfire chassis have been put to over the years. As I have suggested before I am certain that Heralds have been rebodied in some shape or form since the very start, in 1959. I regard this as a tribute to the Herald and its subsequent 'official' offspring.

A footnote on the Cawthorne Spitfire, despite having obvious similarities with a boat, Chris and Emma never take it out in the rain – because it's got no protection for the occupants. Come on guys!

I bet the car is just dying to get properly wet. ★



October is, apart from those of us that own fully winterised touring caravans, the end of the camping season.

Looking back on 1995, it seems that almost every area has run their own camping weekend, those which I have attended have been well organised and enjoyed by all those there.

I have no doubt that the 1996 Events Calendar will again be crammed full of both camping weekends and events with camping available, this really does seem to be a growth area within the club.

Now here is a chance for all you Event's Organisers to let everyone know how good your event is.

Let me know how many people attended your event this year, how much bigger and more successful it was than 1994 and what changes if any are planned for 1996. That's all I need, put on the back of a fag packet if that's all you have and I shall publish the collated information in the

WINTER DRAWS NEAR

January issue of Tourer's Talk.

Obviously there is a finite number of events any one individual can attend and this may help to ensure that yours is one of those events. I need this information by the end of October, so get cracking.

This month's article is a seasonal one, because of the subject matter I have gone outside the club for assistance and my guest writer is Mike Jones of Michael Jones Caravan & Camping of High Wycombe.

WINTER DRAWS NEAR

With the approach of winter our minds turn to maintenance and the laying up of our caravans and trailer tents.

The points to consider are Security, Maintenance and Prevention of and Deterioration over the winter months.

Security is becoming an increasing problem with the number of caravan thefts increasing daily, a good wheel clamp such as the BULLDOG HD is probably one of the best on the market retailing at around £80, also it is worth considering a Hitch Lock for that added piece of mind but the best security is to store your caravan or trailer tent out of sight if possible, so that it is not visible from the road.

Your caravan or trailer tent should be serviced every year as a matter of course, with special attention to the three safety areas:- running gear, braking, bearings, chassis, suspension, wheels and tyres, gas systems, leak and pressure test system and appliance check. Mains 240v, test and check all of your circuits.

These are just highlighted items and a full service is naturally a lot more extensive.

When you put your van away, the points you should pay attention to are drain water system to prevent frost damage to pipes and appliances, ensure adequate ventilation to stop condensation build up, eg, turn upholstery on its edge so that air can circulate around it. Ensure all floor vents are secured so that you do not get any small four legged (or more) visitors.

Jack up the unit to take the weight off the tyres, please note the corner steadies are not suitable for taking the full weight of the caravan. Cover hitch assemblies with an old plastic carrier bag or polythene.

Trailer tents canvas should be bone dry before they are stored away, if there is any damp, you end up with rotten canvas.

Although seals may appear to be water tight, driving rain can be forced through rubber seals so it would be a good idea to cover with polythene sheet or a trailer cover.

These are some of the basic points to bear in mind but for fuller information call in at your local caravan or camping dealer.

My thanks to Mike, ignore what he says at your peril!

Please send all articles (with photos if possible) and letters to:

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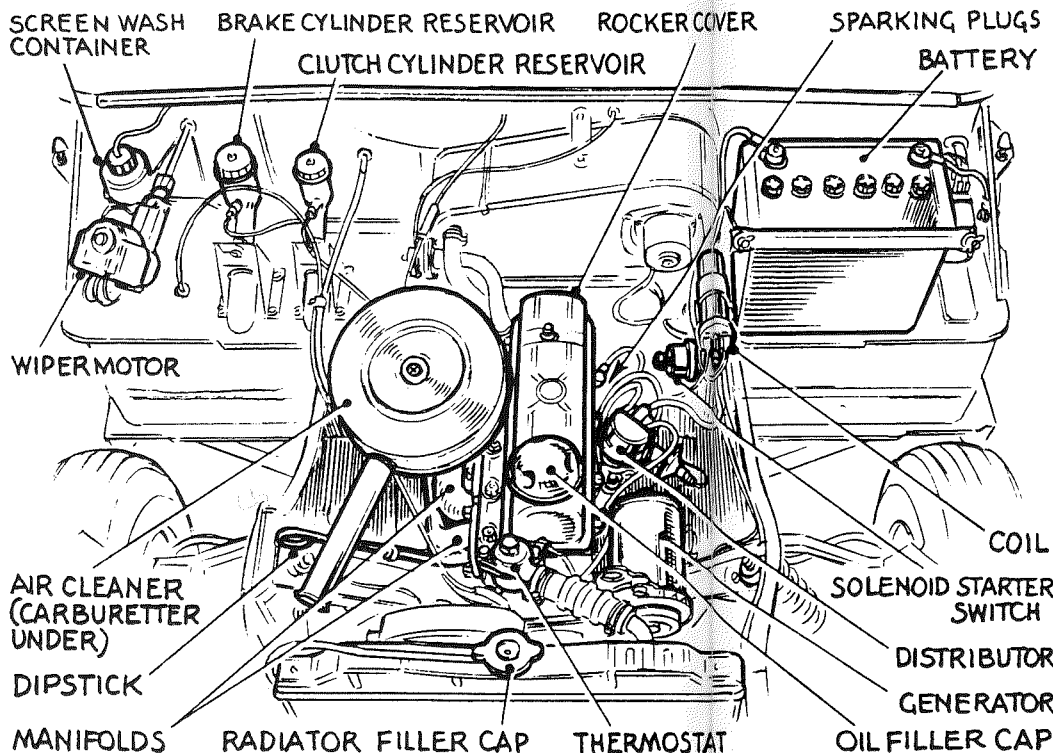
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My Triumph related experiences in the month of August: Firstly, giving that nice Canterbury crowd a ride round the Chatham Dockyard in our old Routemaster bus during the classic car show there (that's why I wasn't at the National). I also caught sight of the good old TSSC Courier van in Swansea, who owns this vehicle now?

But the highlight was undoubtedly a ride in Dave Chapman's Amphicar, dipping the headlights as he calls it. It's amazing the amount of attention that car gets as it 'drives' down the river. A wonderful experience. Many thanks, Dave, and



congratulations to you and your wife on the birth of little George. I bet I know what his hobby's gonna have to be when he grows up!

A correction to last month's article: LBC means various 'Little British Car', 'Large British Car' or 'Little British Convertible' etc. Lucas doesn't come into it. However, the overall fan club, if I may call it that, is called SOL which stands for 'Scions of Lucas'. 'Scion' I assumed would be rude but it apparently means either a shoot of a plant (for grafting) or a descendant or younger member of a (noble) family.

Another amusing snippet from the Internet, reproduced with permission from its author Berry Kercheval, concerns the symptoms of something known as shipwright's disease which, in LBC terms, goes something like this:

'The glovebox light is out, I'll just replace the bulb, but look, the contacts are a bit corroded, so I better put in a new socket. To do that I have to pull out the glovebox itself and look here! the heater is leaking. I'll just pull off the leaking hose and whoops! the core is rusted. Off with the dashboard, out with the heater core, and oh my, there's rot in the fire-wall. In the engine compartment, I take out the battery to see the rot, and I can't weld the patch on it without taking out the engine, so out with the hoist. While the engine's out I might as well rebuild it, and the transmission and clutch and I noticed that the shocks are shot, so off with them, and the suspension bushes have seen better days, but

look! The spring tower's cracked, so I have to weld it, but I can't get at it without removing the body, so . . . so replacing the glovebox bulb led to a frame-up restoration. Some of you may think I'm making this up. I made up only the specific details of this case. I'm sure many of us have this disease. Perhaps it ought to be notifiable.

As promised, this month I'll begin my guide to servicing your Herald. Since this series of articles is aimed primarily at those of you who are not too familiar with the goings-on under the bonnet. I thought it would be appropriate to start by trying to explain, in very basic terms, the major systems in your car and why regular servicing is necessary. I hope that you will learn enough to be tempted to have a go yourselves, at least at the simpler tasks. I hope this approach meets with general approval and that more experienced owners do not get too bored!

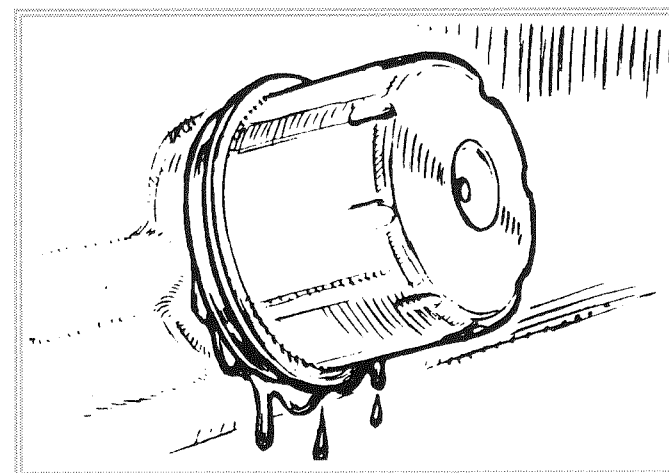
LET'S START UNDER THE BONNET

Your engine needs lubrication in order to give a long and reliable service life. The main job of the oil is to provide a very thin slippery film between metal bearing surfaces to keep them apart because metal to metal contact will cause rapid wear. Engine oil is a complicated mixture of oil and additives designed to give good performance over a wide range of temperatures. In fact the additives account for about one quarter of the volume of the oil and include viscosity improvers (ie, help to keep the oil at the required thickness), anti-oxidants, detergents and corrosion inhibitors. Don't worry about what these things actually do, but it is safe to say that over a period of a few thousand miles, these additives degrade and gradually have less effect. In addition, the combustion process results in a build up of very nasty carbon products in the oil. Friction can never be eliminated completely and increases when the oil degrades so there is also an accumulation of microscopic

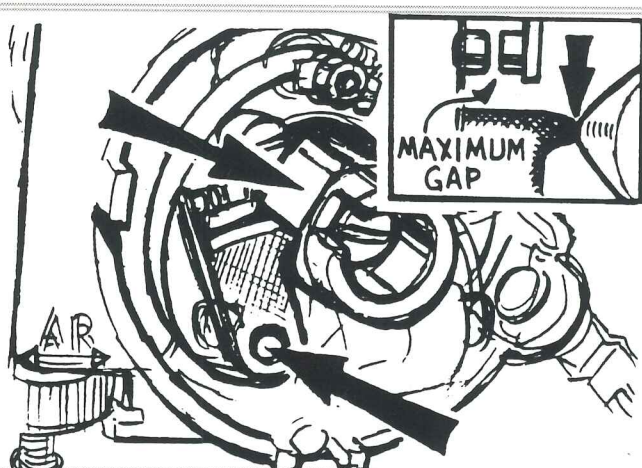
metal particles from all the bearing surfaces. The oil filter does its best to remove particles over a certain size, but the very small ones continue to circulate. Over a period covering many thousands of miles, the filter will eventually block up completely and a by-pass valve will open. When this happens, all the suspended particles will circulate and the wear processes will accelerate.

Therefore, it is necessary to replace the oil and the filter at regular intervals to maintain the engine in peak condition. The recommendation for your Herald amounts to changing the oil every 6000 miles (10000km) and the filter every 12,000 miles (20000km) ie, every other oil change. More frequently if you do a lot of stop/start driving or if your engine never gets the chance to warm up properly because these conditions cause more rapid degradation. For low mileage cars, an annual oil change is often recommended.

The other main job on the engine is to see that it is in a good state of tune so that you get peak performance in exchange for good fuel consumption. On the electrical side, this means checking the

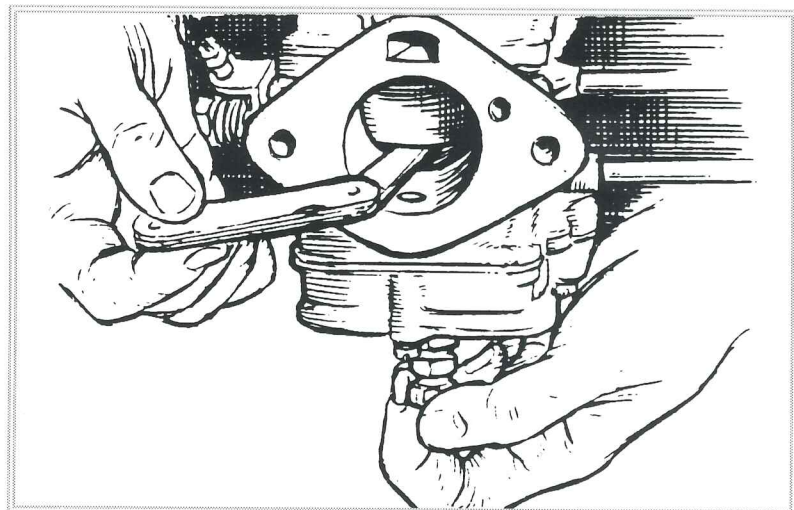


condition of the plugs and leads as well as the contact breaker points, rotor arm and distributor cap. Plugs can be cleaned using a small wire brush or, better still, a cleaning machine which is effectively a mini sandblaster. Point faces can be improved on an oil stone, if you are very careful. However, complete replacement is recommended every 12,000 miles because the electrodes on the plugs will probably have worn away somewhat and the contact breaker will be very pitted and the return spring will be getting a little tired. There is also a little capacitor (also known as the condenser) in the distributor whose job is to slow down the point wear by absorbing most of the spark energy each time the points



very high voltages to the spark plugs are checked for cleanliness and the cap for signs of cracking because the high voltages can leak away, at least partially, thus reducing the energy available to burn the fuel efficiently.

The other system involved with running your engine is the fuel system. The main unit is the carburettor which takes gulps of air and sips of fuel, mixes them together in the right proportions and delivers them to the combustion chambers in the engine. The air comes in via an air filter which removes possible harmful particles but, as with the oil filter, it gradually clogs up. When this becomes severe, then the carburettor won't get enough air and the engine will run 'rich'. In other words, the proportion of fuel to air in the mixture increases with a consequent loss of efficiency and an increase in fuel consumption because you will automatically compensate by opening the throttle more to try to get the same performance. So the air filter is



open. This, too, has a hard life although there won't be external signs of failing, but replacement is recommended at the same time as the points. The distributor cap and the leads that take the

another component that must be replaced at regular intervals and this will largely depend on the environment in which you drive, dusty atmospheres will clog up the filter much more quickly. Also, the fuel supply to the engine is adjustable so that the air-fuel mixture is optimum by adjusting the jet at the base of the carburettor. All aspects of basic tuning will be covered in detail in later articles

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| Top ball joint, all models..... | £11.69 |
| Front Trunnion kit, all models..... | £3.51 |
| Front vertical link, state model..... | £46.94 |
| Anti roll bar links..... | £8.16 |
| Front shock absorbers, state model..... | £21.09 |
| Steering rack, exchange..... | £35.19 |

REAR SUSPENSION (NON ROTOFLEX)

| | |
|---|--------|
| Rear leaf spring, Spit MkI, II, III, GT6 MkI..... | £49.95 |
| Rear leaf spring, Spit MkIV/1500, GT6 MkII..... | £69.31 |
| Rear shock absorber, state model..... | £15.21 |
| Rear trunnion bush kit, per side..... | £3.51 |
| Rear bearing kit (bearings, seals, hub nut and gasket)..... | £13.51 |
| Rear driveshaft Her/ Spit GT6 (SHORT)..... | £64.62 |
| Rear driveshaft Spit IV/ 1500 (LONG)..... | £58.75 |

ROTOFLEX SUSPENSION

| | |
|--|--------|
| 214623 Inner Driveshaft..... | £88.12 |
| 152273 Rotoflex Coupling..... | £32.31 |
| 149051 Rear Hub..... | £58.69 |
| 212867 Inner Flange..... | £25.26 |
| 214514 Outer Flange..... | £58.69 |
| Rear Bearing Kit..... | £14.04 |
| 149769 or 149770 Wishbone..... | £24.95 |
| 308437 or 308436 Rear Vertical Link..... | £41.12 |
| 148795 or 148796 Bolt / Bracket..... | £11.69 |
| Complete Bolt / Bush Kit..... | £23.44 |
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| | |
|--------------------------------------|--------|
| Brake drums, all models from..... | £25.85 |
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| Spit/ GT6 quarter valance, steel..... | £46.41 |
| Spit/GT6 floor pan..... | £44.59 |
| Spit/ GT6 Front Floor..... | £17.56 |
| Spit/GT6 Rear Floor..... | £23.44 |
| Spit/GT6 Door Skin..... | £20.56 |
| Spit/GT6 Front Wing B.L..... | £23.44 |
| Herald 13/60 LH Front Wing..... | £67.56 |
| Herald 13/60 RH Front Wing..... | £67.56 |
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| Spitfire MkIV/1500 front bumpers..... | £88.12 |
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SOME OF THE ABOVE PANELS HAVE SOME DAMAGE AND WILL BE SOLD UP TO 40% OFF!!!!!!

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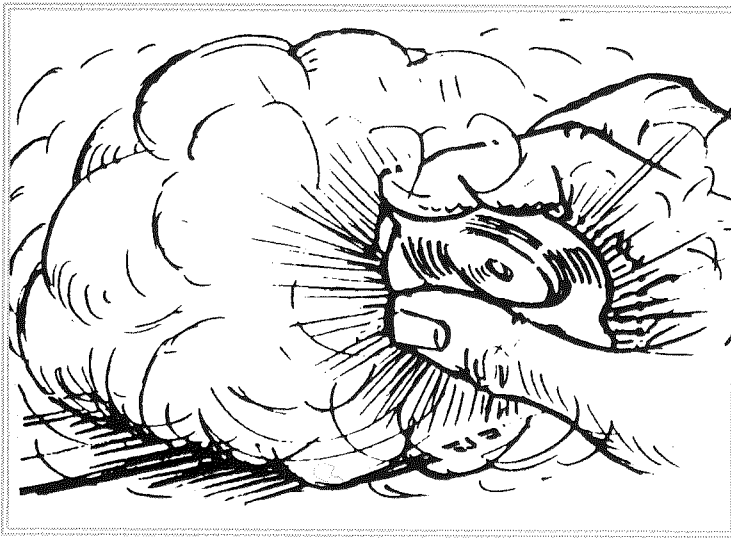
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although this is one area where it may pay to employ a reputable local garage or mobile tuning service to peak thinks up once or twice a year. They have the right equipment and the expertise and should only cost around £20 to £30 plus parts.

The final main engine related area is the cooling system. Our engines use water for removing the heat from the combustion process. The water is circulated by a pump through a multitude of channels in the engine block and out to the radiator where it is passed through another multitude of tubes which cool it again. There is also a thermostat in the system which only opens once the engine has reached operating temperature. If pure water were used, then corrosion would set in rather quickly and the water would have a greater tendency to boil on hot days when you're stuck in traffic. In addition, the water would freeze on a really cold night, possibly causing the block to crack or at least to blow out one of the core plugs in the block. To counter the last of these problems an anti-freeze solution is used, the ratio of antifreeze to water depending on the likely minimum temperature that will be experienced (I believe it is true that dissolving any-thing in water will lower its freezing point, but other properties are desirable too). Most anti-freezes offer good all year round protection



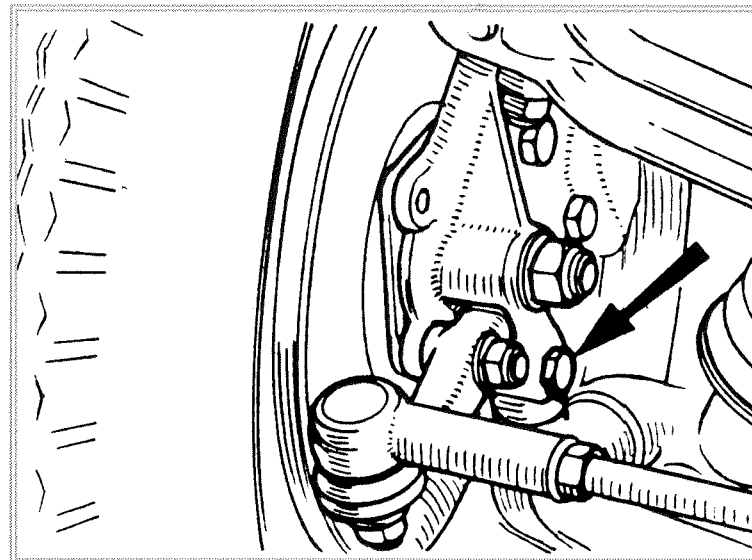
against corrosion so you kill two birds with one stone here. The boiling point is raised by pressurising the system using the natural expansion of the water as it heats up. The radiator cap will maintain the pressure at the correct level, opening when the pressure is above that which is required.

Maintenance checks will mostly be on its physical condition including the radiator, the cap and all the rubber hoses and joints. Leaks have to be dealt with because they only get worse! (That reminds me of the opposite piece of advice I once heard: if you have a water or oil leak, just ignore it because it will stop sooner or later!!). The antifreeze solution should normally be changed annually, preferably in the autumn so that it is in peak condition for the big freeze.

Brakes are rather important too. Braking is effected by friction, by

causing the pads and shoes to rub on the discs and drums. A lot of heat is generated because virtually all the energy of the moving vehicle is converted into heat under braking. The friction naturally causes the pads and shoes to gradually wear down and they should be replaced before

forced together so hard and with a wiping action that ordinary oils would break down under the pressure. Consequently, the oil used has special Extreme Pressure (EP) additives. The gearbox is not quite such an unfriendly environment but still requires an oil of similar viscosity although the EP additives are not so important. However, 90EP oil is recommended for both since the non-EP variety is not so easily available. Servicing really just amounts to checking up on the oil level in both units and looking for serious leaks.



The remainder of the service includes squirting grease into bearings and ball joints to keep running freely. In addition, there are some special swivel joints on the front and rear suspension called trunnions. The plastic bushes in the trunnions will need occasional replacement, particularly the front ones. The front trunnions are the link between the suspension and the steering mechanism and have a swivel joint that is basically a very coarse and deep screw. It is crucial to lubricate this joint regularly with the same type of oil that is used in the gearbox and

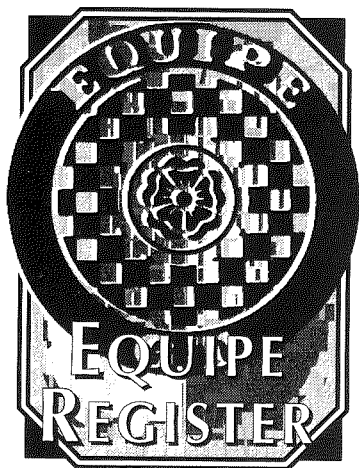
the linings disappear completely, otherwise you'll end up with metal to metal contact and the discs or drums will be ruined. These wear down anyway of course, but at a much slower rate. The system is operated hydraulically with the pedal causing the master cylinder to pump brake fluid to cylinders on each wheel. The whole system must be checked for leaks and these immediately rectified. If there is a lack of fluid in the system, then the required operating pressure cannot be achieved and your brakes won't work.

As with the engine, the gearbox and differential units require constant lubrication to function reliably. In particular, the main gears in the 'hypoid' differential, called the crown and pinion, are

differential and this requires a grease gun to force the oil in under pressure. Most of the rest of the service is a physical check of steering, suspension, wheels and tyres, fan belt, exhaust, wipers, body and chassis corrosion and so on.

So, as you can see, there is quite a lot to do and it pays to be methodical. To help you to keep track of the various operations and the service schedule I have been developing a check sheet that relates all the work required to the various mileage intervals. It is based on the sheets used in Peugeot workshops and I have used it successfully on my 309 for a number of years. Next month I'll start the detailed description of the work involved – a good excuse to give my 13/60 a long overdue workover. ★

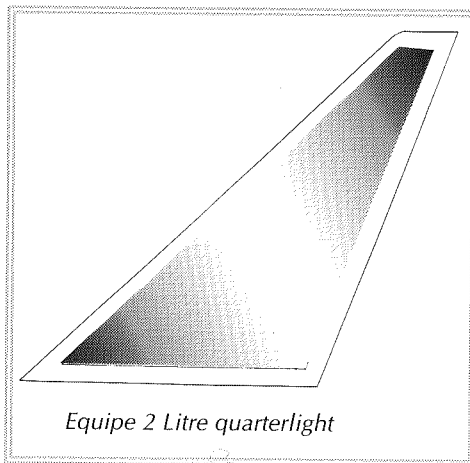
To illustrate this article I have used drawings taken from the excellent 1974 Handybook series written by Kenneth Ball and published by Autobooks Ltd. This Owners Handbook covered major and minor servicing and included a trouble shooting guide, well worth searching for in the Autojumble. Bernard (Ed).



Some time ago, whilst looking at an Equipe 2 Litre Convertible, and thinking that the shape of the hood was more aesthetically pleasing than that of the Vitesse (personal opinion), I wondered what the differences were.

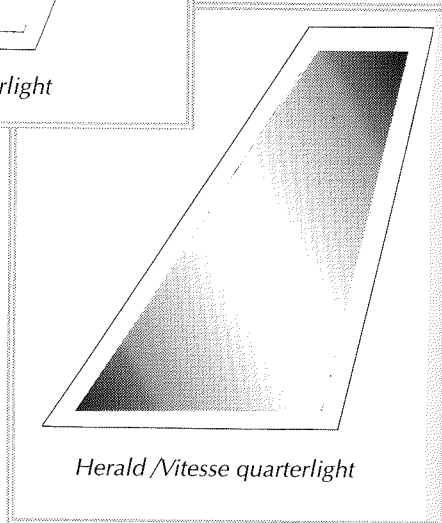
I then realised that I had never seen this in print, and concluded that whilst there may be quite a few people who recognised there was a difference, the majority of even those people may not know the details. So for the benefit of all, here is what I have discovered so far.

First, a slight digression, but you will see the point of this. When the 2 Litre Equipes were being designed, there was a deliberate effort to ensure that the finished article was not instantly recognisable as being constructed from parts which originated from another



Equipe 2 Litre quarterlight

quite a different manner than those of the Vitesse (as used on the 2+2 and GT4S) but the trailing edge was at a shallower angle. The rear part of the quarter-light frame is the front door glass channel too. You



Herald/Vitesse quarterlight

manufacturer. This had been the case with the two previous models (2+2 and GT4S), primarily because of the use of Herald/Vitesse doors, and the moulded in contours in the rear body section and bonnet which matched those pressed into the Triumph doors. The use of an unmodified Triumph scuttle/ bulkhead/ screen frame also resulted in quite an upright screen, considering these were cars with sporting pretensions.

When the 2 Litre GT was introduced in 1967, it showed little evidence of the parentage of those steel panels which were used in its construction. It was fitted with a windscreen 5.75 inches deeper than that of a Vitesse in a modified frame raked back at an angle of approximately 43 degrees by comparison with the Vitesse screen at 58 degrees shallower angle such that the overall height of the top screen rail remained the same as the Vitesse.

Changing the angle of the screen frame also forced a change in the design of the front quarter-lights. Those of the new car were much more pointed. Not only was the leading edge at an angle 15 degrees shallower (to match the screen) and hinged in

can see from Fig. 1 just how different the Vitesse and Equipe 2 Litre quarter lights are. Since the door glass channel was not at a different angle than that of the Vitesse, the door glass was redesigned also.

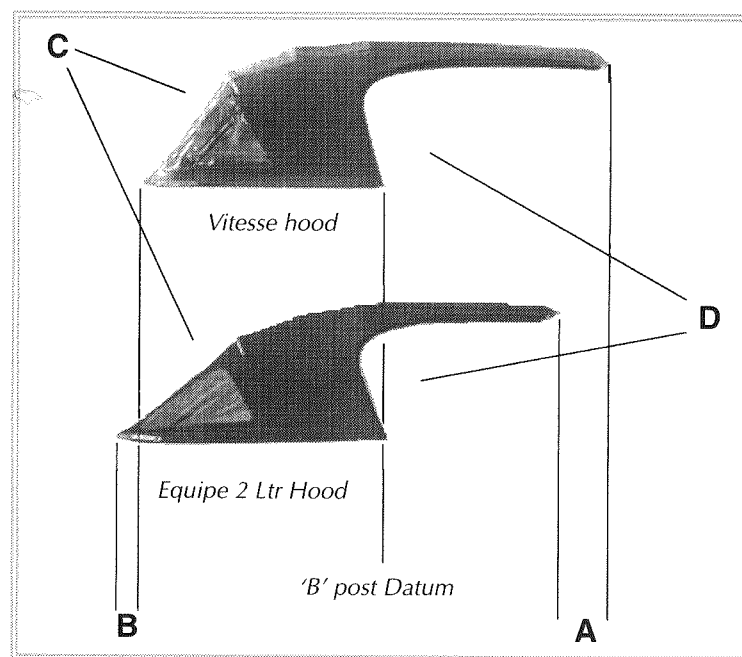
Fig. 1 (Above). Vitesse and Equipe 2 Litre quarter-light frames.

When the decision was taken to produce a convertible, it was obvious that the use of the same screen and quarter-lights as the 2 Litre GT would also force the use of a hood which would look different to that of the Vitesse. The designers wisely decided not simply to use a Vitesse hood with a shortened front frame, but altered the line of the rear of the hood to balance

the more rakish screen of the Equipe 2 Litre. This was achieved by making the hood well longer than that of the Vitesse at the expense of some boot space. The hoods can be compared in Fig. 2. Despite the changes to the hood well, little or no boot space was conceded to the Vitesse convertible, since the Equipe body is longer and in GT form has a boot which is longer than that of the Triumph saloon. Equipe hood bags and tonneaux are also larger than the Triumph item.

Fig. 2 (Right). Equipe and Vitesse hood comparison.

There may yet be more differences to emerge between the Vitesse and Equipe convertible hoods, but those are the main ones. In short if you need to replace the hood and / or hood frame of your Equipe 2 Litre convertible, you can use a Vitesse hood frame but you will have to modify it, the hood itself unfortunately is quite different, being shorter at the front and longer at the back. If your hood is rather the worse for wear, all is not lost. Several owners have had new hoods made at reasonable



Main differences between Vitesse and Equipe hoods.

- A.** Front of Equipe hood is further back due to Equipe screen being deeper and more raked back, but the top of screen frame is the same height as Vitesse.
- B.** Rear of Equipe hood is further back. Is there more room in Equipe Convertible than Vitesse convertible?
- C.** As a consequence of B above, Equipe hood becomes more sleek looking.
- D.** Doorframes are of a different size and shape.

cost, and I believe there are patterns somewhere for not only hoods, but hood bags, and full tonneaus as well.

Finally, Brendan Murphy who lives in Ireland contacted me recently. Brendan has recently bought a Equipe 2 Litre and would

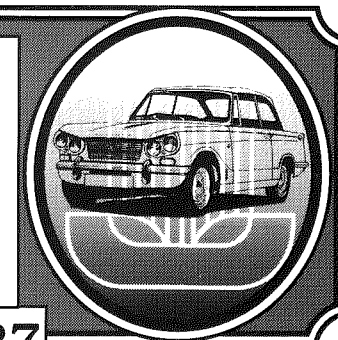
like to be put in touch with other Equipe owners in Ireland. I know there are a few of you, so if you would like to talk Equipes with someone else on your side of 'the water', telephone or write to me and I will pass your details to Brendan. ★

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| Manifolds, all Spitfires, inlet & outlet, from | £10.00 |
| Speedos, rev counters, Jaegers & Smiths, each | £8.00 |
| Fuel & temp. Jaeger & Smith, each | £5.00 |
| Dash tops, MkIV, 1500, GT6 III | £25.00 |
| Grill, MkIV, 1500, GT6 III, TO CLEAR | £5.00 |
| Steering wheel, MkIV, 1500, GT6 III | £10.00 |
| Driveshafts, MkI, II, III, Herald + early MkIV, complete with hub etc, ready to fit | £35.00 |
| Doors, MkIV, 1500, some complete with glass, winding gear, handles and inner trim, from | £25.00 |
| Wheels, all models and Herald, ONLY | £5.00 |
| Wheel trims, MkIV, 1500, GT6 III black and silver, EACH | £3.00 |
| Starter motor, all models, TO CLEAR | £5.00 |
| Alternator, MkIV, 1500, GT6 III | £12.00 |
| Dynamo, MkI, II, III, Herald + early GT6, TO CLEAR | £5.00 |
| Calipers, all models and Herald | £15.00 |
| Wiring looms, all models, complete | £25.00 |
| Dash support bracket, all models | £5.00 |
| Bumpers, MkIV, 1500, GT6 III, from | £35.00 |
| Propshafts, all models, none overdrive | £15.00 |
| Hood frame, MkIV, 1500 | £45.00 |

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| Steering rack, all models, TO CLEAR | £10.00 |
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| BONNETS, we have just bought SIX MkIII Spitfire bonnets so cheap that we can sell to you at bargain prices from £75 to £150. | |
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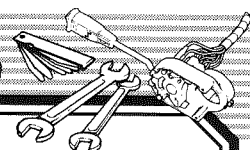
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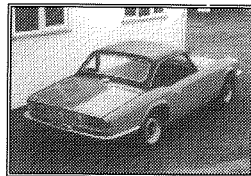
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| TR.2/3/4/6 Rear Wings | £33.00 | Spitfire Mk 4 Corner (Each) | £24.00 |
| TR.6 Vinyl Hardtop | £250.00 | Spitfire Mk 4 Rear Valence | £22.00 |
| TR.7 Glass Hardtop | £250.00 | Spitfire Mk 3/4 Front Spoilers | £22.00 |
| TR.3 Bonnet | £42.00 | GT6 Front End | £165.00 |
| TR.3A Front Panel | £55.00 | Spitfire G/Box Tunnel | £22.00 |
| TR.3 Bootlid | £33.00 | Spitfire 2/3 Bootlid complete | £35.00 |
| TR.4/6 Bonnet Shell | £43.00 | Spitfire 4 Bootlid complete | £52.80 |
| TR.4/5/6 G/Box Tunnel | £26.80 | Spitfire 1/4 complete doors (Ea) | £65.00 |
| Herald 1200/1360/Vit. F/Vol. | £24.50 | Spitfire Mk 4 Overriders (Pr) | £20.00 |
| Herald Rear Centre Valence | £18.00 | Spitfire Mk 4 front end | £155.00 |
| Herald Rear Quarters (Pair) | £20.00 | Spitfire race style front end | £180.00 |
| Herald G/Box Tunnel | £22.00 | Spitfire Mk 3 Hard top | £245.00 |
| Herald Bootlid | £35.00 | Spitfire Mk 4 (Glass/Vinyl)H/Top | £220.00 |
| Herald/Vit Conv Vinyl H/Top | £240.00 | | |



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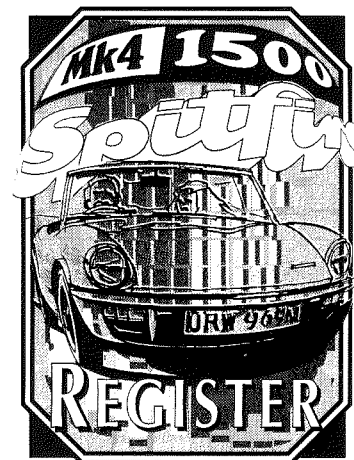
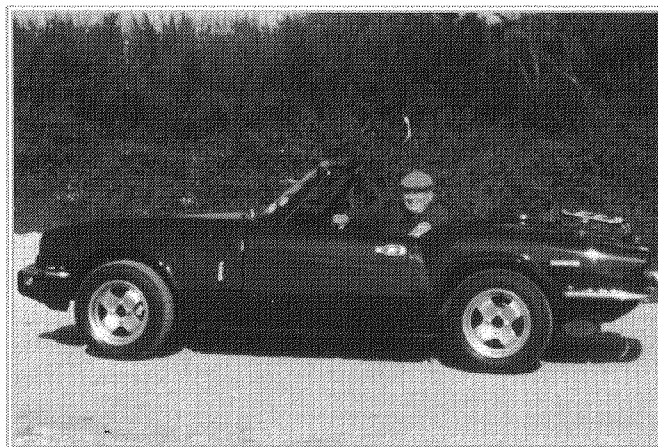
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This month's photo was sent in by Jack Lytton and features his extremely nice looking MkIV, resplendent in Sapphire Blue and some rather unusual alloy wheels.

This is the second Spitfire Jack has rebuilt, as well as a Herald and Vitesse and at the time of writing was in the process of restoring a 1973 MkIV. Not bad when you consider Jack is a young 74 year old!

STOPPING POWER

I covered the Spitfire braking system in a series of articles in **Couriers 126 and 128**, but with the recent introduction of the Club Offers brake calliper and disc kit, I thought an update and review of front brakes may be useful.

So why would you want to fit uprated brakes to the Spitfire? Well for a standard Spitfire you don't really want to. The standard Spitfire braking system is perfectly adequate for normal everyday usage, provided of course it is well maintained and that includes:-

- changing the brake fluid every 18,000 miles or 18 months.
- changing the flexible hoses every 36,000 or 36 months.
- changing the seals every 36,000 miles or 36 months.
- checking that the drums and discs are not scored and corroded.
- checking pads and shoes are not worn close to the limit and that they are acting on the full width of the drum and disc.

If you don't carry out this maintenance, then don't complain about the brakes! Fitting larger brakes etc to hide bad maintenance is not the way to go. In addition fitting larger brakes can cause other problems. If the standard brakes can lock the wheels on a dry, straight

road, then they are probably good enough. Fitting larger brakes makes it all too easy to lock the brakes in an emergency which on wet roads can be quite dangerous. At the end of the day, your stopping power is dictated by the adhesion between the tyres and the road.

There are really only 3 reasons (all inter-related) why you may want to improve the standard brakes:-

- 1) VEHICLE SPEED.** The performance of the vehicle has been modified to operate at higher speeds.
- 2) VEHICLE WEIGHT.** The weight of the vehicle has increased - eg, by fitting a heavier 6 cylinder engine or the car is regularly used for towing.
- 3) BRAKE FADE.** The vehicle is regularly driven hard, demanding repeated hard breaking, or the car makes regular descents down steep hills!

JOHN TOMASON



Standard GT6 brake calipers.

From experience, brake fade (which can also be a consequence of a) and b), has really been the only major problem with standard brakes.

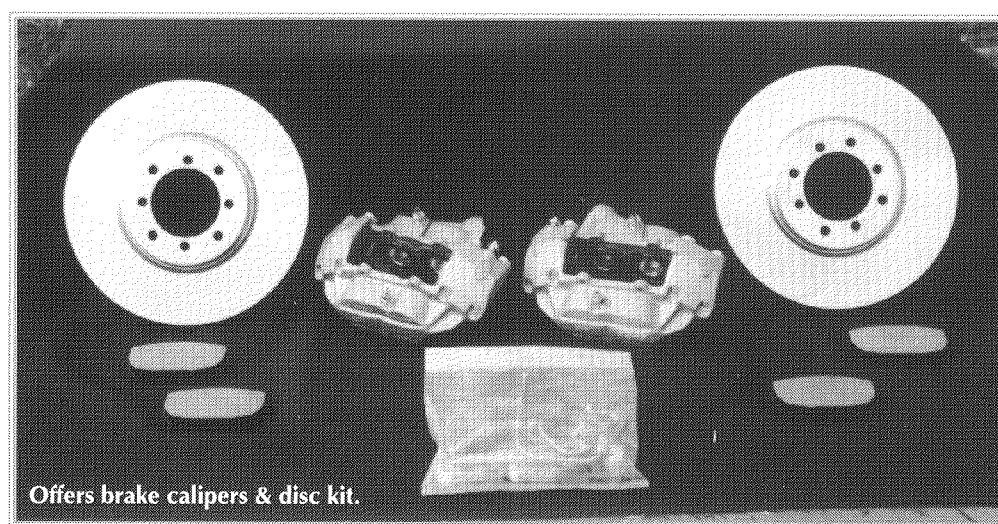
Brake fade is caused by the braking system not being able to dissipate the heat generated by the friction between the brake pads and disc fast enough. Obviously, a heavier, faster vehicle, regularly braking hard is going to worsen the situation. The overheating causes:-

a) a reduction in the co-efficient of friction between the brake pads and discs and hence braking performance.
b) heat is transferred from the pad to the caliper piston and into the brake fluid. This can cause the brake fluid to boil, particularly if the fluid is old and contaminated with water vapour, resulting in a loss of pedal pressure, most worrying when your foot hits the floor!

So, having decided to improve brakes on your Spitfire what options are available.

1. One of the simplest options is to fit different brake pad material such as Mintex M5171 or Ferodo G5111. These have a greater co-efficient of friction and also a greater resistance to temperature and hence brake fade.
2. Another simple option is to use Dot 4 (or if you can afford it, racing fluid) brake fluid. This is less hygroscopic (ie, less prone to absorbing water vapour) and is capable of operating at higher temperatures. Silicon brake fluid does not absorb water vapour, but I have found that it gives a 'slightly' spongy brake pedal and its performance at high operating temperatures is suspect. It is not recommended for racing.
3. Fitting GT6 brakes is usually the next stage and is the most common way of upgrading the Spitfire brakes. The conversion involves the fitment of the GT6 vertical link and stub axle (with the bonus of larger wheel bearings), hub and disc and caliper. The GT6 caliper uses 54mm diam. pistons acting on an 'effective' disc radius of approx. 97mm, compared to 48mm diam. pistons acting on an effective radius of approx. 90mm on the Spitfire.

Fig. 1 shows that for the same brake pressure P , the GT6 calipers produce a substantial 36% increase in brake torque compared to the Spitfire. Alternatively to achieve



Offers brake calipers & disc kit.

the same deceleration with the GT6 brakes as the Spitfire brakes (all other things being equal) then only a brake pressure 73% of that of the Spitfires, or a pad force 92% of that of the Spitfire is required. In this respect the larger GT6 brakes will also reduce brake fade problems.

However the conversion shouldn't really be left there. Assuming that the front/rear brake balance for the Standard Spitfire is OK, then fitting larger calipers is going to affect this balance. Increasing rear brake performance should therefore also be considered to restore the balance, either by fitting the larger rear drums of the GT6 or fitting larger diameter piston wheel cylinders. Also worth considering is that if the Standard Spitfire brake master cylinder is retained then for the same brake pressure/pedal effort, the GT6 calipers will cause an increase in pedal travel. This can obviously be overcome by fitting a larger diameter brake master cylinder but will require greater pedal effort to achieve the same brake pressure and brake performance.

4. Club Offers have recently

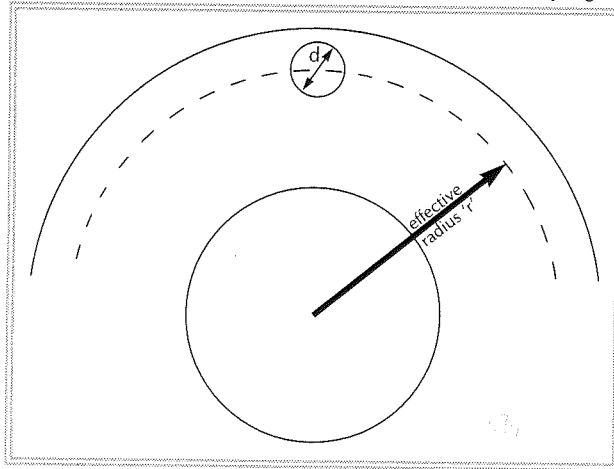
introduced a '4 pot' caliper and 'cross drilled' GT6 disc kit to improve the Spitfire brakes. '4 pot' or 4 pistons per caliper are usually associated with racing but are occasionally fitted to production cars where space constraints mean that a single large pistoned caliper cannot be accommodated. The advantage of the 4 pot caliper is that it uses 2 smaller pistons instead of one large one, that can apply the pad force at a greater effective radius on the disc and hence improve brake torque.

The Club Offers 4 pot caliper use 40mm diam. pistons at an effective radius of approx. 95mm. Using the equations in Fig. 1, this gives a brake torque of approximately 0.239P N.mm² or approximately a 8% increase over the GT6 brakes and a 46% over the Spitfire brakes. Alternatively to achieve the same deceleration as the Spitfire brakes, brake pressure and hence brake fade can be reduced compared to the Spitfire. As can be seen this is not a substantial increase over fitting GT6 brakes, the advantage of 4 pot caliper not being fully realised because the Spitfire caliper mounting bracket does not allow the caliper to be mounted so far out as the GT6 bracket.

However as we will see later, the 4 pot caliper does offer a number of other advantages and is a good solution for those who can not find GT6/Vitesse vertical links and hubs etc. However, as with fitting GT6/Vitesse brakes to the Spitfire, the 4 pot conversion should not really finish there. The rear brakes should be similarly improved to maintain brake balance and the brake master cylinder changed to counter the increased pedal travel that will be encountered.

Next month, fitting the calipers and ventilated discs.

Fig 1. Determination of brake torque generated by calliper.



$$\text{Hydraulic fluid pressure} = P \text{ N/m}^2$$

$$\text{Caliper piston area} = A = \frac{\pi d^2}{4} \text{ m}^2$$

$$\text{Force applied to pad} = P \times A$$

$$\begin{aligned} \text{Brake torque} &= \text{pad force} \times \\ &\quad \text{effective piston radius} \\ &= P \times A \times r \end{aligned}$$

$$\text{Brake torque} = P \times \frac{\pi \times d^2}{4} \times r \text{ Nm}$$

a) Spitfire Brake Torque

$$\text{Caliper piston } \varnothing = 48\text{mm}$$

$$\text{Effective radius} = 90\text{mm}$$

$$\text{Hydraulic pressure} = P \text{ N/m}^2$$

$$\begin{aligned} \text{Brake torque} &= P \times \frac{\pi \times 0.048^2}{4} \times 0.09 \\ &= \underline{\underline{0.163 P \text{ N.mm}^2}} \end{aligned}$$

b) GT6 Brake Torque

$$\text{Caliper piston } \varnothing = 54\text{mm}$$

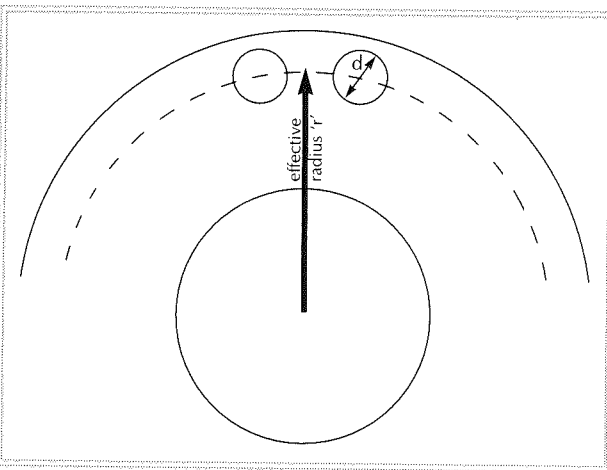
$$\text{Effective radius} = 97\text{mm}$$

$$\text{Hydraulic pressure} = P \text{ N/mm}^2$$

$$\begin{aligned} \text{Brake torque} &= P \times \frac{\pi \times 0.054^2}{4} \times 0.097 \\ &= \underline{\underline{0.222 P \text{ N.mm}^2}} \end{aligned}$$

Fig 2.

A 4 pot calliper allows a greater total calliper piston area to be located at a larger effective radius on the disc.



c) '4 - pot' Brake Torque

$$\text{Caliper piston } \varnothing = 40\text{mm}$$

$$\text{Effective radius} = 95\text{mm}$$

$$\text{Hydraulic pressure} = P \text{ N/m}^2$$

$$\begin{aligned} \text{Brake torque} &= P \times 2 \times \frac{\pi d^2}{4} \times r \\ &= \frac{P \times 2 \times \pi \times 0.04^2 \times 0.095}{4} \\ &= \underline{\underline{0.239 P \text{ N.mm}^2}} \end{aligned}$$

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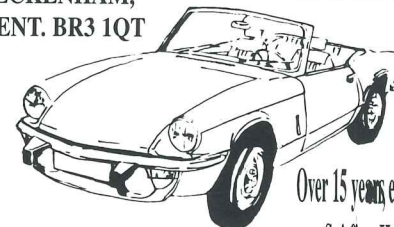
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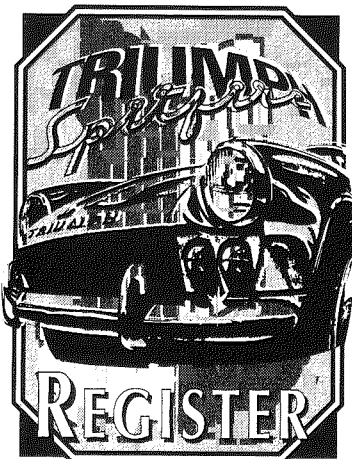
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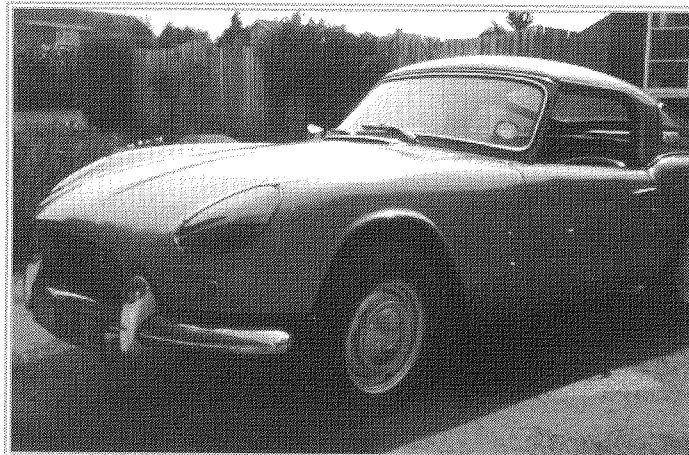
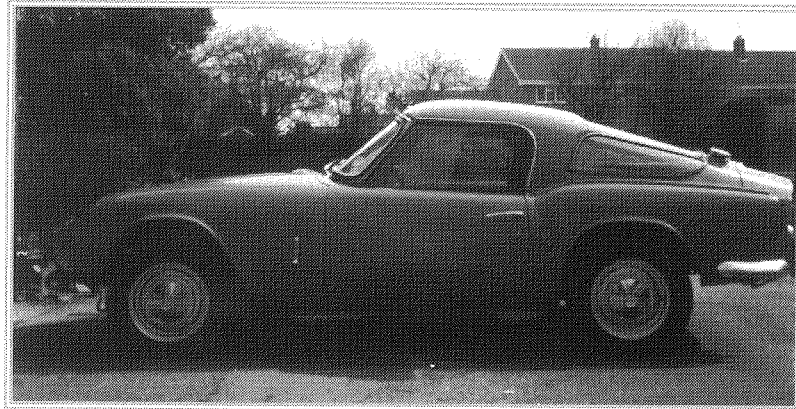
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**REAR OF LITTLE HAYWOOD GARAGE, MAIN ROAD,
 LITTLE HAYWOOD, STAFFS,
 5 MILES FROM THE COUNTY SHOWGROUND,
 HOME OF THE TSSC INTERNATIONAL.**



Firstly I must say a big thank you to all those members who organised the excellent East Anglia Triumph Show at Great Shelford, near Cambridge. Superb weather, great cars, brilliant quiz, cheap auto-jumble and all the proceeds going to charity, what more could you want?

At the show there was a very very original late MkIII Spitfire in Saffron. The colour alone is rare for a Spitfire. Through the originality of this car you can see that Triumph were using far more MkIV Spitfire parts at the end of production than was known before. More about this at a later date.



OK, perhaps I should write a book and clear up a few misleading facts?

My article on glass fibre panels has brought to my letterbox a few interesting letters. The first was from a Juliet Simsom, who in 1969 bought an Ashley hard top, but only fitted it for one winter and then hung it from the roof of her garage where it has been ever since! She certainly noticed an improved performance with it fitted but found the petrol filling a bore. So that is probably why she didn't use it more. Juliet goes on to say it seems a shame that something almost in pristine condition languishes hanging from a garage roof.

The second letter I received was from Dennis Brown from Stoke on Trent. As you can see from the photographs his car was fitted with an Ashley Fast Back hard top and bonnet. I personally think this car looks excellent. Dennis has since taken the bonnet off and is now trying to fit the original steel bonnet. He is having a problem:- as he tries to close the bonnet, the underside is fouling the radiator cap. If the correct radiator is fitted there should not be any problem but if a Herald 1200 radiator has been substituted, the radiator cap will always foul the underneath of the bonnet. The reason for this is that the radiator cap is mounted in the centre of the radiator,

instead of the off-side as in Spitfire radiators. To overcome this problem, all you have to do is redrill the four mounting holes on the radiator flange to lower the radiator.

If you can't afford the new full width Spitfire radiators currently being advertised, then I would recommend fitting the 1200 Herald full width radiator and doing the above adjustment.

My fathers' SAH modified Spitfire has the Herald radiator fitted and can sit in traffic (as he did in this year's heat-wave!!) and the temperature gauge reaches only just above normal.

This modification only really concerns Spitfire MkIIIs, which have a narrow radiator.

Back in April 1986, nineteen Spitfires were sold in thirty minutes at one of 'British Car Auctions' car sales held at Measham. The Spitfires were billed as a special attraction in the days catalogue. Never before had so many cars of the same type come together for auction. In all likelihood such a collection will never be presented again. They were the result of three years restoration work done by youngsters on a Youth Training Scheme and the finance from the sale of the cars was ploughed back into the Manpower Services

Commission to finance further schemes.

Above all the scheme enabled those who might still have been unemployed to seek jobs within the motor industry. The foreman of the project was Derek Paul,

purchased for the project regardless of whether or not they had MoTs. Does anyone know what happened to the nineteen Spitfires? Do you yourself own one?

Please let me know.



an ex-Triumph employee. He said they decided on Triumph Spitfires for the project for a number of reasons. It was a locally built car, simple to repair, cheap to buy and spares were easily available. He goes on to say that he didn't think more than £150 was paid for any of the cars and they were

P.S. My young daughter Hayley keeps on about the 'Bobby' car she saw at the Stafford Show. She's frantic for it to go to a 'good home for restoration', can anyone put her mind at rest?

Has anyone bought it? ★



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| Rear inner wheelarch, outer section, IV/1500, GT6 III | £35.25 |
| Rear valance, SPITFIRE I, II, III, GT6 I, II | £40.54 |
| Rear valance, SPITFIRE IV/1500, GT6 III | £30.55 |
| Boot floor, all models | £58.75 |

ALL CHASSIS AND OTHER PANELS STOCKED PLEASE RING

MECHANICAL/SUSPENSION/STEERING

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|---|---------------|
| Front trunnion/swivel ORIGINAL STANPART | £13.98 |
| Front lower w/bone assy. inc. bushes, all models | £44.65 |
| Adjustment shims for above | £1.18 |
| Front wishbone bushes | £1.18 |
| Steering rack exchange | £35.25 |
| Steering rack rubber mounting | £2.94 |
| Driveshaft all models non rototex | £58.75 |
| UJ flange to diff, small or large | £15.28 |
| NEW propshafts from | £88.13 |
| Front vertical link VITESSE, GT6, original | £44.65 |
| Front vertical link HERALD, SPITFIRE, original | £44.65 |
| Front wheel bearing kit (inc. hub felt) | £11.75 |
| Top ball joint all models | £11.16 |
| Track rod end all models | £7.64 |
| Universal joint, all models | £6.46 |
| Front suspension bolt/nut kit, all models | £14.10 |
| Rear suspension, non rto, bolt/nut kit, all models | £14.69 |
| Front coil spring STANDARD, state model | £14.69 |
| Front coil spring HEAVY DUTY, state model | £15.28 |
| Front shock absorbers (inc. bushes), all models | £21.15 |
| Rear shock absorbers (inc. bushes), all models | £19.95 |
| Rear full wheel bearing kit rototex models | £16.45 |
| Rear full wheel bearing kit non rototex models | £16.45 |
| Rear leaf spring SPITFIRE IV/1500, GT6 III late NEW | £68.15 |
| Rear leaf spring SPITFIRE III/III NEW | £58.75 |
| Rear leaf spring GT6 III/III, rototex NEW | £58.75 |
| Rear leaf spring HERALD, NEW | £68.15 |
| Rear leaf spring VITESSE 1600/1 NEW | £68.15 |
| Rear leaf spring VITESSE II NEW | £70.50 |

FUEL SYSTEMS & CARBS

| | |
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| Petrol tank sender unit HERALD, VITESSE | £26.44 |
| Petrol tank sender unit SPITFIRE | £27.90 |
| Fuel pump HERALD, SPITFIRE | £17.63 |
| Fuel pump VITESSE, GT6 | £23.38 |
| Carb repair kit (Stromberg) inc. needle valve | £12.93 |
| Carb repair kit (S.U.'s) inc. jet | £15.28 |

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| Brake master cyl, SPITFIRE IV/1500 single line | £49.35 |
| Brake disc 4 cyl models | £14.39 |
| Brake discs 6 cyl models | £16.39 |
| Brake drum, late GT6 MkIII (ORIGINAL) | £24.68 |
| Wheel cylinders — state model | £8.81 |
| Brake hoses front/rear — state model | £8.52 |

MOUNTS & BUSHES

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| Engine mounts 4 cylinder | £4.70 |
| Engine mounts 6 cylinder | £6.46 |
| Overdrive gear box mounting | £16.39 |
| Standard gear box mounting | £1.88 |
| Steering column bushes (excluding late 1500) | £4.99 |
| Bump stop rototex suspension | £4.99 |
| Rear inner wishbone bush rototex models | £6.46 |
| Rear spring eye bush, all models | £5.88 |

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| HER 1200, 12/50, 13/60, SPIT I, II, III, IV, DIAPHRAGM | £58.75 |
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| Hoods, HERALD/VITESSE — double duck/canvas | £164.50 |
| Hoods, SPITFIRE — double duck/canvas | £152.75 |
| Headlining, HERALD/VITESSE, saloon, Coupe | £44.65 |
| Pair of front seat recovering kits HERALD/VITESSE | £123.38 |
| Rear seat covering kit HERALD/VITESSE | £123.38 |
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| Moulded carpet set, HERALD/VITESSE | £116.33 |
| Carpet set, SPITFIRE, tufted and bound | £77.55 |
| Moulded carpet set, SPITFIRE | £158.63 |
| Moulded carpet set, GT6 (state model) | £179.78 |
| Car seat recovering kit SPITFIRE IV/1500 black (car set) | £94.00 |
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| NEW, SPITFIRE IV/1500, GT6 III, dash top cover | £29.38 |
| Door trim panel GT6 — state model | £24.68 |
| Glove box SPITFIRE, GT6 each | £15.28 |
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| Rad cowl GT6 | £13.51 |
| Rad cowl SPITFIRE | £11.69 |

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| Sidel/indicator light unit, Spit III, IV/1500, GT6 III/III | £17.04 |
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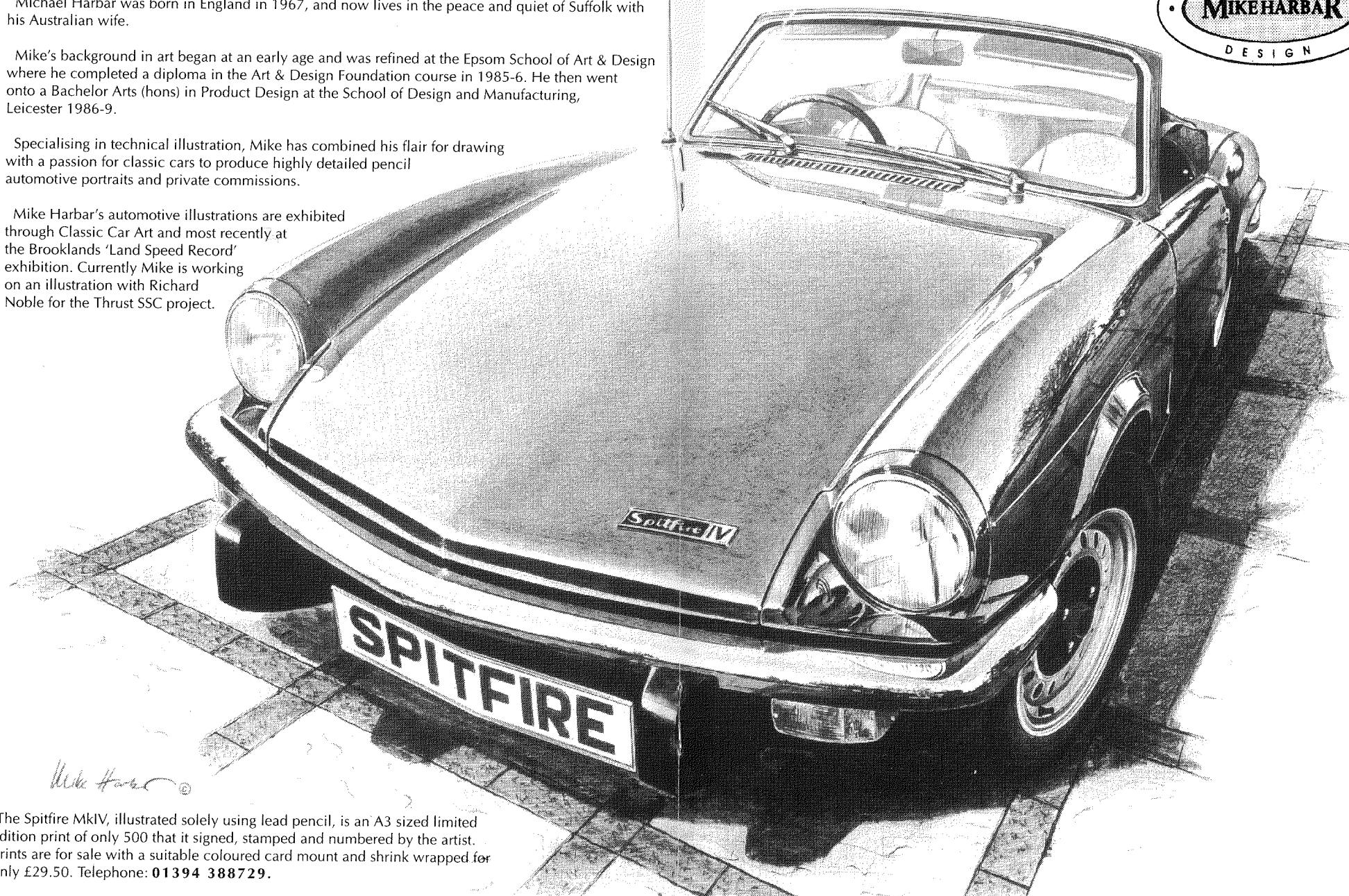
PROFILE OF THE ARTIST Mike Harbar

Michael Harbar was born in England in 1967, and now lives in the peace and quiet of Suffolk with his Australian wife.

Mike's background in art began at an early age and was refined at the Epsom School of Art & Design where he completed a diploma in the Art & Design Foundation course in 1985-6. He then went onto a Bachelor Arts (hons) in Product Design at the School of Design and Manufacturing, Leicester 1986-9.

Specialising in technical illustration, Mike has combined his flair for drawing with a passion for classic cars to produce highly detailed pencil automotive portraits and private commissions.

Mike Harbar's automotive illustrations are exhibited through Classic Car Art and most recently at the Brooklands 'Land Speed Record' exhibition. Currently Mike is working on an illustration with Richard Noble for the Thrust SSC project.

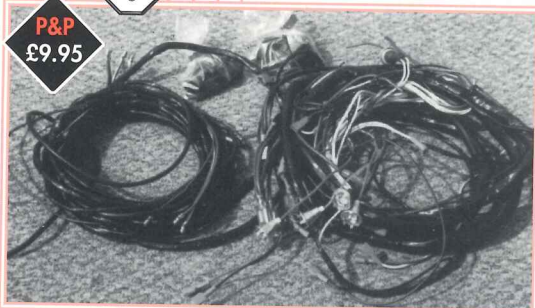


The Spitfire MkIV, illustrated solely using lead pencil, is an A3 sized limited edition print of only 500 that is signed, stamped and numbered by the artist. Prints are for sale with a suitable coloured card mount and shrink wrapped for only £29.50. Telephone: 01394 388729.



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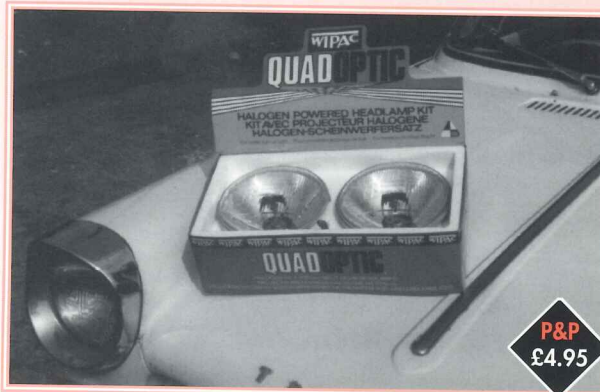
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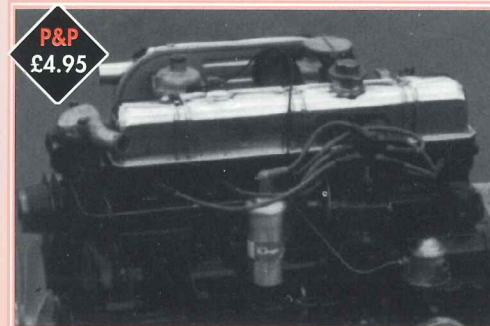
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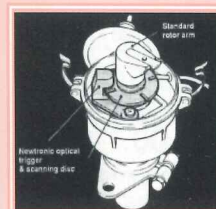
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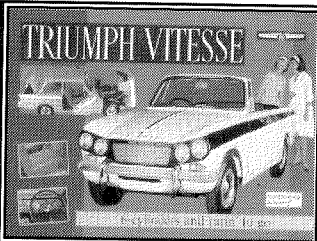
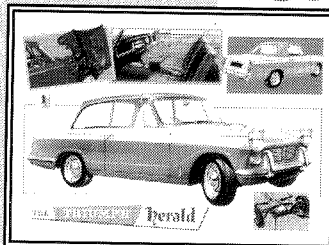
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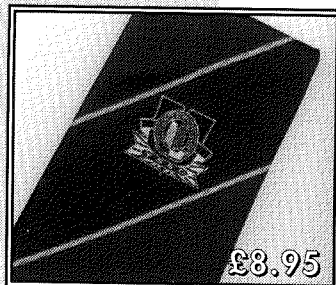


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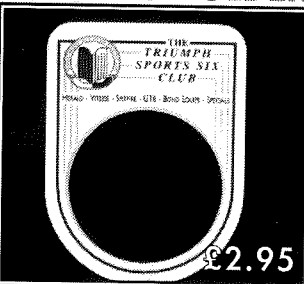


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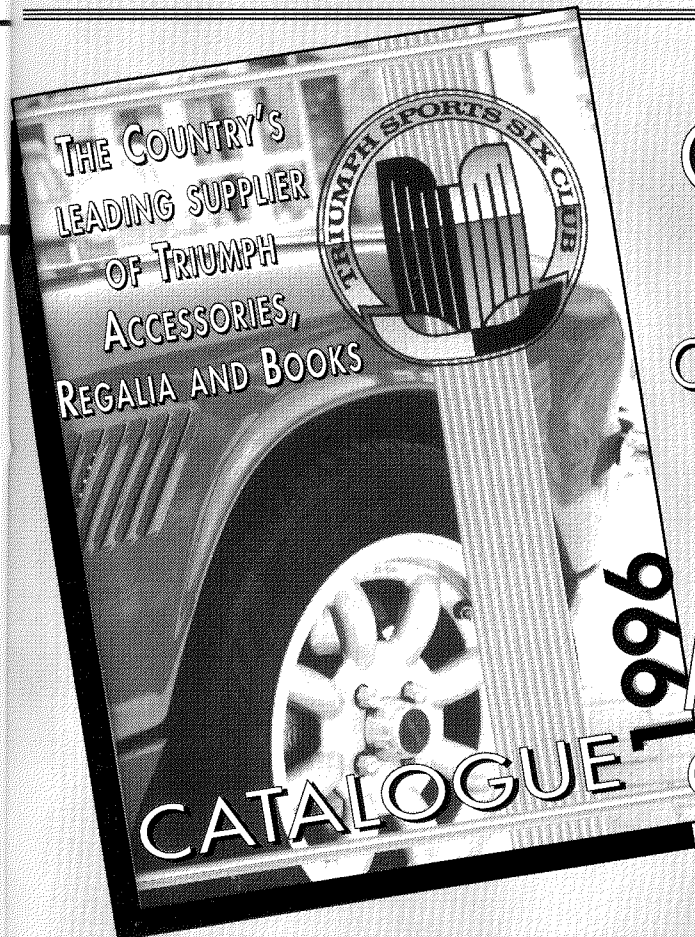
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We hold nearly all of the products advertised in stock, orders
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During 1994 the Club Headquarters has been expanded in many ways,
one of them being the addition of the new shop and display area.

The new shop boasts excellent facilities for members
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Renew spark plugs
Renew contact breaker points
Renew condenser
Renew rotor arm
Renew distributor cap
Lubricate distributor
Check condition of HT leads, renew if necessary
Check condition of fan belt, renew if necessary
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Adjust valve clearances and replace rocker cover gasket

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Lubricate generator
Lubricate handbrake linkages
Replenish gearbox oil
Replenish differential oil
Lubricate rear hubs
Check condition of steering rack bushes
Lubricate steering rack
Check steering rack gaitors, renew if necessary
Check wheel bearings for play
Lubricate ball joints and tie rods
Check constant velocity joints and coupling bolts
Check suspension location points and bushes
Check shock absorber operation, examine for leakage
Check condition of brake discs, calipers, pads and flexible hoses
Check condition of rear brake linings, pistons and flexible hoses
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Lubricate door hinges and internal latch mechanisms

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HOODS

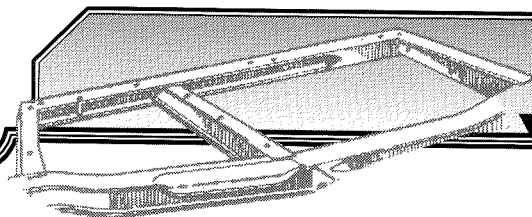


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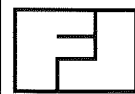
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| 13/60 front wing inc. rear strip 713267/8 | £55.00 each |
| Vitesse front wings inc. rear strip | £57.50 each |
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| Complete door ass. 902256/7 | £150.00 |
| 948 Herald/Vitesse rear centre valance | £29.50 each |
| 1200/13/60 rear centre valance | £32.50 each |
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| Windscreen wiper motor 513961 | £17.50 |
| Bonnet catch (chrome) 607663 | £20.50 each |
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| Door skins | £22.00 |

SPIRIFIRE MKIV & 1500

| | |
|--|----------------|
| Universal joint with grease nipple | £6.00 |
| Hard top rear screen 819959/XKC3641 | £45.00 |
| Stainless steel tread plate finisher, Triumph logo | £12.50 each |
| Transverse rear suspension spring 159640 | £55.00 |
| Wheel arch to bulk head (613666) | £17.50 each |
| Front susp. vertical link & frunnion ass. | £55.00 |
| Front bumper | £17.50 |
| Calliper repair kit inc. piston | £15.00 |
| Bonnet hinge pivot box RKC362/3 | £23.50 |
| Spirifire rear lamp panel 716182 | £60.00 |
| Stainless steel oversill kit | £39.00 |
| Handbrake cable end fork 104749 | £12.50 each |
| Early/late rear drive shaft | £52.50 each |
| Windscreen rubber chrome insert 91248/9 | £32.50 per set |
| Windscreen aperture panel clip channel | £7.50 each |
| Water pump 216939/GWP 128 | £23.50 each |
| Handbrake front cable 121766 | £2.50 |
| Wishbone bushes 119451 (set of 8) | £9.00 |
| Brake master cylinder | £35.00 |
| Dash top cover 815281 | £25.00 |
| Brake calliper offside/nearside 159130/1 | £53.00 each |
| Rear valance 908970 | £19.50 each |
| Nearside/offside sill 903077/8 | £25.00 |
| Sill reinforcement panel L/H and R/H 806634/5 | £4.50 each |
| Inner sill L/H and R/H 806638/9 | £9.00 each |
| Kilamp support panel ass. L/H & R/H 818871/2 | £17.50 each |
| Bonnet hinge tube R/H 911108 | £17.50 each |

| | |
|--|--------------|
| Rear inner/inner wheelarch L/H & R/H 725563/4 | £35.00 |
| Front 1/2 valance offside & n/side 815391/2 | £45.00 each |
| Seat cov. set, black cloth h/foath, material comp. car set | £95.00 |
| Seat cov. set, brown cloth h/foath mat. comp. car set | £65.00 |
| Knee pad L/R hand 719391/719401 | £6.00 each |
| Steering joint 142140/FAM1718 | £16.50 each |
| Heater valve 724021 | £26.50 each |
| Rear lamps 216932/216933 KC941/KC940 | £29.50 each |
| Front and rear side marker lamps | £11.75 pair |
| Front shock absorber GSA364 | £23.50 each |
| Air cleaner hose 616011 | £2.00 each |
| Air filter ass. inc. filters 217822 | £20.50 each |
| Late type water pump (viscous) UKC774 | £23.50 each |
| L/H doors 917569 | £205.50 each |
| Speedometer 218815 | £41.00 |
| Brake disc 208715 | £13.50 |
| Stub axle UKC697 | £14.50 |
| Wheel lock 216449/UKC2719 | £29.50 |
| Front wheel arch inner l/hand & r/hand 909797/8 | £29.50 each |
| Front wheel arch outer l/hand & r/hand 909351/2 | £25.00 each |
| Steel boot lid 911327 | £130.00 each |
| Front wings 909663/4 | £23.00 each |
| Door skins | £22.00 each |
| Sill end plate (front) 706422/3 | £3.50 |
| Rear wing rear repair panel | £9.50 each |
| Rear wing front repair panel | £7.50 each |
| A. post lower portal l/hand & r/hand 706288/9 | £9.00 each |
| Half floor l/hand & r/hand | £45.00 |
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| Exterior door handle l/hand & r/hand chrome 915633/4 | £41.00 each |
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| Suspension top ball joint GSA155 | £17.50 |
| Front suspension bearing kit | £11.75 |
| Rear wheel bearing kit | £12.50 |
| Clutch release bearing carrier assy. 213032 | £20.00 each |
| Window reg. glaz. channel l/h & r/h 705778/9 | £30.00 each |
| Rear outer wheel arch 909661/2 | £30.00 |
| Camshaft RKC 3305 | £35.00 each |
| Dash hinges 607124 | £15 each |
| Distributor cap GD136 | £3.50 |

G16

| | |
|---|-------------|
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| Dash veneer assy Mkl & II LHD 714421 | £76.50 |
| Boot floor carpet Mkl & II 810841 | £17.50 |
| Driver's sun visor MkIII 815384 | £8.50 |
| Main carpet early MkIII new tan 819813 | £29.50 |
| Main carpet late MkIII new tan 822633 | £29.50 |
| Main carpet MkIII black 822631 | £29.50 |
| Rear quarter light seal L/H black MkIII 820611 | £6.00 |
| Rear quarter light seal L/H new tan MkIII 820613 | £6.00 |
| R/H front suspension vertical link 209072 | £35.00 |
| Near/Offside front wing MkII 908113/4 | £70.50 |
| Crankshaft 308034 | £76.50 |
| Front side/flasher lamp assy. 155416 | £20.50 |
| Occasional rear seat conversion kit, black 577443 | £150.00 |
| R/hand front overdrive G16 MkII 710717 | £25.00 each |
| Rotaflex coupling 152273 | £27.50 each |
| Steering lock 216449/UKC2719 | £29.50 each |
| Front shock absorbers | £20.50 each |
| Dash veneer set MkIII 820073 | £76.50 |
| Camshaft 308778, MkII and early MkIII | £117.50 |
| Quarter light seal front L/H 574098 | £5.00 |
| Clutch pedal and box assy. 217431 | £14.50 |
| Speedometer MkII 218819 | £53.00 |
| Courtesy light switch 627745 | £1.75 |
| * Rear brake shoes MkII & II & MkIII Rotaflex | £9.25 set |

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Sorry sir (or madam), but you're only fail point was the horn not working'. How many times have we heard this when we go to collect our pride and joy (or what-ever) from the local masochist station. 'We had a quick check of the wiring but could not find out how it worked' (!). Well we all know how our horns don't work don't we!

How many of 'our' cars have you seen with an extra 'flick type switch' on the fascia just in reach of the right hand index finger (or whatever) that operates a horn hidden somewhere under the bonnet?

Well, here we go, what can only be called a 'quick but permanent modification to the earthing system, solely for the use of the horn' to ensure that the system earths when the horn push is pressed.

The last 'non horn' one I came across was on a Vitesse MkII. Despite checking the wires from the universal joint at the bottom of the steering



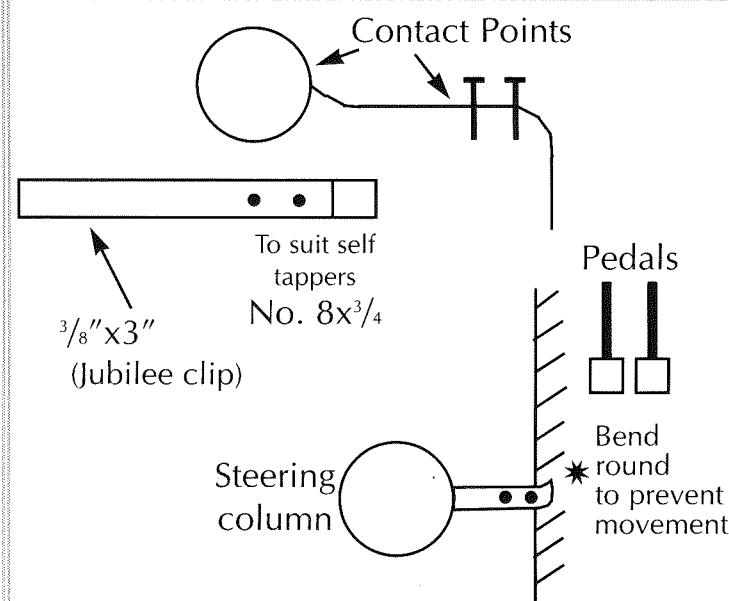
column to the earthing point, no amount of scraping and scratching (or nasty language) would allow the horns to work after cleaning. It was actually clean but the current would not earth down through the universal joint.

The thought of removing the universal joint did not really appeal to me as it is difficult to

get to, so I started with a basic check on the electric circuit to find any problems there.

1. Disconnect horns by pulling of the spade connectors etc. Using a meter or a simple test light, insert the insulated probe through the hole in the steering wheel boss so that it touches the brass ring under the wheel. You can of course remove the steering wheel to make access easier.

2. With the probe touching on the ring, touch the earth or other end to the steering wheel shaft. If the earth is working, the bulb should light. It is of

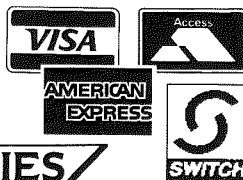
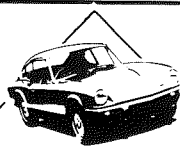


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course, assumed that the power wire, normally purple and black is carrying power to this ring. If it is not, then all the following is a complete waste of time, so test by using the test light a KNOWN good earth.

3. Right, so we now need a NEW earth point as the old one is suspect. We will now manufacture the new earth. I used a strip of metal approximately 3 inches long by three eighths of an inch wide taken from a new Jubilee clip (see diagram).

4. On the Vitesse and Herald (inside the car, to the left of the pedals), the steering rod passes through the bulkhead. There is approximately one and a half inches of space to the right of the column, on the GT6 there is only approximately one inch so the earth strap is a different shape.

5. I then drilled two holes to take self tappers in the metal strip, emery papered the bulkhead and steering rod to ensure a good earth and placed the now shaped

metal to the bulkhead so that the end was just pressing against the steering rod, drilled the bulkhead and tightened up the two self tappers and, hey presto, a working earth point. A smear of Vaseline on the steering rod where the metal strip presses ensured no squeaking or noise when turning. If it needs it, the self tappers can be released and the end bent slightly to put more pressure on the steering rod.

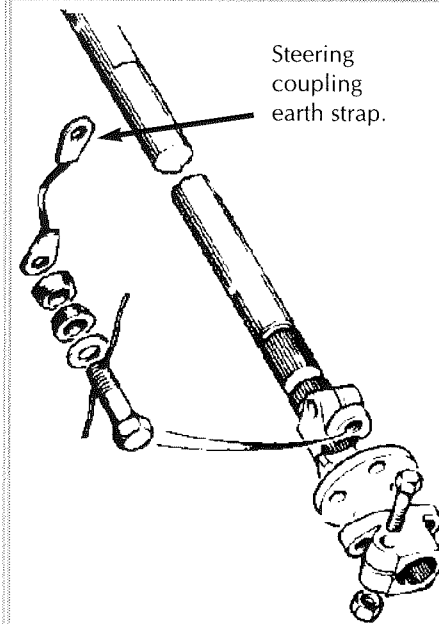
6. Re-connect the horns and test.

Some of our cars have a relay to pass the current to the horns, ensure that this is passing the current even if it is 'clicking' when the horn push is operated.

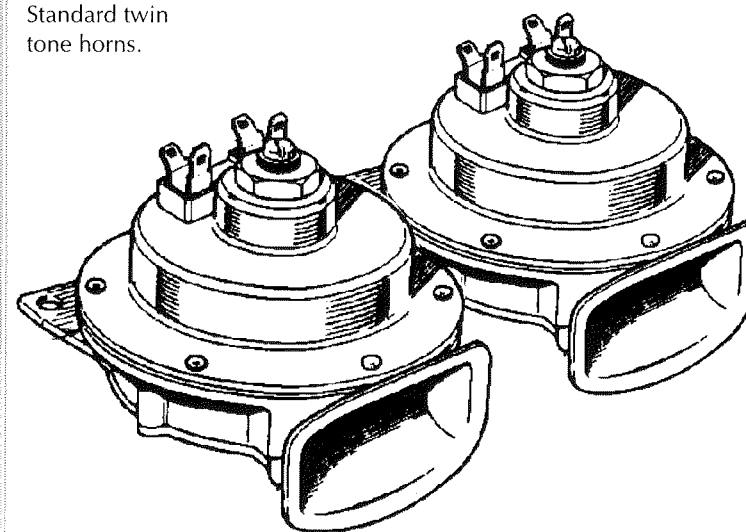
7. Check that the fuse that supplies power is OK. Remember that if you have put a set of air horns on, then they do need a relay as they can take up to 90 watts of power on start up, which should be channelled through a relay.

8. Check and if necessary, replace the horn push spring loaded joiner under the horn push. This is much neglected and costs only £7 to replace.

Obviously, the purists among you will, when you have the time, put to rights the steering Universal so that the horn works as 'the maker' intended! ★



Standard twin tone horns.

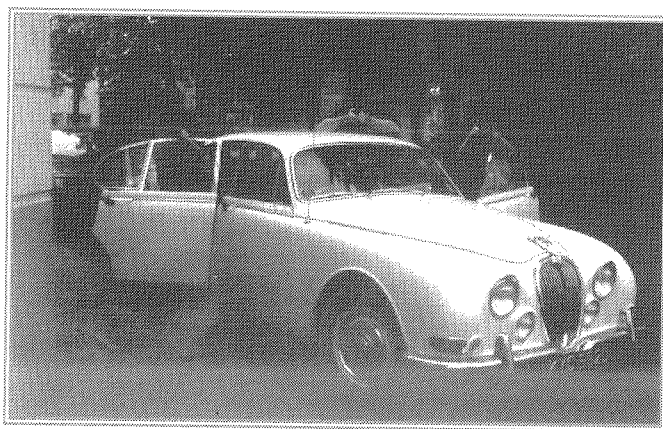


EVENT REPORT

Isn't it weird that the brain comes up with the strangest thoughts at the most inopportune times! For instance, one cloudy Monday morning I was a passenger in MY Spitfire MkII (1965), roof down, just leaving the centre of Arras (Somme area of France) going to the Canadian Memorial at Vimy Ridge, tour organiser in front, friends in a MkI Vitesse immediately behind us, when up pops the strangest thought.

A friend had once said that things always happen to me, and I was beginning to think that she was right, for behind us, three guys in a white 3.8S 1966 Jaguar,

A SWOT'S TOUR OF FRANCE



stockings over their heads, complete with sawn off shotguns overtook the Vitesse. It was just like something out of the Sweeney. The car screeched to a halt inches behind us at a set of traffic lights with the occupants shouting at us. My second thought was to take a photo, which I did. WHAT??????

The weekend started innocently enough, with a trip to Dover in good time to catch the 8am ferry to Calais, for the 3rd Popular Classics Treasure Hunt. Our car was piloted by husband Chris (CNC) and of course I was co-pilot, navigator, steward and general provider of chicken sarnies and diet coke.

Once over the channel, having received our instructions for the day, we put the roof down . . . no it wasn't sunny and it was chilly, but no wimps here. After discovering that our friends in the Vitesse, Chris Bailey (CMB), a fellow TSSC member, and Martin Appleford had not made the boat, which made CNC a little nervous (he had sold the car to CMB), we set off. The first part of the weekend was a scavenger hunt, and we had to find various items including un oeuf dur (egg, hard), mistletoe, a 1664 beer mat, and a golf tee.

We were just leaving the square after the second stop when CMB and Martin



During Scavenger Hunt - Poured with rain seconds later!



Sweeney blaggers
Tim in MG TD
CNC & TPC CMB & Martin

roared up, having missed two ferries, as they got lost on their way to the port. Great secret weapon for the TSSC they were going to be! However, they did have a boiled egg, which put them well ahead of us. Joint team tactics were discussed, and off we went.

We stopped at every bar we came to, all in the cause of finding this beer mat, and every supermarket, thinking I would find the french equivalent of Grosvenor Pie, or Scotch egg. I even considered trying to boil an egg on the engine. Martin thought it was a great idea, but CMB persuaded me not to. CNC eventually hit on the idea of a chocolate egg instead, as

'dur' translates as hard, rather than boiled, so we got one of those.

We had no luck with the mistletoe partly as all the likely woods had animal traps and were surrounded by barbed wire and the others were too wimpish to brave the hazards. I of course am too short to be able to

reach into trees, so there was no point in my trying. CMB found us a real boiled egg whilst searching for the beer mat, which was very handy as chocolate eggs were eaten by the organisers, and then disallowed due to lack of evidence.

We were joint second, with most of the other teams, at the end of the first day.



We teamed up with the lads from one of the two Stags for the evening, and the boys all tried the local brew, although the beer with strawberry juice wasn't the greatest hit of the night.

I would like to say that the next day dawned bright and sunny, but it didn't. Day two was the Treasure Hunt and General Knowledge questions. Team tactics were still the same, in that the four of us teamed up, still in two cars, and went around the course together. The answers were to be found at designated stops. Unfortunately every time we reached one of those stops it hissed with rain, which did wonders for the trade of the local bar owners.

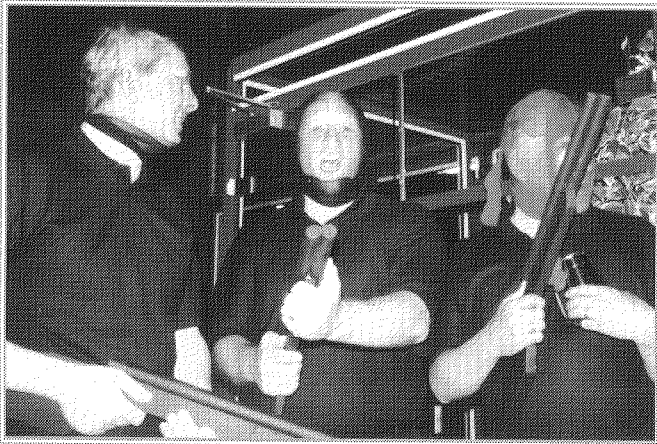
Martin & CMB (TSSC Members)
Don and Frances Reed - Own the Mk II Signal red Spitfire - TSSC Members.
CNC.



We were considered (wrongly as it turned out) to be the last teams on the route who were taking the hunt seriously, and as such the organiser, Nick, frequently turned up to see how we were doing, and to tow, or help mend, any cars that packed up from the strain of the event. Luckily our two cars behaved perfectly.

After the last stop for clues, when Nick actually had to persuade us to WALK the half a

technique. CMB was also looking at his watch, which I



could see in the rear view mirror, and yes I could also see Nick who was following immediately behind looking at his watch as well. I somehow got the impression that they were not trying to work out whether now was a good time to phone Auntie in Australia. Talk about pressure.

With only four minutes to go we got into the square where the check-in point was (naturally the wrong end) to find the road blocked by a policeman, and barricades. CNC and Martin legged it, getting to the check-point with three minutes to spare, meaning that our two teams did not have the final chance to discuss the one answer which we were undecided upon. This left CMC and me to park, which was fine for him, but I went



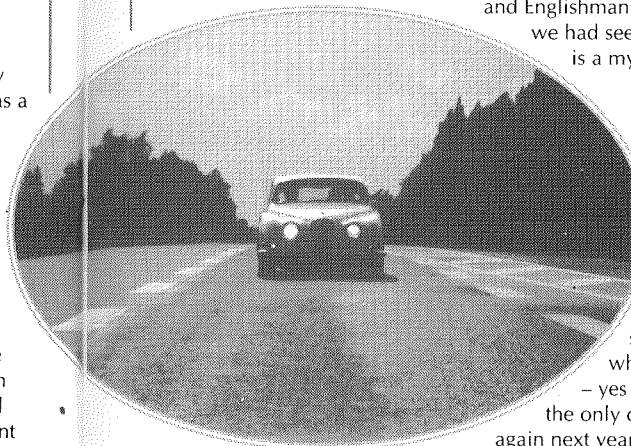
Captains Scarlet & Blue (MG).

mile to the last clue. I decided to drive, and it was at this point that we nearly lost everything. We had encountered almost no traffic throughout the whole day which had been horribly wet at times, but the sun came out, and so did the nutty French drivers. Up to that point I had only ever driven the car for a rare few minutes at a time and naturally I did not drive at the 90mph around French country roads that CNC seems to expect. We were getting close to the deadline by which the clues had to be in by. CNC started to look at his watch, which is a standard 'upset the wife'



round Arras five times on my own, shaking like a leaf, having nearly run over the Mayor (whom I recognised and would have recognised me as I met him less than five weeks before). Nick came to my rescue as he stopped the traffic for me, and I got back to where CMB had parked his car, to find that the far park was so full that he had to park at the back of a large space and I had to park at the front of it.

That evening was the prize-



giving and fancy dress evening, to dress in a style that suited the car, and as you can guess one of the teams consisted of three extremely nice gentlemen, in a lovely white Jag, who dressed as blaggers, and who put on a very good Hollywood type impression of East End gangsters.

They had stockings over their faces (one had tights), and realistic(ish) looking sawn-off shotguns. Other fancy dress included a male Cher (Lotus Elan) and a flight crew whose period uniform almost exactly matched the age of their car, an MG TD. CMB and Martin were the overall winners, but I think that the organisers decided to allow a late entry with as many marks as them, from the Jag team, not because of the sawn-off shotguns, but because they had helped with fixing one of the other cars which had made them late. The four of us won top SWOT for our general knowledge. CNC and I were only one question behind top place as well! The party went well, with the blaggers



threatening the waitress and other guests in the restaurant, who obviously thought that all they heard about mad dogs and Englishman was true, although where they thought that we had seen any sun is a mystery to me.

Yes it was the blaggers behind us, headlights flashing. I don't know what everyone on the road to Vimy Ridge thought, but the French / Canadians there stationed guards in the car park to protect our cars, so perhaps it pays to have the East End Mafia on your side.

We had a wonderful time, and if I survive the Performance Car Treasure Hunt which we are going on in October (in an MG - yes I do know it is not a performance car but the only other choice was a turbo snail), we will go again next year. We may even go in our own Vitesse, but then again, pigs might fly. ★

EVENT REPORT

Our first camping weekend at Beamish Museum took place on a delightfully sunny weekend. Most campers arrived on the Friday night obviously intent on making the most of the event and by 8 o'clock on Friday night a little village of around 30 tents had congregated around one of the two fields allocated to the TSSC for the weekend. Members continued to arrive on Saturday and by the time of the convoy run at 11.30 over 120 people had arrived.

Thirty one cars took part in the convoy run of about 50 miles taking in the contrasting moorland wilderness of Cross

BEAMISH MUSEUM CAMPING W E E K E N D 11th to 13th AUGUST, 1995

Mick and John's GT6's at Beamish.

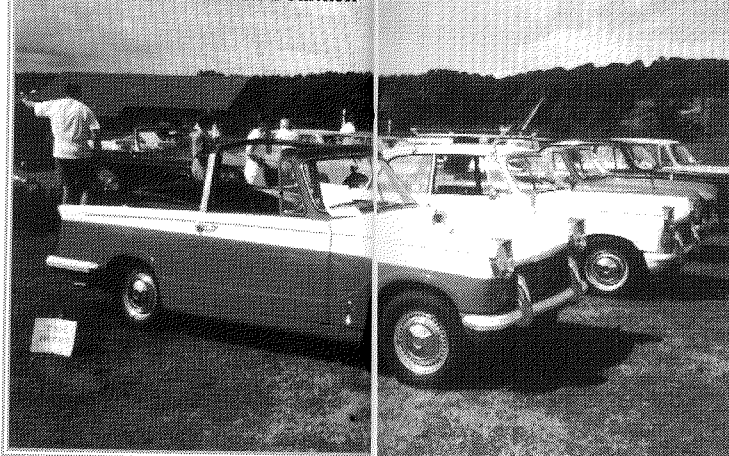


Rigg Fell and the richer farmland of Derwentside. This is the same area that the Le Jog Reliability Run crosses on its way north to John O'Groats.

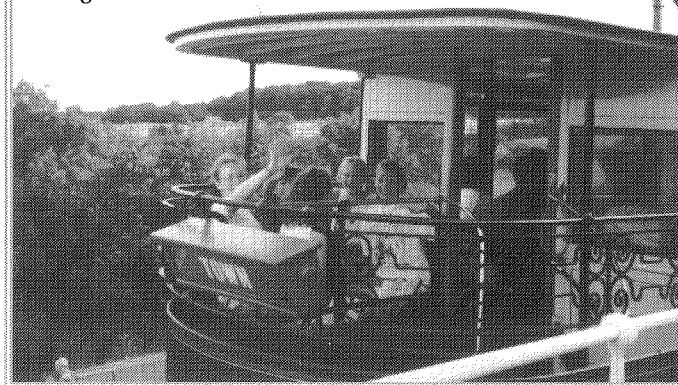
The short stop at the picturesque village of Blanchland was greatly appreciated by those on the run. I did wonder how many people realised that the local hotel, The Lord Crewe Arms, plays host to one of the most famous Ghosts in the North East, 'The White Monk'. After a stop at the Derwent Walk pub for lunch we completed the run back to Beamish in time to start the Auto Gymkhana.

Many of those who decided not to take part in the convoy run took the opportunity to visit the Museum and take a ride on the tram or be escorted down the coal mine. The Auto Gymkhana itself was very well supported, 28 contestants participating in the delights of the Dacey Five and Honky Tonk. One

Bob's Herald on line at Beamish



Taking a Tram ride.



area was so impressed with Stan's horn that they have borrowed it for their own Auto Gymkhana.

The Gymkhana suffered from a short delay because of a shower but was soon restarted and all the contestants were able to complete the event. The event was won by John Bowman, Annis Green picking up the prize for the Lady's Gymkhana.

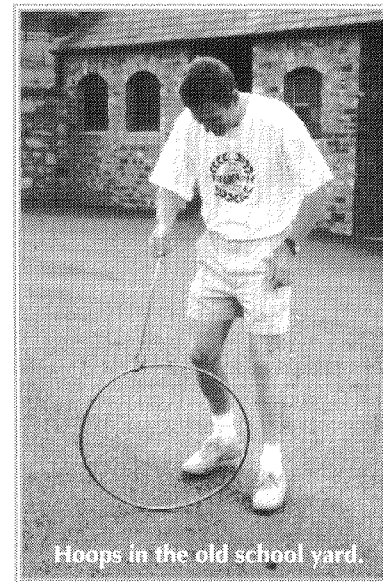
Saturday evening was beset with heavy showers of rain but the barbecue was transferred into the marquee allowing the fun to continue unaffected by

standing on the skyline watching over the proceedings after dark. Was the Batmobile going to be in Sundays Concourse competition?

The following morning it was revealed not to be the famous denizen of Gotham City but rather a chimney stack on one of the buildings of Rowley Station! Sorry, no Batmobile this year!


Sunday brought a return to the good weather and the concours cars made their way to the field that had been divided into the various categories. This year some new categories were introduced. We now have a Master Class for previous NE area concours winners and a category for 'Guest Cars'. The Concours competition was better supported than ever before, 46 cars taking part. The results are tabulated here. The Best Car in Show went outside the TSSC for the first time being awarded to Chris Lloyd of Brough for his superb TR4. Chris's TR4 won by 1 vote over last year's winner, the superb 1500 Spitfire of Shirley McKeown, VAV 100S. Possibly if you clean the exhaust pipe next year John?

No, only joking.



Hoops in the old school yard.

Beamish line up.



he told us that our great rivals, the octagon boys, only managed a turnout of 7 cars.

May I also take this opportunity to thank the many people who were so generous in their praise for the event. It really was a superb team effort, and recognition of the efforts made by many members who toiled, through unknown new ground to

provide this event really is greatly appreciated. This is especially true of those with young families, or expecting an addition to the family who continued to support the area with their essential contributions.

I am confident that next year we will be even better and look forward to seeing all our friends, new and old, who have already let it be known that they will be back in 1996.

Believe me if you were not there,
you certainly missed a good one.
Be there next year!

RESULTS OF BEAMISH CAMPING WEEKEND CONCOURS COMPETITION '95

| CATEGORY | CAR | WINNER |
|--------------|-----------|-------------------|
| BEST IN SHOW | LWC 837 | C. Lloyd |
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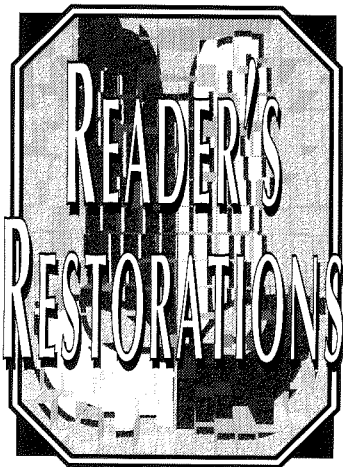
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LIFE WITH ZOE

car has been put on the road and taken abroad for a summer holiday. I am sure most owners feel the same way about their Triumphs and because of this I would like to share a few experiences relating to my car over the past eight years.

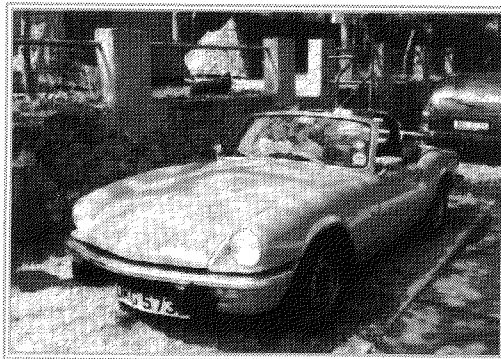
After picking up Zoe in February 1987 I took her to my parent's house. There, she underwent a few minor repairs and a respray and was whisked off to France for a

I have owned DKG 573L since 1987 after buying her from a couple in Hitchin for £600. I named the car Zoe after the previous owner, as a purely sentimental gesture to the way the car had been cared for.



summer holiday with two other Spitfires and a kit car. Unfortunately two of the Spitfires didn't make it back under their own steam and Zoe was one of them.

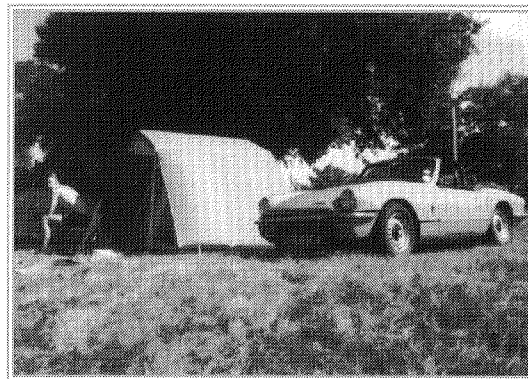
A cam follower disintegrated near Annecy and that was that. Euro Anist (?) brought her home and straight into the garage she went.



A major strip down began. The engine was extracted and placed in my bedroom where I could work on it through the winter. This was when I found that the engine was not an original Spitfire engine but an engine from a Toledo 1300TC and that the twin SUs were not matched. Someone had been busy before me. I just wish they had done a better job. Well, never mind, all new parts under the bonnet, a couple of twin 40s and a TriumphTune exhaust system and

Zoe was back on the road. However, four years had passed and I had spent thousands. Replacing everything had taken time and money.

In July 1991 I took Zoe to France for the second time along with my wife to be, Donna. This time, no problems with cam followers, just two weeks of carefree motoring abroad.



It did not matter that Zoe was the only Spitfire going this time, as there were plenty of other Spitfires to be seen on our travels. We even saw a Stag with a GT6 engine in it, whose owner rebuilt Triumph engines for a living.

At the end of 1991 a change of work meant moving from London to Chester and Zoe was garaged at my parents for the next four years. Zoe finally joined me at Chester after a garage was built which was

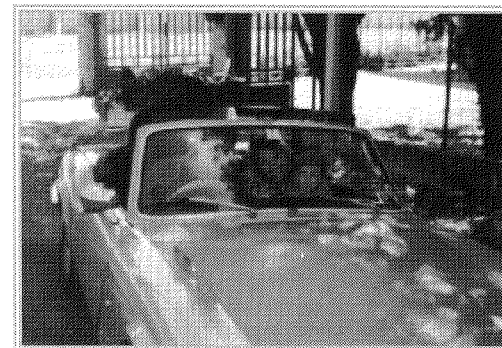
had conditioned my driving to the comfort of my BMW and I had forgotten what the Spitfire really felt like. Initially, getting Zoe back on the road left me wondering what possible excitement I could get from a car with such basic rudiments. Well, this summer has brought it all back, and I can hardly bare to use the BMW whilst

Zoe is going so well and whilst the weather in England has been so good. Anyway, as predictable as ever, this summer saw a third holiday, motoring in France. Once again we travelled alone, but this time over the 2500 miles there was a distinct lack of Triumphs on the road. I can only remember two Dutch Spitfires, not a single Brit Triumph of any description. Where have you all been this summer? It was certainly better than the previous years, perhaps it was the terrible exchange rates us Brits are getting

which makes it so expensive that has kept so many Triumphs at home. One thing is for sure, the Kenlowe I fitted paid for itself whilst on the Route de Napoleon and thank God

I replaced the brake pads. Some of the inclines were steeper than I remember from previous years.

Back home and another job, change looms. I hope I don't have to leave it four more years before I can take Zoe on holiday again.



A few tips for motoring abroad.

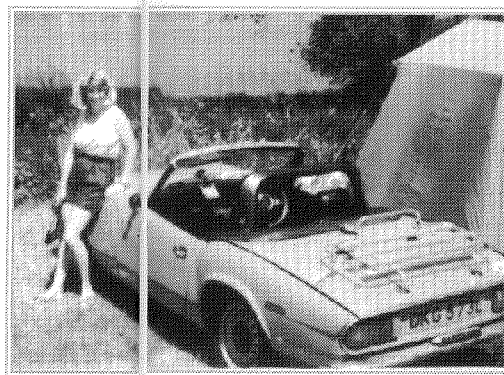
Use black tape to mask the headlamps – the 'proper' blanks are ridiculously priced.

When getting on the ferry, ask to be put on the level due to the car being very low. Avoid smacking the exhaust etc.

Take some spare bits, emergency fan belt, UJ, points, condenser and bulbs for a minimum.

Take a set of tools including feeler gauges.

You don't have to buy bottled water – many places in France have drinking water from the tap. It's worth knowing in order to save money. ★



decent enough to house her in, you know, double size with a pit. The four years Zoe lay dormant

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VITESSE BADGES

Having purchased a MkII Vitesse saloon last year, registration number VUU 795G, I have a problem that you or fellow members may be able to solve.

When the MkII was introduced, the T R I U M P H lettering that was detailed across the full width of the boot lid and bonnet were replaced by a TRIUMPH badge on the silver insert panel on the boot and a VITESSE badge on the nearside of the bonnet.

My Vitesse, which I know is a very early MkII and numbered within the first 500 built, carries the badge and boot lettering in place of the TRIUMPH and VITESSE badges.

The previous owner repainted the car a few years ago and in the photographs taken at the time, it is clear that the holes were on the boot and bonnet indicating that the lettering had been there before he started. In addition, the lettering is very straight and does not look as if it was a DIY job.

Was the MkII ever produced with the lettered boot and bonnet or has there been some event in the cars past that is unknown? I spoke with Mac Reynolds at Stafford and as far as he can recall, this was not carried over from the MkI.

I hope that someone somewhere knows the answer and I would be pleased to be enlightened.

Colin R Crabb

TSSC TOTALLY TRIUMPHED

Having just returned from Northern Ireland after an extremely enjoyable weekend with the Northern Belfast Area, we would like to thank them for all the friendliness and help that they gave us. The aim of the weekend was to attend the Totally Triumph Classic Car Show, which was very well organised and presented. A first show (we hope there will be more) with over 100 entrants and 1000 spectators was a phenomenal achievement for which the Area must be justifiably proud. If you missed the show, don't miss it next time, it's certainly worth the trip from England, Scotland and Wales.

On the Sunday a small, tired group of local members made sure that we visitors were still entertained to the full with a drive along the break-taking Antrim coast to the Giant's Causeway, complete with the telling of the legend of Finn McCool!

Thank you Paul Robinson and your enthusiastic area for a great show and a great weekend, next time maybe we can stay longer without encroaching quite as much on your time. Thank you everyone who made us so welcome and showed us the true spirit of T.S.S.C. friendliness.

Mike & Tracy Crewes

GROVELLOR

This letter serves mainly as an opportunity to grovel for a favour from some kind fellow member. As a student of Newcastle University, I find myself faced with a worrisome dilemma. My tired, much loved Herald 1200 saloon must either be sold, or stored. This comes of the fact that the average student financial situation does not allow for the running and upkeep of a classic car. My parents do not have the space to store the car off road for three years, and so I may be forced to sell, something

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Ring or write to TSSC HQ.

I do not want to do. I therefore write to you in the hope that some TSSC member with space to store the car (outside will be fine) and ten minutes every now and then to run the engine and move the car backwards and forwards would be willing to take care of her for the three years I will be away pursuing my degree. I am unable to offer much in the way of monetary recompense, due to the financial constraints of student life, but any member who would care to help out in this way would be assured of a willing helper for any large or difficult tasks on their cars. (Provided they live within easy reach of my home address).

Daniel Burrows

32 Kreswell Grove,
Dovercourt, Harwich, Essex.
CO12 3SZ.

THANK..SKI! BOAT & CAMP, ONE & ALL.

As a relatively new member to the TSSC I would like to pass on my thoughts and congratulations to SE London Club who organised the Ski, Boating and Camping Weekend on the 19th and 20th August.

Unfortunately I was only able to make it on the Sunday, but thoroughly enjoyed the day and won a trophy for the Best Restored Car.

The attendance at the meet was smaller than expected, but this was due to it being advertised at Bedgrove rather than Watermead. But never mind, I am sure next year the meeting will prove to be even more popular.

Well done SE London, and keep up the good work! and hope you get mentioned in the Courier.

That's all for now.

COMPENSATOR FEEDBACK

In the August issue there was an article by Robert Symmons about the camber compensator, which was a device for reducing or eliminating the rear suspension 'jacking'.

In 1973 I bought a 1969 Spitfire MkIII, NBM 10H, and, after frightening myself on several occasions in mid bend, decided to do something about the rear suspension.

I had heard about the camber compensator, which was sold by Speedwell, but found that it was out of production and unobtainable (even in 1973). I did not like the idea of the lowered rear spring solution, because I had to negotiate a cart track and so needed good ground clearance.

Eventually I tracked down a camber compensation fitted to an 'E' reg Spitfire of a friend of mine. He was selling the car, and allowed me to remove and buy the camber compensator. As your picture showed, this was a steel bar which bolted to the bottom of the differential via a small steel bracket. It was then bolted to the rear hubs via two links, like anti roll bar links (which again can be seen in the photo in the article).

The steel bar was quite flexible; however, it prevented the two rear hubs from dropping at the same time, without restricting the vertical movement of the individual hub. This was so effective that it was not possible to fit the camber compensator with the rear of the car jacked up, and had to be done on wheel ramps.

The effect on the handling was remarkable. You could indulge in four wheel drifts, and lift off with the rear end only moving out gently which was easily corrected. Around the same time I fitted 4.5J wheels, and the two modifications together made for a beautifully handling car.

I sold this car in 1976, still with the camber compensator fitted. I purchased a 1973 GT6 MkIII (which I still own) with the late 'swing spring' rear suspension, and found that this car felt slightly less secure than the modified Spitfire when I lifted off in mid bend, there being an uneasy 'squirm' from the rear as the suspension tried to sort itself out.

I hope that this information is useful for you.

John D H Morley

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A TOP TRADER

Whilst en-route from South Yorkshire to the Spitfire Weekend, Holland, we were on the A14 when we developed 'indicator failure'. Using the club directory we found the nearest trader and made a call to DSU Motors, Sudbury, confirming that they had an indicator switch and flasher unit and following help from Tim, the parts were fitted in no time. We would like to express our grateful thanks to Tim and DSU Motors for their time and courtesy and would recommend them to any other members in or around the area.

Annis & Peter
(South Yorkshire Area)

CHASSIS WOES

I am in the process of rebuilding a MkII Vitesse Convertible (isn't everybody?). As I am new to Triumphs I decided from the outset to buy the workshop manual and parts book, and just for good measure the Practical Classics re-print of S.W. Classics restoration. After some time it became apparent that the chassis I had got was past saving so a phone call to Paul in Purfleet turned up a serviceable Herald chassis. Then the run began . . . transferring all those brackets, what a nightmare!

Anyway, out came the trusty workshop manual to obtain the correct position for the lower wishbone brackets. Hey presto, no measurement, well the picture shows dimension no. 68 but no value is shown. Luckily the old bed frame was still at work, so armed with a tape measure off I went. Some weeks later I was talking to a customer at work about my Vitesse (I have a saloon also) and he said he had owned a GT6 back in 1975 and thought he still had some of the books he bought from that time. A couple of days later an original workshop manual became mine!

Checking this book against my reprinted book, I found that the missing chassis dimension number 68 was in this manual (I have notified the publishers). For the record the figures are:- 5.58 to 5.64 inches or 14.17 to 14.33cm forward of the rear chassis datum point. This story doesn't end there, the next items to be transferred over were the radiator mounts so armed with my tape measure workshop manual and Practical Classics Vitesse restoration guide I set about putting them in the right place on the chassis. Now you may say I'm blind as a bat but I found determining where the front datum is very hard. So much to my relief the Practical Classics article states 'that the datum points at the front of the chassis are the rear faces of the front suspension inner support brackets'. They even show two pictures of measurements being made. Great, so off I went, made the measurements, attached the brackets, all done!

I don't have a lot of luck, he following weekend I had radiator trouble with the saloon. I kept on thinking this does not look the same as the convertible chassis so I checked, there seemed to be about 0.4 of an inch different between the two cars? I re-checked all my measurements, even dragging a mate round to see if he got the same result, yes I was right. I studied the workshop manual till I saw double, then I noticed a measurement from the front datum to the front cross member 0.5 of an inch (number 8 on page 5-102v). So, working from there, I found that the front datum point was not as stated and as a result all



my outriggers etc, were wrong. I decided that the outriggers etc, were OK, as there is a lot of scope for adjustment in these areas, but the rad leaves very little room for error and off came the brackets, only this time I could not hack away the front extensions as I had on the old frame. The only answer was to get the brackets re-made by a sheet metal worker, more expense! Not to mention another two days wasted. I contacted Practical Classics Triumph expert Davids Lillywhite and told him what I had found. He asked me to put what I had discovered on a fax, which I did.

Several weeks have past and I had not heard anything about my wrong measurements so I rang David back to discover they would probably print the error in this months mag.

So, the moral of this tale is, don't take anything for granted you read in books, always check the information you get even if they are a respected expert in that field. If you are not sure, stop, check and re-check.

Simon Newbury

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RETRO RALLY REPORT

Perhaps it was because I wasn't too happy about the car I had been allocated for covering the Alpine Rally, that I didn't notice until late on Friday that it hadn't turned up.

This was 1962, when the coverage of international rallies was a major operation for the motoring journal on which I worked, and with 3,500 miles in prospect, a Triumph Herald 12/50 seemed a little lacking in the sort of performance that would be needed.

A call to the Press Office at Standard-Triumph found someone still there, only to reveal that the loan of the 12/50 had been forgotten. I was secretly delighted, I would use my own Triumph TR3A instead, and the cost would be reimbursed through the firm's generous mileage allowance of ten and a half pence a mile!

In the middle of the night I was

WENT THE DAY BADLY

Stuart Bladon recalls an Alpine Rally that led to an argument with an Italian lorry driver.

suddenly aware of the 'phone ringing in my London flat. It was 4am, who on earth could it be? I was astonished to learn that the industrious Triumph Press officer was on the 'phone, and I was not too pleased to learn that he had found the Herald. The gearbox was out of it, he told me, but it would be put back in and the car delivered on Sunday afternoon.

It rather delayed my start, and meant that I couldn't go in the TR3A after all. Photographer Ron Easton was already in France for the Monaco GP, and we were due to meet out there on the Tuesday, ready for the start of the Rally at Marseilles.

Once I started driving the little Herald 12/50 I was happier about it than I had expected. It bowled along very well at 70-75mph, and I appreciated the accuracy of the steering – something that not many cars could match in 1962. Although there was no autoroute then, I managed to drive from London to Lydd, fly with the car to Le Touquet, and drive all the way to Grenoble in the day – over 600

miles single handed, and with no radio, not to mention the in-car

cassette player which had yet to be invented!

The Herald 12/50 had the twin carb engine, and featured Girling front disc brakes. The engine proved acceptably quiet even in hard driving, but the limited fuel range was a nuisance. The consumption was around

31mpg, calling for a fuel stop every 130 miles or so. If it was left to late, it was necessary to stop, get out and turn the fuel tap of the tank to the reserve position, all wasting more time.

I met Ron Easton as planned, and we went to the start, then pursued the rally as well as possible on its traverse of northern Italy, taking short cuts to get ahead and photograph the cars as they came through. In those carefree days of rallying,

took refuge from the rally cars at the same hairpin bend.

There was great excitement when the leading Austin-Healey of Seigle Morris and Ambrose skidded on the ball-bearing surface and clouted a rock, puncturing a rear tyre and damaging the jacking point so that they were unable to change the wheel. They pressed on with the tyre flat, shedding first the inner tube, then the tyre itself, and they clattered through on the wheel rim when they passed us.

Soon, the spokes separated, and the wheel rim broke free and trundled off down the road just as another Austin-Healey, driven by the Morley brothers, was trying to get past. They completed the stage on three wheels and the brake disc.

As soon it was safe to go, we set off in pursuit, but after a few miles Ron said: 'Where's my camera?' He had two cameras, and the Leica was missing. 'That... lorry driver,' I explained; 'he must have pinched it!' We had walked up and down the pass a long way, in search of different view-points, and the car had been left unattended for much of the time.

the roads were still open to the public as the cars came hurtling over the Italian mountain passes.

We had parked the Herald as far off the road as possible on the Passo del Vivione, with its narrow and rough, stony surface, when an Italian lorry loaded with building rubble came along and

I stopped, turned the car round, and we went zinging back up the Vivione, cursing the Herald's too low second gear. The lorry had set off in the same direction, so we soon met it coming towards us, turned round again, and chased it down the pass until a suitable opportunity came to roar by and then force it to stop.

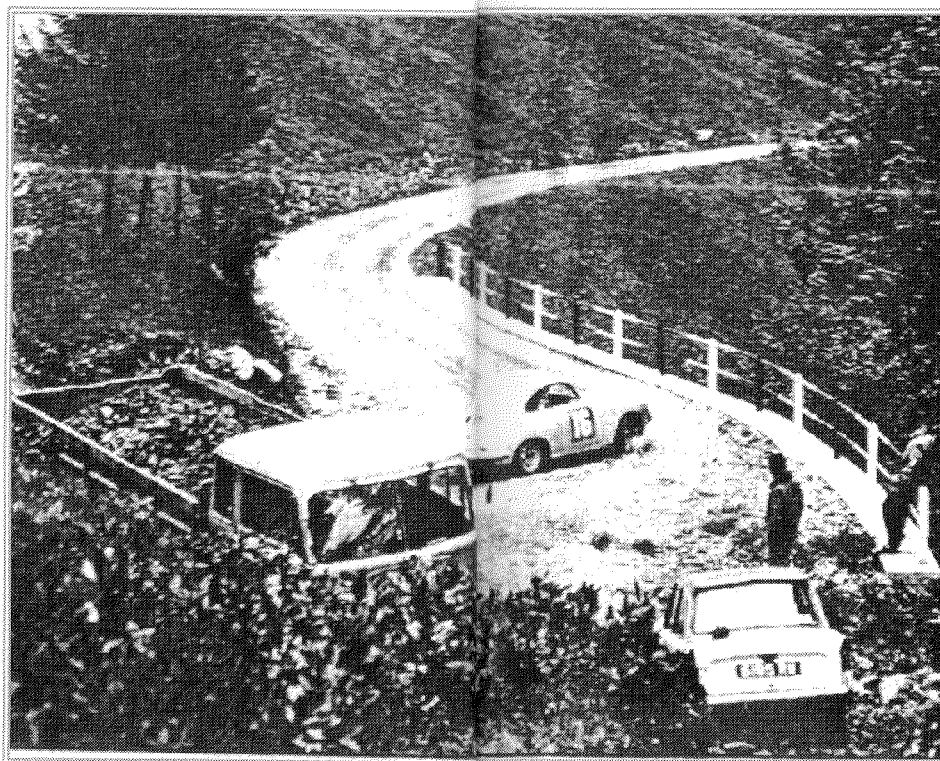
Between us, we had no Italian, but the word 'camera' was fairly international, and as we started rummaging about in the cab of the lorry he soon realised what was afoot, and started to get very angry. Was it bluster to prevent us from finding it, or genuine indignation? We didn't know, and, there being no sign of the missing camera anywhere, we had no choice but to let him go. We had to keep our dark suspicions to ourselves.

With the Alpine eventually finished, Ron flew back with the pictures and my rally report. I had enjoyed writing it, because the Morley brothers had won the Rally, and Pat Moss in another Healey won the Ladies' prize, and was third overall. I was now faced with another solo drive, from Nice back to the London office.

A few weeks later I wrote a short article about the trip with the Herald, and ordered up some more prints to illustrate the piece. One of them, taken on the Vivione above the hairpin bend where we had stopped, plainly showed the Leica lying on the boot of the Herald. The unfortunate lorry driver had been completely innocent after all! I often wondered what happened to the camera after it flew off the back of the car on the first bend, and whether anyone subsequently found it.

The photo shows Bladon and Easton viewing the 1962 Alpine Rally from a Passo del Vivione hairpin. Spot the Leica on the Herald's boot! ★

*This article first appeared in 1988 in **Thoroughbred & Classic Cars Magazine**, thanks to them and to Phil Willson for bringing it to my attention in the first place....Bernard (Ed).*



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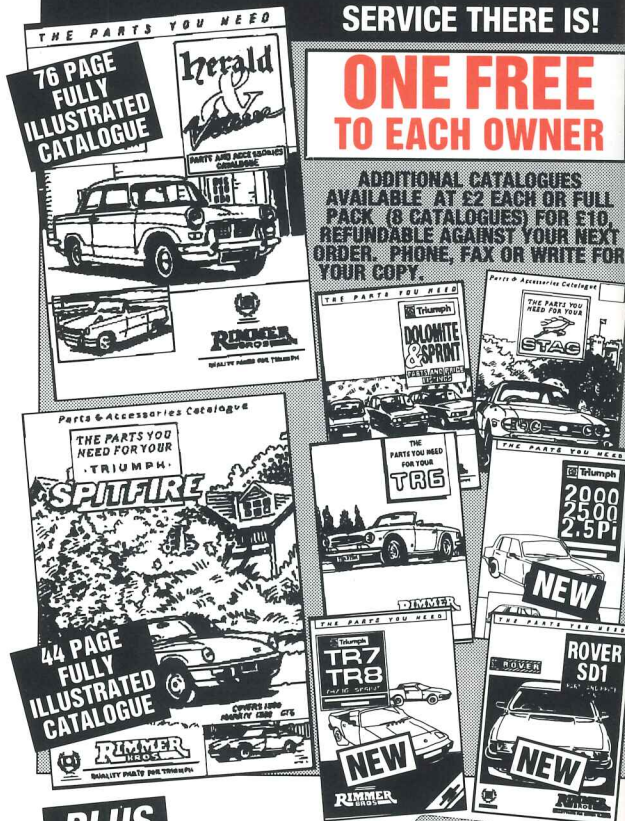
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SHOW REPORT

The run to Enniscorthy is by now almost legendary amongst Northern Ireland members of the TSSC and has become increasingly popular (see August 94 Courier). It is in fact 2 events, a run from Lisburn to Enniscorthy in Co. Wexford (180 miles approx.) on the Saturday and the Enniscorthy Club's Spring run on the Sunday. The format has been much the same for the last 6 years although the numbers involved have increased dramatically.

RUN TO ENNISCORTHY

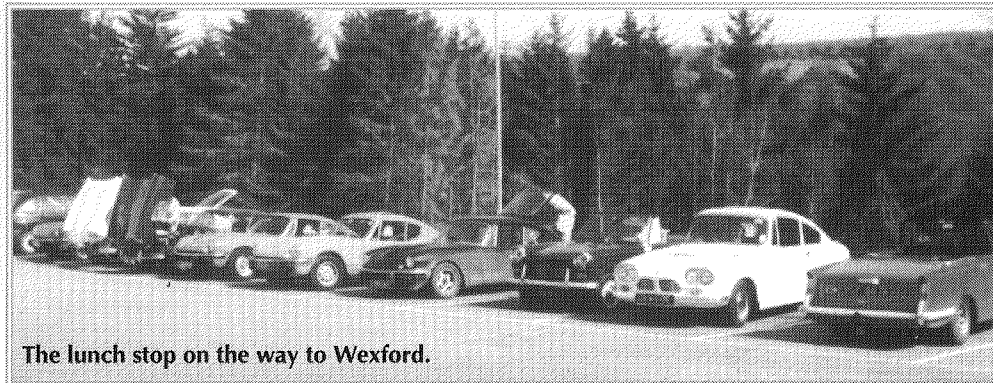
Paul Robinson - Club Award on behalf of the TSSC.



Tom Johnston (right) winner Best Triumph.

Having organised the run down to Wexford in all the previous years I thought I had most of the likely problems ironed out. Everybody knew where we were to assemble and I had instructions made out for everybody giving details of their accommodation (already booked), the hotel where we were to have lunch (already warned of the numbers and expected time of arrival). The information sheet included telephone numbers of the various hotels, guest houses etc, what could go wrong? The answer, of course, is plenty. This year saw more problems than any other year although it was also one of our most successful. However, back to the main story

The least enjoyable part of the whole weekend is the start. Although Northern Ireland is quite a small place there are obviously a number of different time zones. 10:00am in Lisburn clearly is not the same as 10:00 in Carryduff for example. Usually the last car turns up just as the patience of the first cars has expired. This year some never turned up at all! David for example thought it would be a nice surprise to go via Holland and meet us in Enniscorthy but did not bother to tell anyone. Thankfully he is not very good at keeping secrets and rumour had reached me of his plan. So when he did not turn up at the start I did not worry unduly. However one member did not show up and could not be contacted. As he had



The lunch stop on the way to Wexford.

never done this run I was reluctant to depart without him but eventually we could wait no longer. I started to give the final instructions to the drivers when to my dismay a group of GT6s drove off at a fair speed. There was instant confusion amongst the remaining cars some of whom set off in hot pursuit of the GT6s while others waited for some sign from myself. Soon everybody was on their way heading for Dublin.

Once we were on our way, I stayed towards the rear hoping to spot any cars that got into difficulties. There were three cars behind me but they had strict instructions to keep an eye on each other and at least two of the drivers are better mechanics than I am so I was not concerned. I could not have foreseen what was to follow (honest). The first I knew of any problems was when one of the three cars passed me trying to make up time. I checked with the driver and was told that Michael and Debbie's Spitfire was not going properly and was turning back for home. The other car with them, Gordon and Tracy, would be along shortly. Michael and Debbie would catch up later in their modern car. Content with that I at least knew what was happening, I continued for Dublin and the lunch stop.



The motley crue at the beginning of the run.

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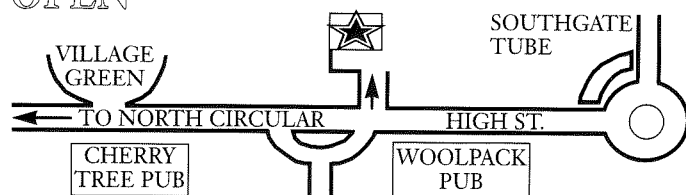
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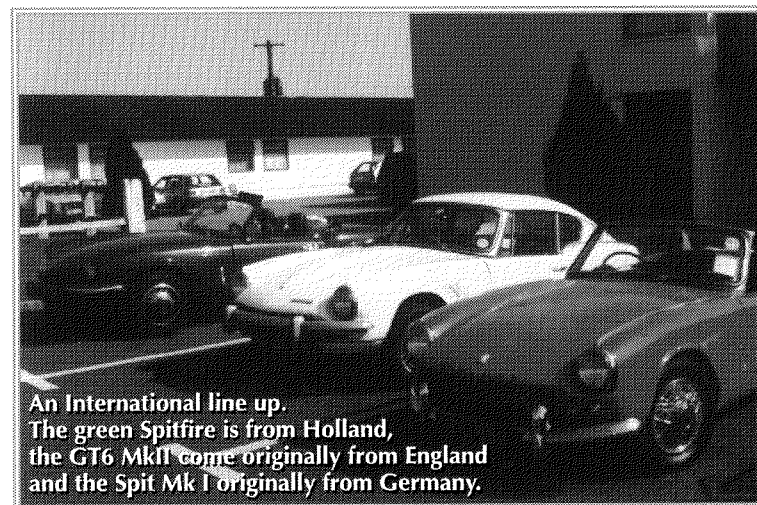
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Meanwhile having turned back and sent on the the other cars, their Spitfire seemed to cure itself after a couple of miles. So Michael turned again and headed back for Dublin unknown to the rest. They never made it. The car broke down in the middle of a roundabout at Swords outside Dublin. Attempts to fix the car failed and they ended up being towed nearly 100 miles on a very short rope! The first ever breakdown on the run to Enniscorthy and a very unpleasant end to Michael and Debbie's weekend.

Ignorant of Michael's and Debbie's problems, everybody else headed for the lunch stop outside Bray on the far side of Dublin. En-route I caught up with Tom Johnston who was having difficulties with the dynamo on his Mk1 Spitfire. Temporary repairs ensued and with Steven Kernoghan in a 1500 Spitfire to accompany him, I headed on after all the other cars.

I got to the hotel for lunch only twenty minutes late and in reasonably good form although somewhat confused at seeing Richard in the GT4S heading back in completely the wrong direction! However most cars had already arrived

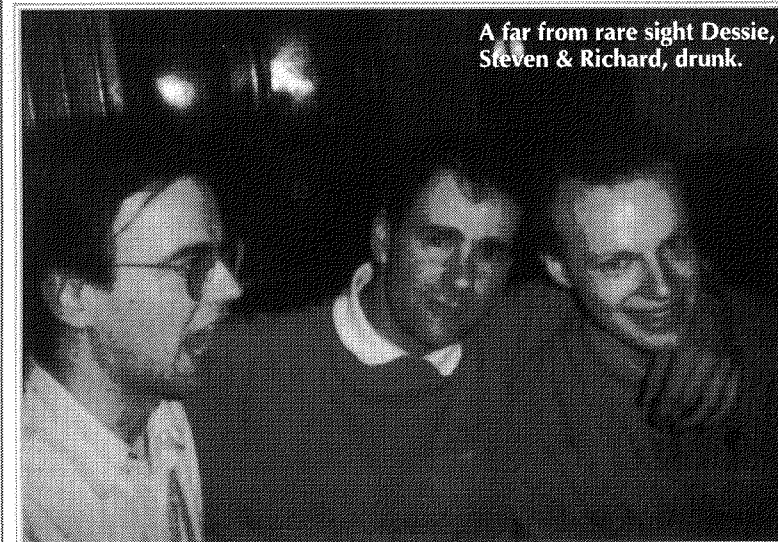


**An International line up.
The green Spitfire is from Holland,
the GT6 MkII come originally from England
and the Spit Mk I originally from Germany.**

and the rest (including Richard) turned up shortly. John and Fiona Kipping met us there having taken the Holyhead - Dun Loaghaire ferry in their Mk1 GT6. After a pleasant lunch and much chat we eventually set off on the second and most enjoyable part of the trip, from Bray down the coast to Wexford and Enniscorthy itself.

There were no problems on this part of the trip and everybody

arrived more or less together. Two things greeted us on arrival. First a contractor was digging up the main street when we arrived making parking very difficult and second David and Crystal standing outside the main hotel beside a Dutch registered Spitfire! Chaos followed as people tried to get parked and find their accommodation. At this stage I was still expecting Michael and Debbie to turn up albeit late.



**A far from rare sight Dessie,
Steven & Richard, drunk.**

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Eventually everybody ended up in a room although one guest house did not get any of the guests expected which no doubt resulted in me being called some choice names and we will not be welcome next year. In the end I gave up worrying and joined everybody else in some serious partying at the dance laid on by the Enniscorthy Club. Members of the South Wales Classic Car Club were also at the event this year and at one stage the Minister for Agriculture turned up and gave a short (thankfully) speech including some awful jokes. He was then introduced to the members of the Welsh Club and ourselves. I seem to remember that one of our members was wearing some novelty underwear on his head at the time of being introduced. The Minister either did not notice or thought it was a peculiar Northern Ireland tradition and was too polite to ask. Alternatively he may have guessed what we already knew, namely that the individual in question is completely mad!

The next day despite the hangovers and general confusion everybody made it to the start of the run. Colin and Betty were in their Spartan which was the first time most of us had seen it. Given that it had just got its MoT and had hardly been driven before, they deserve tremendous credit both for bringing it and the high build standard. It certainly got a lot of attention at the start.

A rare sight, Albert and Elaine dancing.



Adam Robinson (7) reckons he can drive a Herald better than his father. If he could only reach the pedals!

The Enniscorthy Veteran and Vintage Classic Car Club had, as always, gone to a lot of trouble to organise the excellent Treasure Hunt and drive through the beautiful Wexford countryside with tea and lunch stops on the way. At the finish there were the usual speeches and the awards were made. Everybody who took part got a hand painted china plate with a picture of a vintage car on it and 'Enniscorthy Spring Run' written around the rim. The Long Distance award went to David and Crystal, Best Triumph went to Tom Johnston's Mk1 Spitfire and for a second time (and the only time a club has won twice) the Club Trophy went to . . . the TRIUMPH SPORTS SIX CLUB!

Which of course is not quite the end and we still had to drive back to Northern Ireland or in the case of John and Fiona, Coventry. However all the journeys home proved uneventful and despite all the problems the weekend was a tremendous success. While we will clearly have to re-think how the trip down on the Saturday went, on thing is certain - we will be back! ★

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Tommy the Triumph

CAR CRIME IS ON THE INCREASE AGAIN — BUT DID YOU KNOW THAT IN A RECENT AA SURVEY...



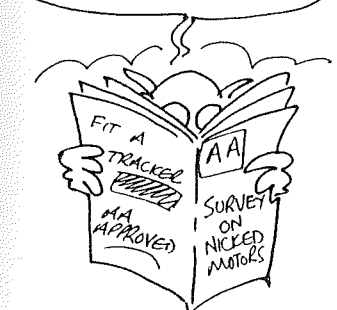
40% OF VICTIMS HAD A STEERING WHEEL LOCK —



AND NEARLY HALF HAD A FANCY ALARM SYSTEM,



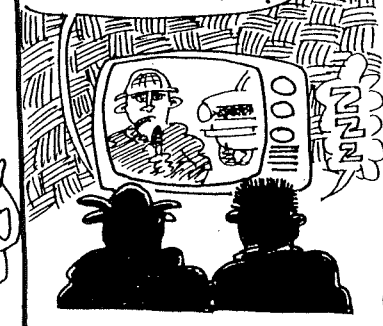
NEARLY A QUARTER OF VEHICLES WERE PARKED ON THE DRIVEWAY AT HOME!



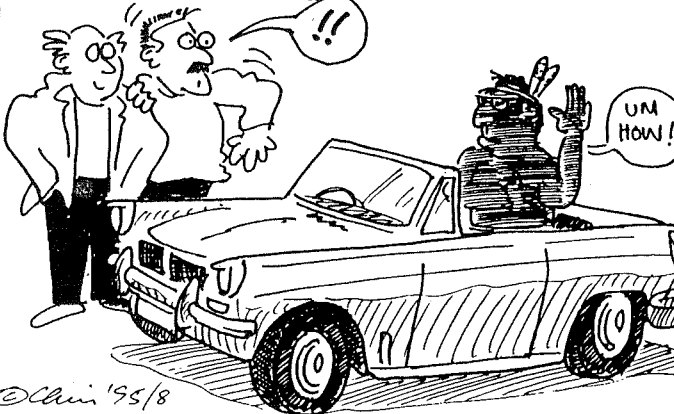
A THIRD NEVER GOT THE CAR BACK AT ALL!



ONE CHAP SAW HIS SHOGUN ON A NEWS REPORT FROM AFGHANISTAN!



SO, I GOT ONE OF THESE TRACKERS FOR EXTRA PROTECTION!



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