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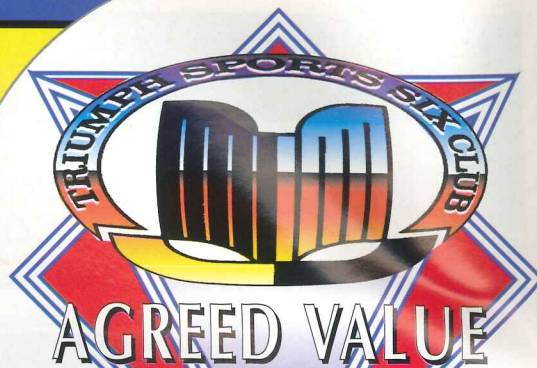
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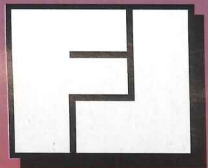
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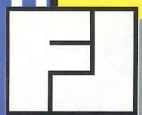
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THE COURIER

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB
Vol 16. No.187. January 1996.
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CLUB HEADQUARTERS

Main Street, Lubenham,
Market Harborough,
Leicestershire. LE16 9TF.

TEL: 01858 434424

FAX: 01858 431936

Headquarters open between
9am - 5pm Monday to Friday
9.00am - 1.00pm Saturday

CLUB MANAGER

Bill Sunderland

OFFICE MANAGER

Trudi Squibbs

MEMBERSHIP ADMINISTRATOR

Angie Hill

TSSC OFFERS MANAGER

John Muggleton

TSSC OFFERS ADMINISTRATOR

Diane Spence

TSSC OFFERS CO-ORDINATOR

David Hill

COURIER MAGAZINE EDITOR

Bernard Robinson

IMAGESETTERS

John Fairey, Matt Squibbs & Jo Sunderland.

Triumph Sports Six Club,

The Old Clock Tower,

Main Street, Lubenham, Leics. LE16 7TF.

Tel: (01858) 434424 Fax: (01858) 468228.

GENERAL SECRETARY

Peter Williams

5, Frosty Hollow, East Hunsbury,

Northampton. NN4 0SY.

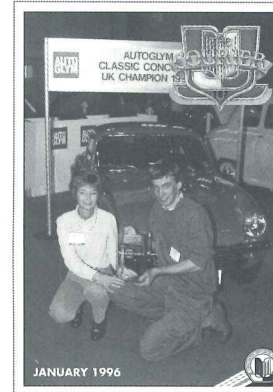
TEL: 01604 705319.

COUNCIL MEMBERS 1996

Chris Mills, Brian Waters, Peter Williams,
Mike Costigan, Leon Guyot, Trudi Squibbs,
Bill Sunderland, Mike Crewes, John Thorpe,
Mark Hugall, Stewart Newbould, Annis Green,
Simon Roberts, David Aspinall, Tom Longley.

For a full list of TSSC officials see page 82.

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Cover Photo:
Angela and Andrew McGowan
1995 UK National Champions
Autoglym Classic Concours
Picture: Pete Williams

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Plus Area News Review/ Classified Newspaper.

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

T.S.S.C. EVENTS CALENDAR

This is the official TSSC Events Calendar for 1996 containing details of all TSSC organised events and National and Local events to which the club has been invited. Whilst every effort is made to ensure that the details contained in this calendar are correct, no responsibility is accepted for errors or changes due to unforeseen circumstances.

For additions and amendments contact the Club Headquarters.

Tel: (01858) 434424. Fax (01858) 431936

WOULD ALL SHOW/EVENT ORGANISERS PLEASE NOTIFY TRUDI OF DATES FOR THE 1996 CALENDAR AS SOON AS THEY BECOME AVAILABLE. TELEPHONE TRUDI: 01858 434424

TSSC ORGANISED EVENTS

JANUARY

MON 1st THE MID KENT AREA CLASSIC CAR '96, New Years Day Meeting, Chirneys, Tonbridge. Contact: Liz 01732 773111.

FEBRUARY

SUN 18th INTERNATIONAL TRIUMPH SHOW & SPARES DAY, Stoneleigh, Nr. Coventry.

JUNE

SUN 16th CENTENARY OF THE TRIUMPH RALLY, Coombe Abbey, Coventry. Contact: Ray Gilkes, Day - 01203 886229, Eves - 01203 544371

JULY

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

AUGUST

SAT 10th 2nd TOTALLY TRIUMPH CLASSIC CAR SHOW, Cooke Rugby Club, Belfast, Northern Ireland.

SEPTEMBER

SUN 15th TAC 96 Supporting County Air Ambulance Service, Hatton Country World, Warks.

NATIONAL & LOCAL TSSC INVITED

JANUARY

FR/SUN 19/20/21st THE ROADRUNNER CLUB PRESENTS: The 5th London to Edinburgh Trial. Contact: 01423 523 774.

SAT 27th THE NOTTINGHAM AUTOJUMBLE, John Player Sports Centre, Aspley Lane, Nottingham.

MARCH

SAT/SUN 9th/10th 10th SPORTS & REPLICA CAR SHOW, Bingley Hall, Stafford.

SAT/SUN 16th/17th THE LONDON CLASSIC MOTOR SHOW, Alexandra Palace, London.

MAY

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

SAT/MON 11-13th TRIUMPH 'CONTINENTAL' TO FRANCE. Weekend in Laon. Tel: 01304 380244

JUNE

SAT/SUN 3rd/4th THE BRISTOL CLASSIC CAR SHOW, Bristol Exhibition Pavilions, Bristol.

JUNE

SUN 9th DAIMLER & LANCHESTER OWNERS CLUB INTERNATIONAL CENTENARY RALLY, Coombe Abbey Country Park - 10 Triumphs Req'd.

SAT/SUN 15th/16th 4th GREAT YORKSHIRE VINTAGE & CLASSIC VEHICLE RALLY.

JULY

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

AUGUST

SAT/MON 24/26th HEALEY INTERNATIONAL SPORTSCAR WEEKEND, Royal Agricultural College, Cirencester, Glos.

SEPTEMBER

SUN 29th THE LONDON CLASSIC CAR SHOW INCORP. THE GRAND LONDON AUTOJUMBLE, Kempton Park Racecourse.

OCTOBER

THURS-SUN 17th-20th RALLY DES 4 COULERS, LE PERIGORD POURPRE 'WINE RUN', Dordogne Area. Contact: Guy Painchault Phone/Fax: 0033 14602 9412 or Club H.Q.

NOVEMBER

SAT/SUN 23th/24th THE NATIONAL CLASSIC MOTOR SHOW, NEC, Birmingham.

"COMMENT"

Bill Sunderland

REVIEW OF THE YEAR

Let's go in reverse order as last month's budget rounded off another successful year for the TSSC. The campaigning paid off and some justice has been achieved.

Many members will now have Club cars which will carry a nil cost tax disk and as the years go by, more and more Club cars will become exempt from road tax. This is a victory for common sense and thanks must go to all pressure groups. M.P.s and the DVLA whose support along with the Federation of British Historic Vehicle Clubs. Some may worry that this is the first step towards limited use of older cars, I believe not, as long as presentation levels of cars remains high they should be a joy to see. As Ken said in his budget speech - quote "the exemption from VED for lighter vehicles over 25 years old produces a generous and coherent system of taxation for older vehicles and reflects the important role old vehicle enthusiasts play in maintaining this vibrant part of our history and heritage". (Here! Here!)

1995 had its ups and downs, we started the year with the headquarters up and running, with the new shop and museum complex. Many many members have visited the HQ throughout the year along with quite a few area visits, we have added new exhibits and gradually a Triumph mecca is evolving.

The Car is the Star. Yes, our time had come, Quentin Wilson and the Top Gear team featured the Triumph Herald on TV and placed us in front of millions of new viewers to give all!! The best reasons for owning a small chassied Triumph, yes a Triumph for us as this has to be good advertising for the cause, a good start to 1995.

On the event front the TSSC has excelled and many Club members have put in much to give the TSSC that leading edge from barbecues to driving tests, camping weekends to overseas tours, 1996 promises much of the same. The awareness of Triumph cars

has lead the classic car publication list with article after article being written on Club cars.

Triumph World magazine was launched and further enhanced Triumph life, watch out in early 1996 for more Club stories in Practical Classics and Popular Classics. Special features on the TSSC appeared in Classic Car Mart, Classic Car Weekly and Classic Motor Monthly. The Triumph movement had its first dedicated all Triumph Show and Spares Day which along with all major TSSC shows last year was a resounding success.

The Courier magazine continued to be extremely informative and still leads all Club magazines on the technical front, having so many talented club officials and writers. Area Organisers deluged us with news in the News Review and yes, a lot goes on.

Trade involvement was somewhat patchy in 1995 with some companies moving forward and others leaving the Triumph world. As we still find it hard to shake off the recession, money being tight, spending continued to affect the overall Feel-Good factor.

Club cars' values will start to rise and there has never been such a good time to purchase from a buyers' point of view. Footman James continued to insure the vast majority of Club cars and look to increase further in 1996. Policies offered are better value for money now more than ever before, making motoring in Club cars even cheaper therefore more enjoyable.

1995 moved Triumph and the TSSC forward. 1996 promises much. Thank you for your participation and Happy New Year.

NEWS REVIEW

Views of the Internet

As "quattro" was the word for the Eighties, the "Internet" is the word of the Nineties. Just what is it? What could it do for you? Or, rather, what could the Club do for you via this new communications medium/revolution. These are questions we're currently asking and we want your views. An awful lot has been written about and heard of The Internet and the associated World Wide Web. No doubt some (a lot?) of it is hype but many people find services offered via the 'net to be very convenient and useful. The Club is currently looking into whether it should offer services / information on the network to those current and prospective members who may be connected.

The TSSC is very successful and that is only achieved by planning and costing things out. To do that we really do need your input so please write and let us know what you think. Do you think the Club should offer information and services via the 'net. If so, what should those services be?

Do you see any problems we might not have thought of? Would such services only be of interest to computer buff cruisers? (I think the 'net is getting too large for mere surf-boards!)

What we don't want to do is to be pushed along with the tidal wave only to find the current excitement and hype was indeed just hype. If we're going to do anything we want it to be a success. On some occasions when we ask for your views the postbag remains distinctly light so if you've any interest at all in this possible addition to the Club's communications services please do write in, marking your envelopes "Internet".

With best wishes to all for 1996.

Peter Williams, General Secretary.

Special Privilege Scheme

The Club has registered for the Museum of British Road Transport Special Privilege Scheme which entitles members and areas to the following Privileges:-

£1 off Museum admission prices to all Club members on production of their Club card.

Free use of the Temporary Exhibition Hall for out of season events for up to 25 cars.

Use of Museum facilities for meetings and conferences.

Access to the Museum's extensive archive facilities.

The facility to contribute car club magazines to the archives ensuring their retention as a permanent historical source.

If areas wish to make use of these privileges, please contact
**Barry Littlewood, Tel 01203 832425 or Trudi Squibbs
at Club HQ, 01858 434424.**

International Triumph

**THE INTERNATIONAL TRIUMPH SHOW & SPARES DAY
Stoneleigh, nr Coventry, SUNDAY, 18th FEBRUARY 1996**

HOW TO GET TO THE SHOW. Stoneleigh is situated just 3 miles from the old TRIUMPH works off the A45.

THE SHOW. Will be held in the massive 40,000 sq. ft air conditioned Exhibition Halls with full catering facilities plus an additional 30,000 sq feet of hardstanding for outside Autojumble and TRIUMPHS for sale.

CLUB DISPLAYS. All of the TRIUMPH Clubs & Registers will be invited to mount displays.

TRIUMPH CAR PARK. All those arriving in TRIUMPHS will be invited to display their cars inside the Showground. The first 1000 TRIUMPHS to arrive will be given a brass attendance plaque. No need to book, just turn up.

REDUCED PRICE ADVANCE TICKETS. By booking in advance you can save £1 per person off the normal admission price of £4 per adult. Children and Car Parking FREE. If you can arrange for a party of over 30 to attend from your region we will offer you additional discounts (Phone for details).

ORGANISED BY:

**Vintage & Classic Events 15 3 Danford Lane SOLIHULL B91 1QQ
Tel: 0121 745 5265 (Trade & General Enquiries)
Tel: 0121 733 2123 (Advance Tickets)**

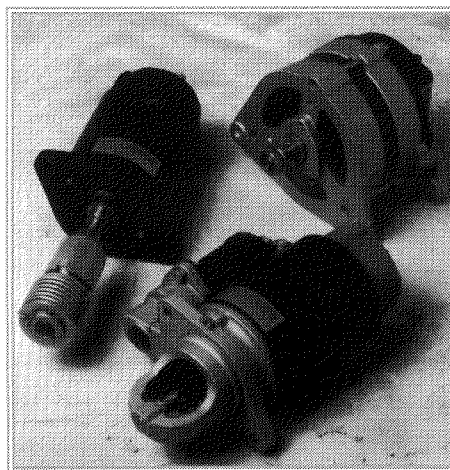
DELIGHTFUL DUSTCAPS



The only dust caps with the correct and legally licensed marque logos for Triumph and MG are now available exclusively through Heritage Motor Parts. Each cap includes an internal 'O' ring which acts as a dust and air seal – and the ends of all the caps are finished with a visually attractive coloured marque badge. These caps, which are made in Germany from high grade polished hexagonal aluminium, are supplied in sets of four in a clear box with either the Triumph shield logo or the MG Octagon.

Original HMP part no.	Description	Price (exc. VAT)
HMP 190129	Triumph shield logo	£9.35

HERITAGE GOES GOLD



GOLD RANGE OF EXCHANGE UNITS INTRODUCED

Heritage Motor Parts has developed a new range of remanufactured 'Gold' exchange units specially for classic cars. While aimed at the Rover heritage vehicles they will also be suitable for many other models of similar ages.

The first of the Heritage Gold range of products are starter motors, dynamos and alternators, enabling owners to 'one stop shop' for their rotating electrical units. Quality is of paramount importance for the Heritage Gold products, and their period appearance has been deliberately maintained to give the right look in a classic car engine bay. In the Heritage Gold remanufacturing exchange system key components are always renewed in every unit, regardless of their condition.

AUTORAMA IN AND AROUND THE TRADE SCENE

The renewed components are:-
STARTER MOTORS: drive mechanism, brushes, all bearings and bushes. Pre-engaged starters always include a new rebuilt solenoid.

DYNAMOS: armature, brushes, all bearings and brushes.

ALTERNATORS: rectifier, regulator, slip rings, brushes, all bearings and bushes and also the cosmetic end cap.

All units are built to exacting standards and are painted black with a natural alloy finish where it is appropriate.

Internal components, which would otherwise be susceptible to corrosion, have a protective zinc phosphate coating.

Confidence in the product allows Heritage Motor Parts to offer a 12 month unlimited mileage warranty.

These Gold units are available from Heritage specialists. A full listing can be obtained from the Heritage Office on **01865 383510**.

CHISWICK SEMINARS

A few places are left for the Maintenance Seminars at **Chiswick Car Craft**, Ring Mike Kernoy now to reserve our place **0181 994 3395**

25 year- New Tax Exemption Class

Well, wasn't the budget good news for owners of cars over 25 years old.

Not only has a new taxation class been created which takes such cars out of taxation but the Government has officially recognised that (i) the number of older cars in use represent less than 1% of the licensed population and do little damage to the environment and (ii) enthusiasts of old cars play an important role "in maintaining this vibrant part of our history and heritage". It is thought that around 150,000 cars will qualify.

Information has been made available from the Treasury, the DVLA and other sources and what the proposals and practicalities boil down to, specifically for cars, is summarised as follows:

Cars (plus motorcycles and tricycles) over 25 years old and becoming same in the future will be exempt from paying Vehicle Excise Duty (VED). Vehicles will still be required to license annually, display a VED disc and produce a valid MOT and certificate of insurance.

For the purpose of defining the vehicle's age, the age is calculated from the end of the year in which the vehicle was first registered. This means that vehicles first registered in or prior to 1969 are exempt from 29 November 1995, but those registered at any time during 1970 will not be exempt until January 1st 1996. It follows that cars first registered at any time during 1971 will become exempt on 1st January 1997 and so on.

A provision is also made to take into account the year of manufacture for those cars first registered abroad prior to them being registered in the UK. DVLA information states that the relevant date is shown on the Vehicle Registration Document.

Cars with "Q" plates will only become exempt after having the "Q" plate for 25 years.

The DVLA is to send out automated refund forms (Form V14/4) and will repay any refunds due (as per normal on full months only) once these forms have been filled in and returned to them. Owners should not return but keep displaying their current tax discs until their expiry date. When the usual reminder

note is sent out owners will be able to obtain a "25 year" class "Nil" payable tax disc from their normal licensing office to display on the vehicle. If owners of qualifying cars have not heard by the end of January 1996 they should contact their nearest Vehicle Registration Office and apply for a refund form V14 and take out a new licence in the "25 year" taxation class.

Not surprisingly, once a refund on any current disc has been made the disc value becomes zero and has no refund value to anyone who might buy the car still displaying the disc prior to its end date.

Another piece of information comes from a letter from Roche Bentley, chairman of the Association of Classic Car Clubs. Following the budget he spoke to Bob Oliver of the DVLA and was told that the continuous licensing proposals are no more. Instead there is to be a small change to the existing VED system where if someone is sent a reminder to tax their car (less than 25 years old) they either have to pay in the normal way or make a declaration stating that the vehicle is not to be used on the road. This is the other way around to the current practise whereby owners taxing a car following a period of non tax payment have to state that the car hadn't been used on the road. Penalties will apply for non compliance. A new pilot clamping scheme is also being introduced for cars found on the road with any relevant VED fee due not paid.

Well, I think that's just about it. No doubt some further questions will be raised but at this moment in time the above is the information we have.

Although not everyone in the Club will benefit immediately from the new taxation class the change must be seen as good news for all and for classic car clubs in general. Thanks are due all round toward individuals who lobbied the DVLA and their MPs regarding the continuous licensing / registration proposals; to bodies such as the Federation of British Historic Vehicle Clubs and the Association of Classic Car Clubs both of which the TSSC is a member; and all those on the receiving end of the lobbying who listened. Chief amongst these is Bob Oliver at the DVLA who went to a lot of trouble in seeking out the views of the classic car world and in putting forward to the Clubs the rationale for all the proposed changes.

Peter Williams, General Secretary.

REAR SEAT RULES

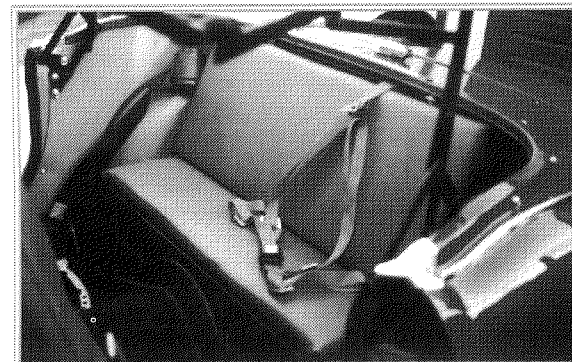
Recently I have received a few letters in regard to the area behind the seats in Spitfires.

In July Brett Dennis, the Spitfire I, II and III Register Secretary, published an article showing members how to convert this area to a seat. It was very clever and I know of at least one person who has done it quite successfully. However, there are legal implications to this conversion that must be borne in mind. We should first consider a standard Spitfire (or for that matter any vehicle in which extra seats may be fitted); this is a two seater car, which means that the area behind the seats is for luggage. When Triumph produced the car, this was their intention, no after market rear seat was ever offered as in the GT6. The problems encountered by fitting extra seats are not necessarily insurmountable but we must consider one or two points that may bring drivers and owners into a conflict with the law.

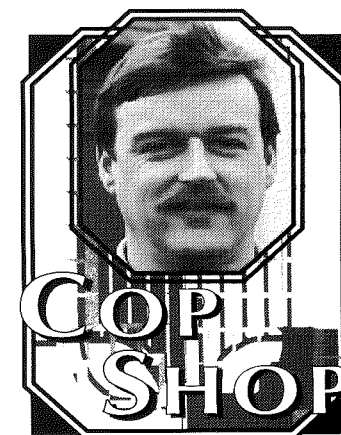
Firstly, the DVLA and your Insurance Company must be informed of the extra seats. Legally a seat is eighteen inches wide; so if your extra seat is 36 inches wide then it is two seats, if it is 35 inches wide it is one and if it is over 36 inches wide (and under 54 inches wide -

wide for a Spitfire) it is still two seats. Your Insurance Company may increase your premium, but if you do not tell them you may commit an offence of fraud and not have Insurance cover in an accident. The car will now in effect become 'non-standard' for Insurance purposes.

So that's the paperwork over, now onto using the car. As I have already said it was designed and built as a two seater with a luggage carrying capacity.



The suspension was built with a maximum weight in mind. If this weight is exceeded, by carrying extra passengers with or without luggage, then the vehicle may be held to be in a dangerous condition under Section 100 Motor Vehicles (Construction and Use) Regulations 1986. This is an endorsable offence and treated very seriously by the Courts. So how do you know if the rear axle is overweight? Well you don't, not unless you know what the maximum permitted weight is and what the actual weight of the rear axle



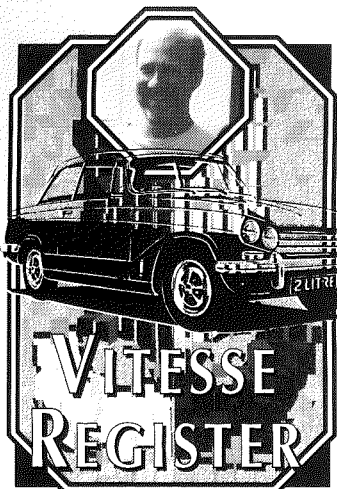
at that particular time is. Sounds complicated doesn't it? Well it is really a deterrent to stop people overloading vehicles, but believe me Police Officers generally have access to this information and can require you to take the

vehicle to a weighbridge. Remember any one who is 'using, causing or permitting the vehicle to be on a road' in contravention with this legislation commits an offence. So if you lend a vehicle to some one who is using it in contravention of the law, you may be prosecuted as well.

So there you have it. There is no problem fitting a rear seat to a Spitfire as long as you tell everybody. You may have problems using it, but then again you may not. My advice is, if you need more seats buy a larger car, a Vitesse for example.

If you have a query or topic on Road Traffic Legislation why not write to Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN enclosing a stamp addressed envelope.

MIKE CREWES



H!!... Happy New Year!... How time passes... time warp and all that... (I'm writing this at the end of November!)... sorry Bernard I just can't adjust to this earlier deadline) I feel as though I'm living in some sort of Tardis time machine...

Oh well, to continue, we will start with this New Years featured Vitesse... the first a 1969 MkII convertible, with overdrive and only 76,000 miles on the clock, owned by Danny Worthington (Horning) since May 1995. PDE 941G was rebuilt about eight years ago when it was then resprayed in black (originally yellow).

Danny uses it regularly as his main transport, and comments that the Vitesse is excellent and has been perfect in the weather we had this summer (1995)... it is now going into storage for a few months while Danny who is in the RAF completes a tour of duty in the Falkland Islands... he did say that hopefully the sun will have returned by the time he returns to this country (so do I!)... Danny would appreciate any of PDEs previous history... so if anyone knows anything?... thanks.

Another plea for information comes from our very own archivist Mike Costigan... who would like to know if his old MkI convertible KVO 117E which he ran in the 70s, is still out there... someone must know of her fate?

A question from myself now... I would like to gather as much information that I can get on roll bars for our convertibles... types, availability, prices, fitting problems, safety aspects etc... drop me a line with your comments... thanks.

The second featured Vitesse is also a MkII convertible, chassis number HC55608CV, it's finished in slate grey (red interior) registration DJD 904H and from the 4th July 1995 it has belonged to Steve Otter (Chesterfield), the mileage is thought to be around 60-70,000 original... as is the paintwork... which after a few hours with T cut now shines very well... Steve has replaced the propshaft UJs, a track rod end, engine/gearbox, mounts, and the carpets... an MoT followed



with flying colours... Steve would be delighted to find out who the first / original owner of DJD 904H was... as an interesting point there was a white MkII convertible featured in February 1993s Courier (page 14) with the registration number DJD 901H!... (would be nice to see them side by side!)

Following now is a letter that I received from Andrew Clark (Bangor) with his experience / comments on a Halogen headlight conversion... 'I bought a set of four (domed) Lucas halogen headlights units from Rimmer Brothers in August, they came complete with a relay which I have fitted on the slotted triangular panel on the left-hand side of the bulkhead, once I had phoned Rimmers to get them to identify the labels on the relay terminals (they had been obliterated by Lucas with some thick black gunge), it was a simple (but time consuming) matter of following the kit instructions, this basically involved making up some new wiring for the relay and connecting that up, disabling the dip cable in the outer light

looms (the relay controls the dip on the new lights, don't ask me how!) and fitting the bulbs to the units, all pretty straightforward once you have tidied away all that spaghetti again!

Now for a few comments on the success of the conversion. I did it in preparation for the Targa Rusticana night stage, and gathered from the chap supplying rally plates etc, that the bulbs I had been supplied with (55w) were little better than the originals in wattage terms, so a pair of 100 watt bulbs for the main beams settled my consternation at not having had much improvement on the old set-up after spending £100 plus, by providing me with a real flood of light beam.

I kept the outer lights at 55 watt for three reasons, a) I was on a tight budget, b) according to my Triumph Workshop Manual the dipped beam lights only illuminate the road and verges immediately in front of the car when all four are on, so I don't miss out on much light ahead of me - where it matters at speed, c) as a courtesy to other road users dim dipped lights are bound to be less dazzling than bright dipped lights, and the standard dip is adequate when other traffic is about anyway, but this I

mean that when you are following another vehicle you can see by its tail lights where the road is, and if there is an oncoming vehicle it's (doubtless halogen), dipped lights will dazzle you and force you to guess where the road is anyway!

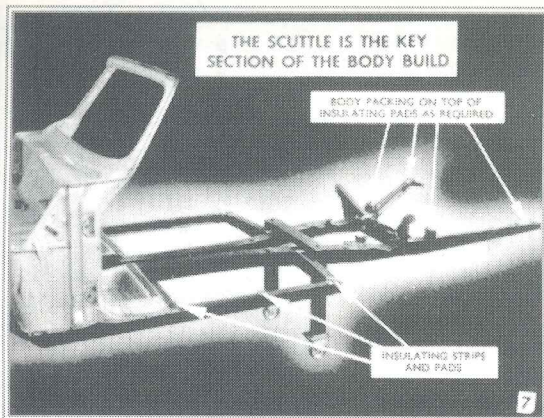
In conclusion, if you do any night-time driving (including rallying) a halogen conversion is worth it, in addition separate bulbs means no throwing away of that sealed beam unit when it blows!... finally the Lucas kit has identically shaped lenses to the originals, complete with 'LUCAS' written on them - to satisfy purists, plus the rather macho 'HALOGEN' on the middle ones...

Thanks for that Andrew... great to hear from other Vitesse owners with their experiences... so we can all learn from them!...

Thanks also to Dave Harding... (Waterlooville) who wrote to say that he used Cibie M4 units in his Vitesse prior to it being taken off the road for a rebuild (back in 1981... and still ongoing!). He points out that these units are readily available from most of the larger motorsport... mail order shops... (Demon Tweaks, Larkspeed, Ripspeed etc...) and priced at around £18 each... bulbs are extra... but Dave points out that you can obtain second hand ones from your local scrap yard for a fraction of the cost of new ones...

Continuing on with the fitting of body sections (started in Decembers Register)... perhaps I should have started with the scuttle (bulkhead) which is in fact the 'key' section... before assembling body to chassis insulating pads are placed in position over mounting points and are attached by an adhesive... the scuttle is the key section. It is located to the frame with six bolts (with close tolerance holes).

The rear assembly is placed on the chassis, at this stage the twelve locating bolts are fitted finger-tight into the large tolerance holes which give all round adjustment.

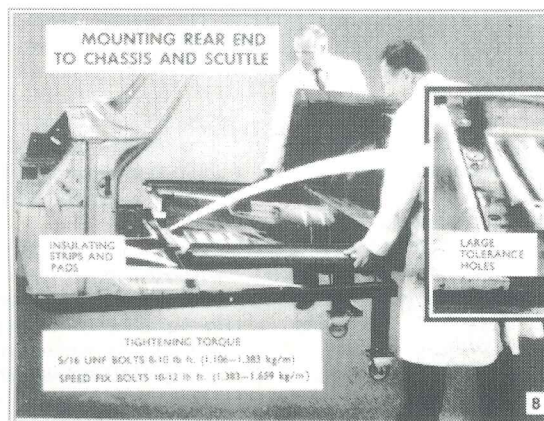


with his 'better than new' Mk1 convertible achieving third place in the Autoglym Finals at the NEC Birmingham on 11-12th November . . . quite a mean feat considering it was Hugh's first attempt . . . and there were only 5 points between the first and third cars . . . (even greater things next year Hugh? . . .).

Thanks to Phil Wilson (13/60 Register Secretary) . . . who actually admitted after much previous derision . . . that my old 1954 typewriter does have a part to play in this modern world! . . . (I celebrated by buying the old girl a new ribbon . . . all of £2.50) . . .

Next come the doors:- which . . . once the doors have been correctly hung to the scuttle, the rear end can be positioned to give a clearance of 3/16 inch (4.8mm) between the door and the 'B' post . . . all the rear end mounting bolts can now be tightened to their correct torque, and the six hexagon spire bolts locating the floor to scuttle and frame may be tightened . . .

Sounds easy! . . . (see illustrations) . . . the mounting pads / sealing strips are available



separately or as part of a complete body mounting kit . . .

A couple of points to complete this first 'Leap Year' Register . . . congratulations to Hugh Roberts

And finally . . . I'll leave you with a cartoon sent in by Paul Forman, discovered in a period publication (1967, called . . . 'How to be a motorist and stay happy' . . . amazingly I found a copy at a local market . . . mine for 50p . . . can't be bad . . . but then life never is when you drive a 'VITESSE' . . . thanks . . . take care . . . cheers . . . ★

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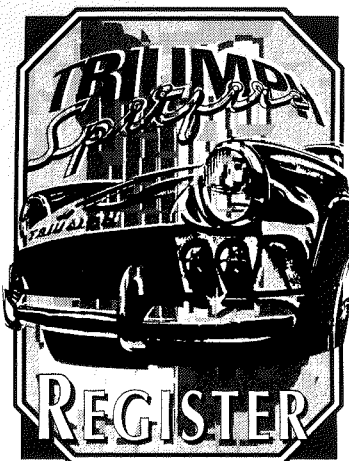
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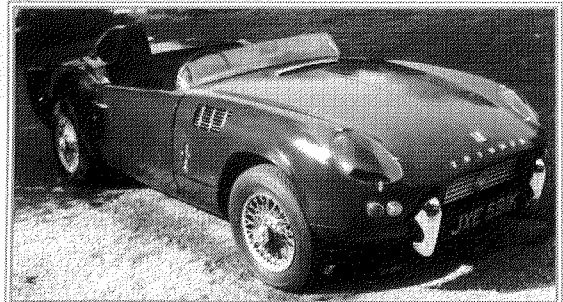
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I have received two very interesting letters this month both concerning fibreglass panels. The first is from Paul Fraser of Andover, Hants.

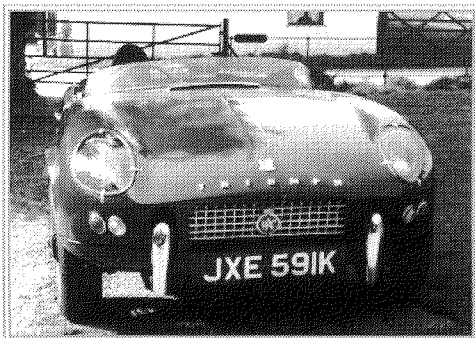
I am enclosing a couple of photographs of my 'racing' (sic) Spitfire, as you suggested, which together with a few observations may add to the plastic bonnet discussion in your column

My bonnet came from SpitBitz as part of a cash/swap deal against a new bonnet centre panel. All I insisted on was that the 2 headlamp covers or lenses were included, which I thought would be perspex. On finding that they were Triplex glass I was both pleased and aghast in case I broke one, although I noticed while examining a Jaguar E type in the pub car park that the serial numbers on the glass



SPITFIRE FIBREGLASS BONNETS

seemed to be the same (AS2/TFM6). Martin Robey (01203 386903), the E type specialists, sell glasses etched with AS2 and 17M6 (they are £62.50 each) and I am sure they must be the same thing. The mounting blocks which take the strain of holding the fibre glass and fixing the bonnet to the Spitfire 4/MkII chassis brackets are cast aluminium – a quality touch.



The arches on my bonnet have also got aluminium reinforcements in the flared wings. I have added the TRIUMPH letters and badge to the front of the bonnet, not a practice in the 60s as everyone

wanted to use stick-on number plates. Also fitted are the Le Mans modification air intakes using the correct donor part (a Triumph 2000 MkI grill) as described in Turning Circle 14 and Guy Singleton (Bonds) from Wiltshire helped me solve the problem of what air intake fitment was used for the rear slot in the bonnet – again it was into the Triumph 2000 parts bin for the MkI front chrome bonnet embellisher. Last but not least the front grill on JXE 591K came from a 1200 Herald.

So where are we? Page 38 of Courier 184 shows a bonnet with what may be the original side/turn light moulding – I have converted by bonnet 'back in time' to the separate 'pimple' lights. I also recommend readers to look at page 110 of the July 1995 Classic Cars, if available, which pictured club car MUL 468D at the South of England meeting at Leatherhead. Is this car also shown on page 30 of Courier 182? So is my bonnet an Ashley? I am left wondering as my headlamp pods are boxed in, there are those flared arches and the

side/turn light moulding is the later combined unit. On the other hand the lens fixing points and bonnet intake are evidence that the Ashley bonnet came with those cast aluminium chassis mounting blocks and what was the correct grill for an Ashley? Perhaps someone can help.

Thank you for the letter Paul. In last month's Courier in Reader's Restorations, Pete Osborne the owner of 'Mavis' the Ashley Spitfire wants to know what car the rear window for the hard top came from. Well, if the headlamp covers are E type Jaguar what are the chances that the rear window is E Type FHC? Anybody own a Jag and a tape measure? If it is the case it would be cheaper to buy a second hand hard top.

The second letter is from Ivan Souverain, Bordeaux, France. This is the car which I saw leaving the International Show as I was arriving.

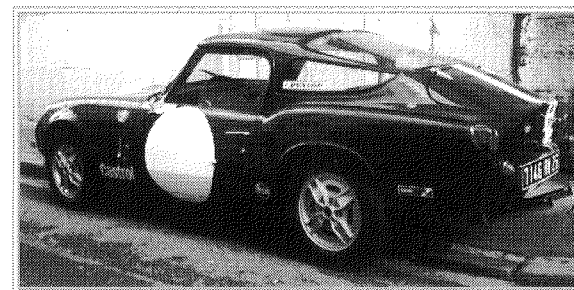
I have received many enquiries about my Spitfire modified APAL GT body, either from phone calls or by letters, especially one from Jim Wood from Roxbury, U.S.A.

My car is based on a Spitfire MkII from 1966, bought as a wreck in 1993. At the beginning I had just the bonnet, then I discovered the fibre glass hard top in an attic shop in Bordeaux (sold for an Alpine spares hard top). In fact, the hard top and bonnet were designed in 1965 by E. Perry from Apal in Belgium. It was ordered by the Triumph factory of Malines. At the time, the Apal GT kit was for sale for a substantial 2500 FB.

A car was fitted with it the same year, first displayed in a Brussels motor show, then in Paris and in Geneva. This kit was also produced for Spitfire MkIII until 1969 when a fire accident destroyed completely the Apal factory. Only 200 samples were made (hard top + bonnet).

The front valance and bumper need to be stripped out, as well as the boot lid.

For the Spitfire MkIII, the soft top and frame need to be removed. Apart from that I have light alloy Cromodora wheels and the alloy bell housing fitted on the overdrive gearbox. The engine is standard, except for a profiled camshaft, the MkIII conrods, the Herald 1200S head,



the single Weber carburettor, the oil cooler, the 4:11.1 diff, the Koni shock absorbers and the uprated brakes etc.

The weight is 680kgs including spare wheel and 45 litres of petrol. Maximum speed

is 175km per hour at 6500 rpm.

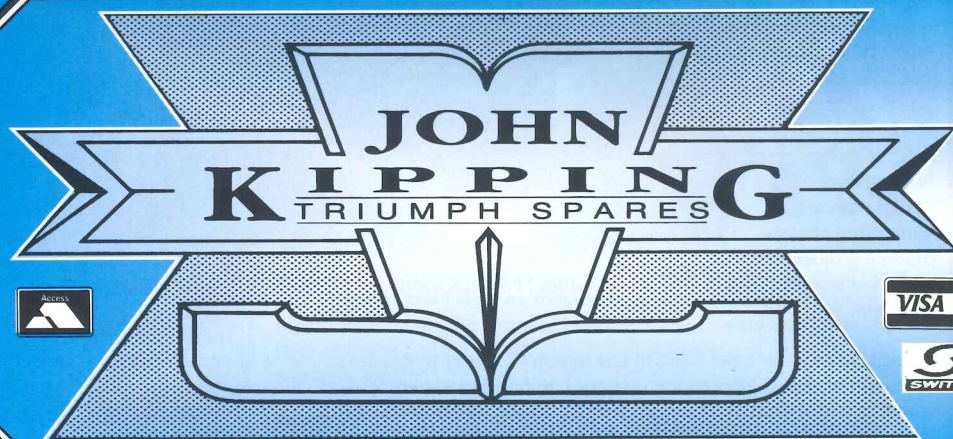
Thank you for your letter Ivan, a very nice Spitfire indeed. Ivan is researching the whereabouts of all Le Mans, Rally Spitfire cars and parts. I have a small piece of information for you Ivan.

The half million spectators at the 1964 Le Mans event saw three fastbacks start. David Hobbs and Rob Slotemaker brought their home 3rd in class and 21st overall completing 271 laps for a distance of 2,271 miles. Top timed speed was close to 137mph and lap times were only a few seconds slower than the TRs.

The other two team cars did not fare so well, Mike Rothschild and Jean-Louis Marnat both crashed – readers who remember the French film 'A Man and a Woman' may be surprised to learn that Rothschild's actual crash was used for the Le Mans sequence in the film and that most of the Triumph Team drivers and crew are readily visible in the pre-race shots used. Has anybody got a copy of this film?

Bye for now.

P.S. All the letters and information has been about Ashley panels. How about you Lenham Spitfire owners out there. Who owns the No.1 at the Headquarters. Please drop me a line. ★



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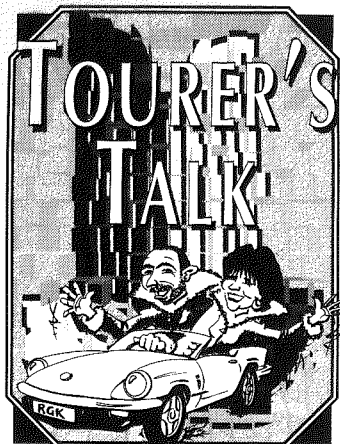
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CLUB CARS TOWING CARAVANS

Part 1

The idea of this article came from looking around Stafford last year, no less than thirty caravans were on the campsite and as you might expect the tow cars were almost all Euroboxes.

I'm sure that those folk who had opted for the extra comfort that a caravan offers do own club cars which they would rather have been driving, but understandably did not think they would be man enough for the job of dragging their home-on-wheels along.

There was however, one exception. A Vitesse MkII VWK 550, see picture towing an old fashioned folding caravan of about the same vintage as the car (this car and caravan will feature in a reader's report later in the year) and this got me to thinking.

Most people when thinking of a tow car will have in mind a Volvo or something similar, so is it really



RICK ROBERTS

possible for our type of cars to figure in our thinking as a safe and effective caravan towcar.

To begin to address the subject, some caravan endurance records which might surprise you.

901 miles, 18 hrs 41 mins, Silverstone 1974, Mini 1275GT, 1275cc / C1 Sprint 11ft 9in, average speed 48.15mph, drivers: Michael Bowler / David Spencer / Geoffrey Betts / Vic Rylands.

1088 miles in 24hrs. Snetterton, July 1961. BMC Mini, 848cc / Sprite 400, 10ft, average speed 45.12mph, drivers: Ian Mantle / B.D.S. Ginn / Martin Lumby.

835.8 miles in 38hr 54mins, London-Cardiff-Edinburgh-Belfast-Dublin, June 1960, BMC Mini, 848cc / Sprite 400, 10ft, average speed 29.46mph, drivers: Ian Mantle / G. Hoare.

Now which do you think would make the better tow car? a 848cc Mini or a 1998cc Vitesse / (don't write in, it's just for fun). The obvious conclusion is that if you can do it in a Mini perhaps you can do it in a club car.

There are several factors to consider when working out what you can tow with your club car.

The following will apply whether looking at a Bond 2 Litre GT / caravan or a Herald 948 / camping trailer.

KERBSIDE WEIGHT OF CAR.

Legislation defines kerb weight as the weight of the car without driver or passenger but with a full supply of fuel and water, and loose tools and equipment with which the vehicle is normally supplied.

FORMULA WEIGHT.

The formula weight is merely a guide and represents a sensible maximum for the delivered weight of a caravan for the car, if a reasonable performance is to be obtained. Current thinking within the caravan industry is a straight 85% of the kerbside weight.

The delivered weight is the weight of the caravan as it comes from the factory and should always be plated. A cautionary note here: Caravan manufacturers have in the past been a little conservative where these weights are concerned. See part two next month.

MAKERS GROSS TOWING LIMIT (MCTL).

This shows the car manufacturers suggested limit for the all-up weight their car should tow. This means the caravan with all food, bedding, clothes and equipment in it.

This is usually based on their ability to restart on a 12% gradient (1 in 8) and sustained towing without straining the engine, clutch etc. It does not take into account caravan stability. For instance Rover give a towing limit of 78.5cwt for a Range Rover with kerbside weight of 39.6cwt.

READ EXPLANATORY NOTES FIRST

		1	2	3	4	5	6	7	8	9	10	11 Automatic transmissions						
		Kerbside weight (cwt)	Maker's gross towing limit (cwt)	Maker's noseweight limit (lb)	Rear suspension	Tail overhang (in)	Engine capacity (cc)	Max BHP at RPM	Max torque (lb.ft) at RPM	No of fwd gears	MPH per 1000rpm in top gear	Type	No of fwd speeds	Oil cooler aid	Mandatory towing option			
TRIUMPH continued	2000	23.3	25.0	140	IC	44	1998	84/5000	100/3000	4*	17.0	BW35	3	no	yes			
	2000 Estate	24.4	25.0	140	IC	39	1998	84/5000	100/3000	4*	17.0	BW35	3	no	yes			
	GT6	18.0	15.0	84	ITr	35	1998	95/5250	106/3000	4*	20.1	—	—	—	—			
	2500TC	23.5	25.0	140	IC	44	2498	99/4700	134/3000	4*	19.9	BW35	3	yes	—			
	2500TC Estate	24.8	25.0	140	IC	39	2498	99/4700	134/3000	4*	19.9	BW35	3	yes	—			
	2.5 PI	24.0	25.0	140	IC	44	2498	120/5000	146/2000	4*	25.8	BW35	3	yes	—			
	2.5 PI Estate	25.0	25.0	140	IC	39	2498	120/5000	146/2000	4*	25.8	BW35	3	yes	—			
	TR6	21.5	20.0	112	IC	40	2498	125/5500	146/3500	4*	26.6	—	—	—	—			
	Stag	25.0	25.0	140	IC	41	2997	146/5700	167/3500	4*	25.0	BW35	3	yes	—			
	TR6	21.5	20.0	112	IC	40	2498	125/5500	146/3500	4*	26.6	—	—	—	—			
TRIUMPH	Toledo	17.0	15.0	84	C	34	1296	58/5500	68/3300	4*	16.5	—	—	—	—			
	1500TC	18.7	15.0	84	C	39	1493	64/5000	78/3000	4*	16.9	BW65	3	no	yes			
	Spitfire 1500	15.5	12.0	67	ITr	35	1493	71/3500	81/3000	4*	18.0	—	—	—	—			
	Dolomite	19.0	15.0	84	C	39	1E54	91/5200	105/3500	4*	18.0	BW65	3	no	yes			
	Dolomite Sprint	19.0	15.0	84	C	39	1998	127/5700	122/4500	4*	18.0	BW65	3	yes	—			

The previous table is a direct lift from 'Caravan Factfinder' 1975. Bearing in mind the above, Triumphs mgtl would be the same for the Vitesse and Bond 2 Litre GT as it is for the GT6 (MKIII engine). Triumphs mgtl for the MkIV Spitfire was curiously the same as that for the Spitfire 1500 – 12cwt,

I do not have the mgtl for Spitfire MkI, II & III or the Heralds. If anybody else does, please let me have them for inclusion in a future edition or Tourer's Talk.

MAKERS RECOMMENDED NOSE WEIGHT.

It is worth pointing out that in many cases car manufacturers tend to be ultra conservative in setting this figure. In very many cases caravaners exceed these figures, mostly without any ill effects.

It is recognised that the rear suspension of a car can effect the stability of the whole outfit in this respect. Generally speaking, the stiffer the better (I've heard that one before) and conventional leaf springing is considered best.

MAX BHP AT RPM.

The maximum brake horsepower at stated engine revolutions governs in simple terms, the cars top speed. To the towing man or girlie, high bhp alone is unimportant.

MAX TORQUE AT RPM.

Torque, or turning effort, governs, again in simple terms, acceleration and hill climbing. A car with plenty of torque at the right engine speeds has plenty of guts, slogging power. Starting on a hill with a caravan demands lots of torque at the lowest possible engines speed. The ideal towcar would produce max torque at something like 2000rpm. The two featured tow cars next month, MkII GT6 and Spitfire 1500 produce 117lb ft at 3000rpm and 82lb ft at 3000rpm, perhaps not ideal but very acceptable especially for sports cars.

An example of using the above would be, for instance, take one MkI 2L Vitesse – kerbside weight = 2044 lbs = Formula weight = 1737lbs / 15.5cwt – refer to mgtl (15cwt) take lower figure of 15cwt and refer to mrn = 841lbs (both mgtl and mrn taken from the nearest available equivalent figures of GT6). Caravans then that can be towed with this car will not exceed a total weight of 15cwt with maximum nose-weight of 84lbs.

If formula and mgtl are different always take the lower figure. Most caravans will have a plated delivered ex works weight together with a maximum gross weight, to err on the side of caution use the mgw in place of the delivered weight.

Cars which I believe to be suitable for the towing of caravans are all the GT6 and Vitesse models, Bond 2L models and Spitfire 1500. I personally cannot see how the Spitfire MkIV is able to tow as much as the 1500 regardless of the figures released by Triumph at the time as the max torque at rpm was only 69lb ft at 3500rpm, quite a lot less than the 1500.

Make no mistake, all our club cars will tow, but the last thing to consider of course is what is available in the way of caravans. The answer is lots and lots, the best bet is something produced during the mid to late eighties as it was during this period that the caravan manufacturer used the lightest materials available without bringing up the weight with loads of goodies, except in the top of the range models. New caravans all seem to come fitted with these bits and pieces thus bringing the weight up more.

Of the said lots and lots that is to say lots that can be towed by the cars I have mentioned. But nothing really suitable for early Spits or Heralds. Specials are a bit of an unknown quantity.

That then is the theory. Next month in part two of 'Club Cars Towing Caravans' it is put into practice with a report on test tows by a GT6 III and a Spitfire 1500. We are talking proper grown up four berth caravans here, right up to the towing limits of the cars. Stand by.

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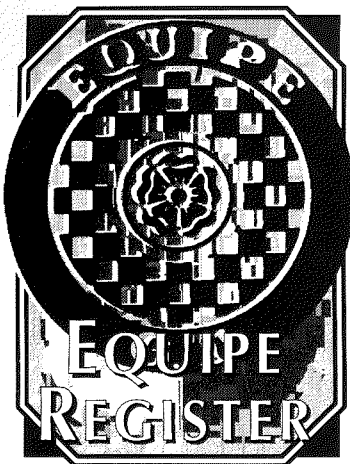
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I know the puzzle in last month's magazine will have kept you busy for a little while since a typographical error crept into the list of words to be found, the last one should have been TRIUMPH (singular). I haven't provided a solution since it was just for fun, but I will include the solution if there is enough 'demand'.

By the time you are reading this it is either 1996 or very nearly so. It promises to be a year of great changes in many ways. Since all Bond Equipes were manufactured over 25 years ago, the announcement that cars over 25 years old will be exempt from Road Tax is good news for most Equipe owners, unfortunately there are a handful of cars which were first registered quite a while later.

Patrick Rinderknecht's car at the Schumlf Motor Museum.



There are major changes at work for me, but for some reason my colleagues have banned any (non-functional) Bond Equipes of part thereof from our new premises (a pity because I could have moved some parts there, it would have made more room so I could have bought another . . .). Whoops, I nearly had another serious attack of Equipitus then.

I have just been notified of a quantity of Equipe 2 Litre rear windows, I don't know if they are heated or plain or if there is a mixture of the two types, but when I find out I'll let you know. This does however raise a problem. They must be bought, they cannot be allowed to either disappear or end up smashed, but they will take quite a lot of storage space and the cost of buying them may be considerable. If these rear windows were available, how many of you would want one?



Another Swiss Equipe in France, they get everywhere!

A Club member who was in France and visited the Schumlf Motor Museum kindly wrote to me to say they had seen two very tidy Bond Equipes there. They were amongst a number of classic cars, most of which appeared to be from Switzerland. Those of you who have read the Equipe section of the magazine may recognise one of the cars seen and photographed there, as Patrick Rinderknecht's very smart 2 Litre GT MkII. I don't know who the other car belongs to, but it looks like another Swiss car. Perhaps Equipes should have a warning attached to them stating 'Do not buy a Bond Equipe unless you want to be noticed and recognised in public, and are prepared to have crowds of people surrounding your car wondering which of the Italian exotic car manufacturers made it', or is that just a little over the top?

There are some things in life you can rely on completely such as:-

(a) If you are part way through making the sandwiches for your lunch and you leave the kitchen for more than 30 seconds, when you return they will have disappeared and the dog will have a contented look (almost a grin) on its face. At least that's what happens in my house.

(b) If you are in the Lake District, if you can see the hills it's going to rain and if you can't see the hills, it is raining!

And much more to the point:

(c) Any mild steel parts bonded into fibreglass (with some of the steel protruding) are going to be the subject of water or damp ingress and will rust.

Now we all know that non-structural rust is not normally that big of a problem, just cut it out and replace the metal, but if the rusting is taking place within glass fibre, it can create additional problems. As steel corrodes it 'grows' and when this happens with a component embedded in

fibreglass, it can cause the fibreglass to distort locally. One such problem area of the Equipes is the bonnet support bracket (towards the rear edge of the bonnet above the bonnet catches), this bracket locates the rear of the bonnet on the 'stop cone'. There are a number of possible solutions, here are some:-

Cut out the mild steel brackets from behind and:-

1) replace them with new mild steel items.

1a) If caught very early, the fibreglass may recover its original shape.

1b) If the local distortion of the fibreglass does not disappear after the removal of the corroded brackets (which in this case would be more rust than steel), a certain amount of re-construction of the fibreglass will be necessary. If you try to remove just the 'high spots' you will cut through the gel coat to the fibreglass matting and it's not likely that you'll make a (long-term) satisfactory job of it.

1c) Bear in mind that it the brackets are painted, this will prevent proper bonding of the fibreglass to the steel. If untreated, the corrosion WILL start again, but if you carefully seal the join between the fibreglass and the mild steel using a flexible sealant then paint them, you will give your new mild steel brackets the best chance of survival.

2) Replace the mild steel brackets with new brackets made from another, less corrosion prone material.

2a) I wouldn't recommend aluminium for this application, simply due to the required thickness of this material.

2b) Stainless steel is considerably more expensive than steel to buy and much more difficult to work with. There are also problems regarding the bonding of fibreglass to this material. Basically fibreglass won't stick well to stainless steel in normal circumstances. This, together with the aforementioned cost aspect is probably one of the reasons the brackets weren't made of stainless steel in the first place. Perhaps the corrosion of fibreglass embedded protruding mild steel parts was never even considered in the 1960s. If stainless steel is bead blasted, fibreglass will bond successfully, but don't leave it too long between bead blasting and bonding.

2c) I can't comment on the suitability of other, more exotic and modern materials such as Titanium (very expensive). This material is very strong and highly resistant to corrosion/ deterioration in adverse conditions, but I am unsure of its properties regarding adhesion to fibreglass.

2d) Note, 1a and 1b also apply to this solution.

3) Devise a shape for a fibreglass addition to the bonnet moulding incorporating the location for the bonnet 'stop cone'.

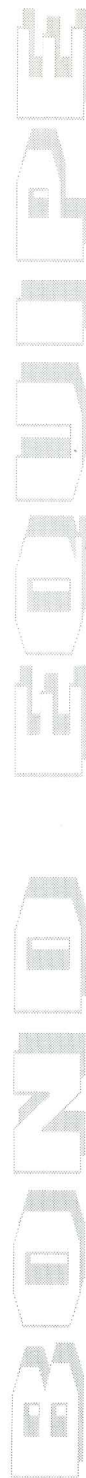
3a) No corrosion or bonding problems with this solution, but it has its own problems. Here you would have a hard rubber cone locating on a conical hole in fibreglass, with force acting along the centre axis of the hole (due to the force exerted by the bonnet catch) and radially round the hole, but predominantly in the fore-aft direction (due to general vibration and the effects of wind resistance on the front of the bonnet). Some clever design would be needed to overcome these problems if the finished article was to survive without failure due to the stresses involved.

3b) Note, 1a and 1b also apply to this solution.

If you can think of any other solutions to this problem, or have encountered other problems unique to the Equipes and have found a solution, please contact me. I'm sure it will be of interest to other Equipe owners. What's more (since Equipe owners often have to be rather resourceful and inventive in solving problems with their cars) if you have any solutions to more general Triumph based problems, let's hear about those as well.

Have you got an Equipe 2 Litre that leaks water through the rear quarter lights and makes your carpets soggy?

Details of one of the solutions in a future article. ★



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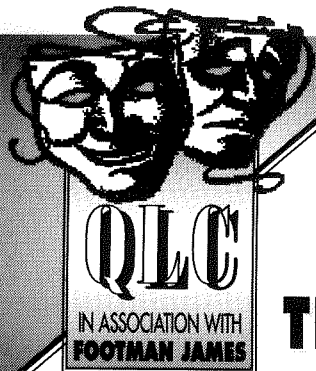
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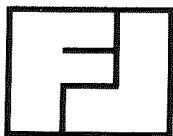
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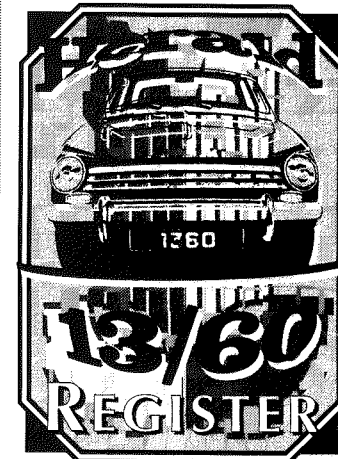
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Fig.1 The Dog.

Happy New Year to one and all. I'm writing this on the day that dear old Ken Clarke, bless his little red box, announced the abolition of road tax on cars over 25 years old. Being a bit of an old sceptic, I await the sting in the tail but it's a very welcome Christmas present anyway.

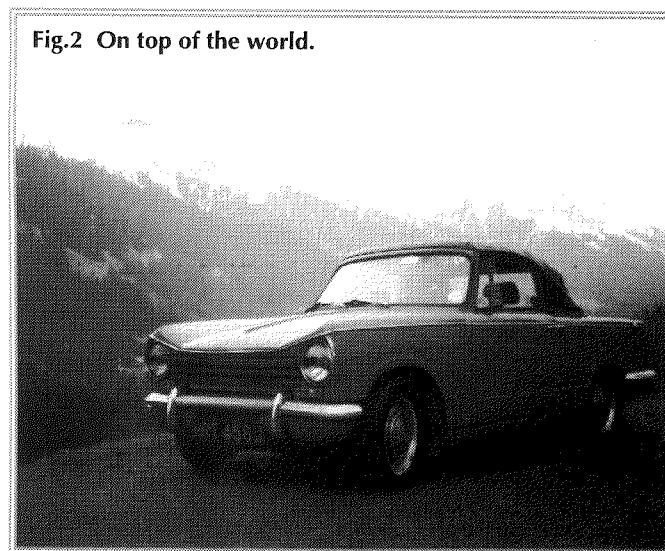
This month's featured car is one of the most well travelled Heralds I have come across. It is also the 5th newest 13/60 that I know about carrying commission number GE83221CV. It belongs to Karen and Alan Davies from Swindon who bought it in June 1994. It had experienced a period of disuse having been on several months holiday to



apparently is living and breathing and called 'Berty'. The second shot shows 'Berty' 3000m up in the Austrian Alps in September 95. Most impressive. Karen is particularly pleased because she sold 'that horrible Astra' once Berty was back on the road.

I recently received this tantalising photo (Fig.2) of Joachim Möller's 13/60 (first reported in the December 1993 issue) which is gradually taking shape in Mannheim, Deutschland. The car was

Fig.2 On top of the world.

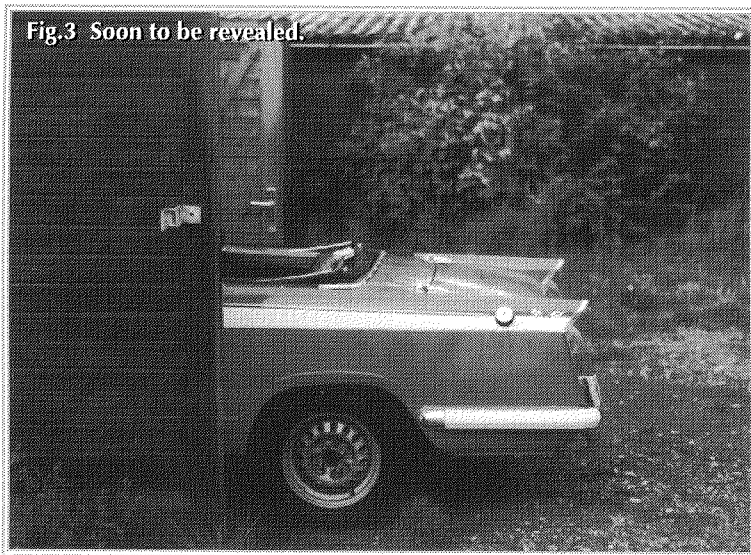


PHIL WILLSON

originally a UK RHD saloon that had had a pretty poor convertible conversion done on it. Joachim has spent many hours on the car since then and all his efforts are bearing fruit. When on holiday here in 1994 and 1995 he bought a large number of spares at Stafford and other places, even relieving me of a few items, because of the difficulty and cost of getting them to Germany. Hopefully, he will get the car through the tough TUV test quite soon and I hope to have a ride in it if I can get over there this year.

Now to continue the epic. Since we've got the bonnet open having done the oil and water changes, we may as well deal with some of the other details in that area. I will, however, leave the major aspects of tuning until another time.

Fig.3 Soon to be revealed.



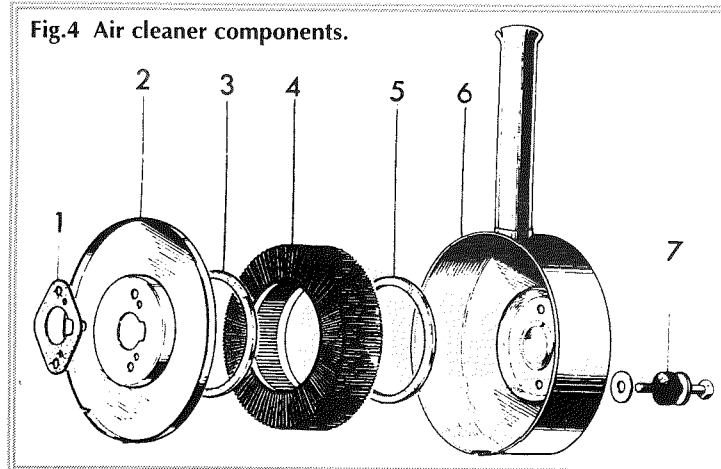
simply by undoing the two bolts that pass through the centre, taking care to catch the gasket that seals the join with the carburettor. Prise the two halves apart using a screwdriver. At the 6,000 mile interval, the element should be removed, inspected and given a bit of a clean by giving the outer folds a going

affect fuel consumption. Some cars have a wire gauze filter element which, according to the hand-book, should be washed in petrol and then lightly oiled every 6000 miles. If you don't fancy using petrol, it may be just as good and a lot safer to soak it in a degreaser such as Jizer or Gunk for half an hour or so and then wash it through with a jet of water. Dry it thoroughly before re-oiling. Replacement is the reverse of removal, while taking care not to over-tighten the bolts, but there are a couple of other things you can do before this final step. (Fig.4)

Check the accelerator and choke cables are in good order, particularly the former which tends to get a bit frayed at the end. If it gets too bad, you will find that the throttle operation becomes sticky. If you are experiencing this anyway, just fit a new cable. You'll

be amazed at the difference it can make. With the choke, make sure that the operating cam on the side of the carburettor is at the end of its travel when the

Fig.4 Air cleaner components.



The air filter, as explained in the October article, should be replaced at least every 12,000 miles (20,000km) under normal conditions. It is removed quite

over with an air line, if available, or a small brush. If, however, the element is particularly dirty, then it should be replaced anyway because it will very soon adversely

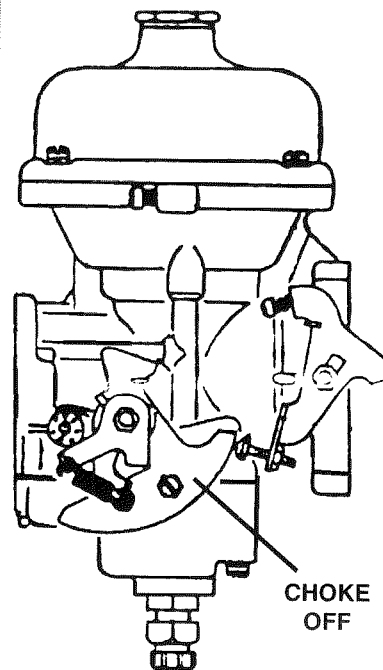


Fig.5 Carburettor showing choke in off position.

choke control is fully in. Ideally, the control should come to rest before it can get completely flush to the dashboard to ensure that the cam can operate fully, ie, when the choke is in, there should be a small gap between the control and the dash. If this is not so, undo the clamping screw on the carburettor enough to release the cable, then pull out the choke control, so that there is a gap of about 1/8 inch to 1/4 inch (3 to 6mm) between the control and the dashboard. Then, holding the cam so that it is fully home, retighten the clamping screw and re-check its position. The last thing to do in this area is to lightly lubricate the various springs, cams and spindles on the carburettor using engine oil. (Fig.5)

While still on the right hand side of the car, you should check

the two master cylinders that reside on the bulk-head. The one nearest you, which on the 13/60 should be larger than the other, is for the braking system, the smaller one being for the clutch. When the 13/60 was built, it was usually fitted with a translucent plastic reservoir extension on the brake master cylinder to give the increase in capacity necessary for the disc brakes. It was a bit of a bodge, to say the least, and was prone to leaking at the join. As cylinders have been changed over the years they have usually been swapped for whatever was the recommended replacement at the time which usually involved a larger one-piece reservoir either

of metal or plastic. So long as it has the necessary 5/8 inch bore, it does not matter which type you have. To check the level, unscrew the tops of the reservoirs and check that the fluid level coincides with the level mark on the outside. This is usually around 1/4 inch (6mm) or so down from the top. If topping up is required, you must use the same type of fluid that is already in use.

Mostly this will be the regular mineral based fluid found in your local accessory shop which will be marked DOT 4 and / or SAE J1703. Many classics have been converted to using silicone fluid which is DOT 5 / ISO4925 spec. ON NO ACCOUNT SHOULD THE TWO TYPES BE MIXED. There is a simple test if you are uncertain which type of fluid you have. Remove a small sample of the old fluid using a pipette, syringe or even a small spoon and tip it in to an old but clean jar. Then add a small amount of water. If the fluid is of the standard DOT 4 variety, it will immediately go cloudy because this type absorbs water – one of its main failings. If the water and the fluid do not mix at all, then you have DOT 5 silicone fluid. (Fig.6)

The other thing to watch out for when topping up with DOT 4 is not to spill any on your nice paintwork because its other main property is that it's quite an effective paint stripper. If you do spill any, wash it off with water

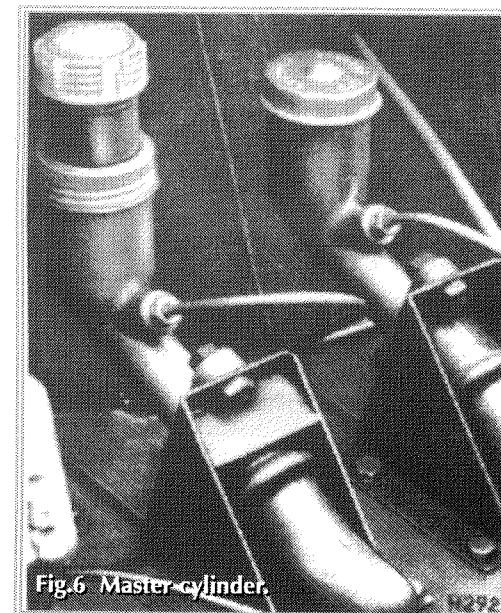
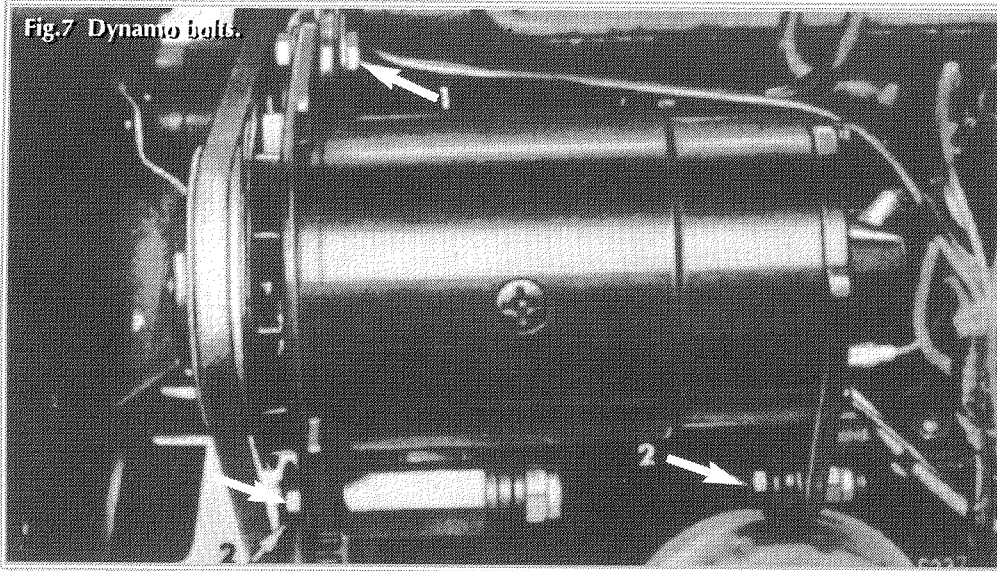


Fig.7 Dynamo bolts.



double quick or sooner. DOT 5 is quite safe in this respect.

While on the subject of brakes and carburettors, check all the brake pipes and fuel lines in the engine compartment for any signs of leak. Faults on either system should be corrected immediately. Pay particular attention to the rubber flexible hoses that run to the two brake disc calipers for any signs of cracking or ballooning. If ballooning is occurring, even if there are no signs of leaks, do not drive the car until it has been fixed because failure will be sudden and catastrophic. Check the flexible fuel line connectors which, on the Herald, will be found on the front of the carburettor where the fuel feed pipe comes in and on the input to the fuel pump which you will find on the left hand side of the engine, low down at the rear. Again, replace either if dubious with lengths of 1/4 inch bore flexible pipe which must be of the type especially formulated for use with petrol. Use of the wrong type of rubber will lead to premature failure.

It is worth fitting new jubilee clips at the same time.

Next you should check the condition and tightness of the fan belt. To check the belt, it is best to remove it by slackening off the dynamo hinge bolts which will be found underneath the dynamo. Then slacken the two bolts on the adjuster, one of which is on the water pump body and the other on the top of the dynamo. Slide the dynamo fully towards the engine at which point you should be able to remove the belt. To check it, turn it inside out and then look for splits by working it through your fingers. Replace it if there are any splits. Refit the belt on the pulleys then pull the dynamo away from the block to tension it. Tighten the upper dynamo bolt first to set the position then check that the longest run of the belt, between the crankshaft and the dynamo, can be moved sideways between 3/4 inch and 1 inch (20mm to 25mm). If it is too loose or too tight, then readjust it. Once this is OK, retighten the remaining bolts. If you have fitted a new belt, it should be rechecked after a few

days use because it will probably have become a bit slack. (Fig.7)

The dynamo needs to be treated with a little bit of oil after all its hard work. Squirt a few drops into the rear bearing through the little hole in the centre.

Two items remain to be looked at, one being the battery which should be checked for the physical condition of the connections and the tightness of the mounting clamp. The terminals should be clean and the connections tight to aid maximum current delivery to the starter motor. Also check the level of the electrolyte in the cells. In general, this means that the fluid should just cover the plates, but some batteries have a level marker on the outside of a translucent case to use as a guide. Topping up should be done with distilled or de-ionised water. Finally, check and top up the windscreen washer bottle.

Next month, I'll cover the servicing of the steering and suspension. I bet you can't wait! ★

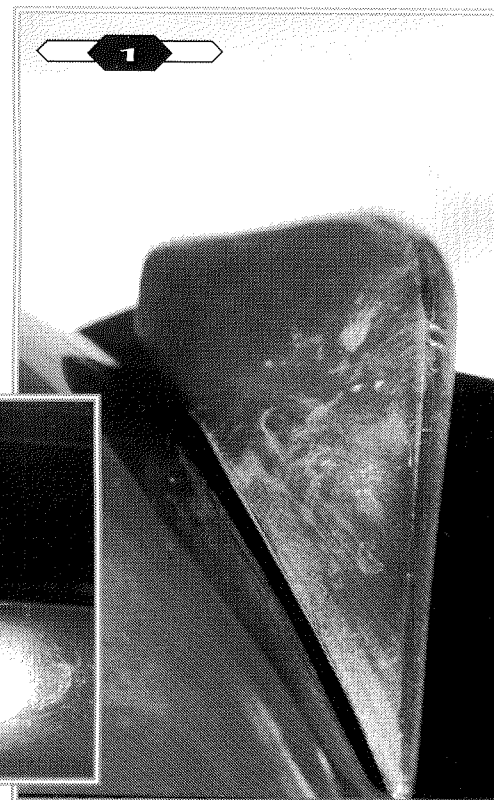


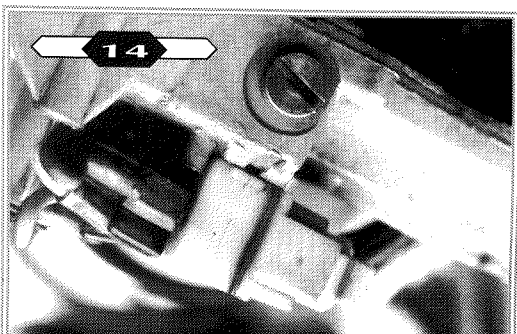
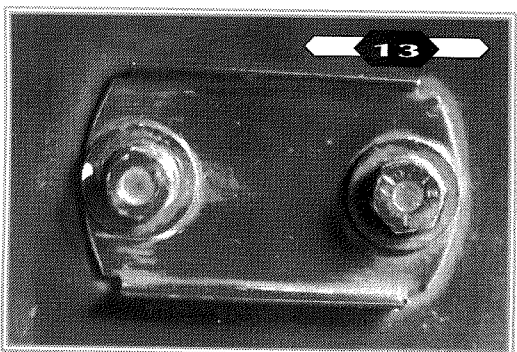
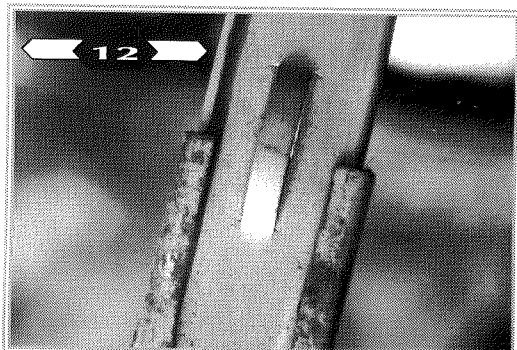
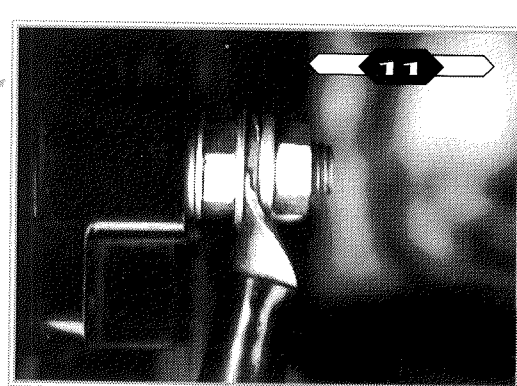
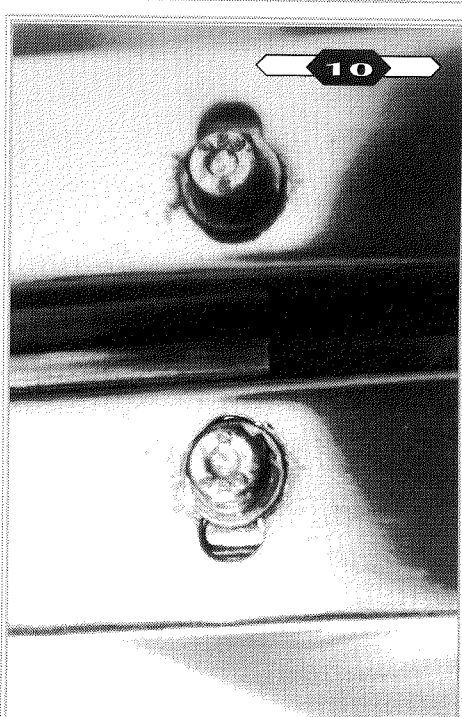
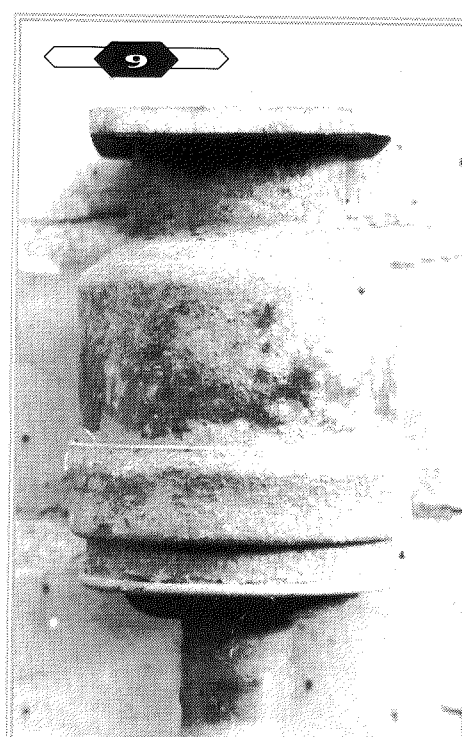
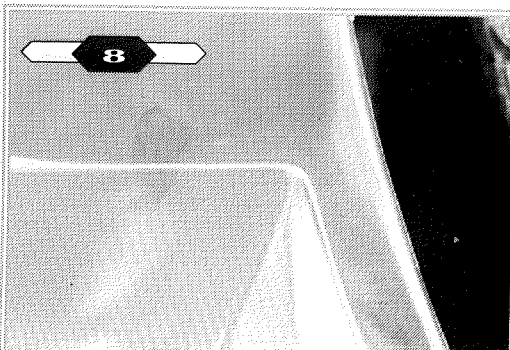
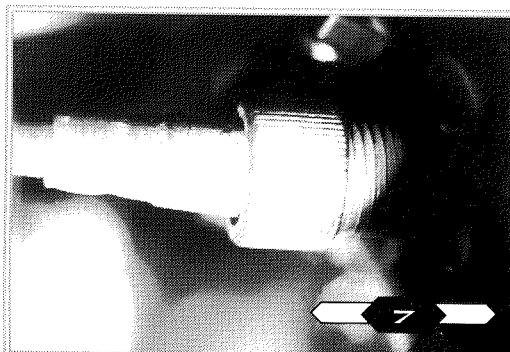
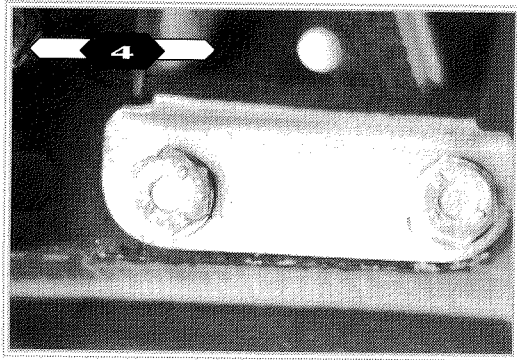
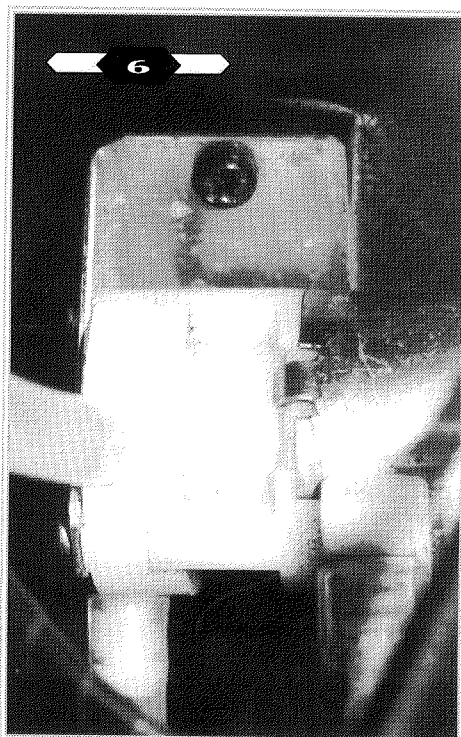
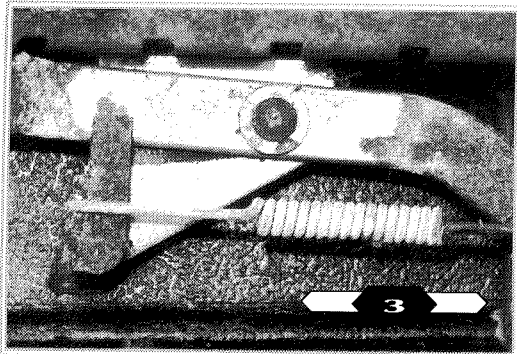
This month's photo is sent in by Wolfram Halupka from Braunschweig in Germany and features his late model Spitfire 1500.

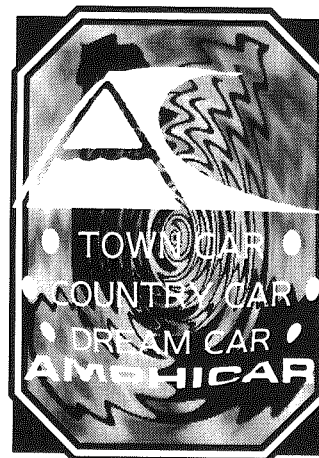
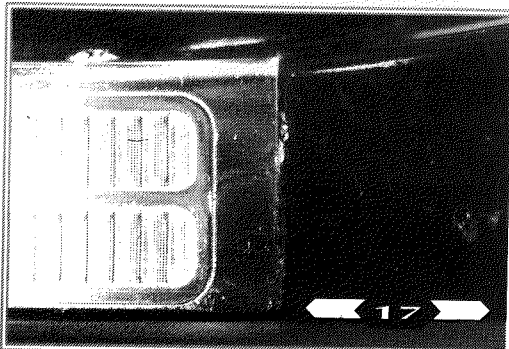
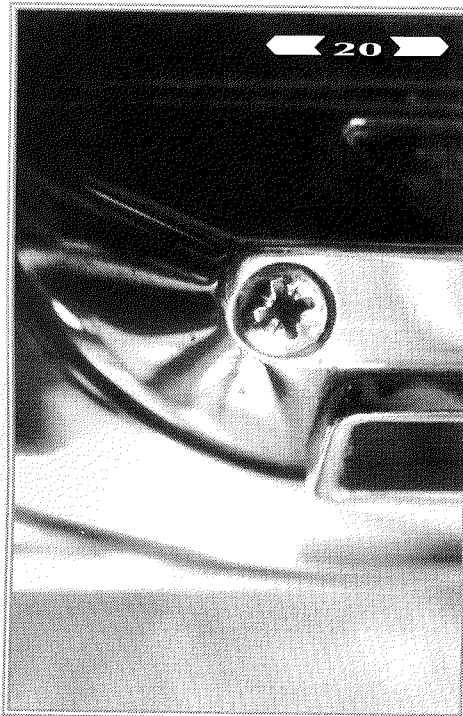
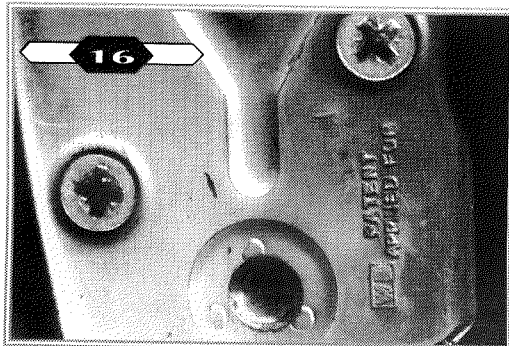
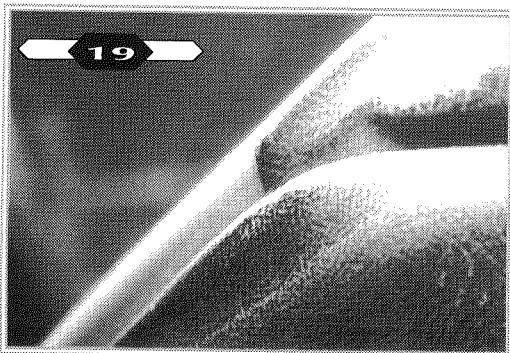
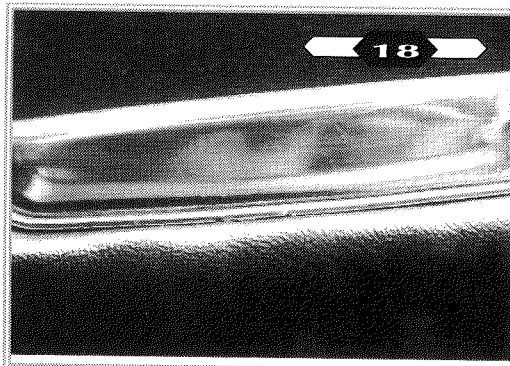
Wolfram bought the car in 1993 and has had a great deal of fun with it since then, travelling around Switzerland in her this year on holiday.

PHOTO QUIZ '96

Entering into the festive spirit and almost traditionally now, we have a photo quiz for you this month. All the photos are from a Spitfire IV/1500. Answers to the Club Office by 10th JANUARY 1996 and the winner will be announced in the February issue, he or she receiving Club Offers vouchers to the value of £25. Best of luck and have a Happy New Year.







As it was only yesterday I haven't got any details but they should all be public by the time you read this. I was surprised at the figure of only 150,000 cars over 25 years old in use, no wonder they want to sort out their computer system to free up all the valuable old numbers!

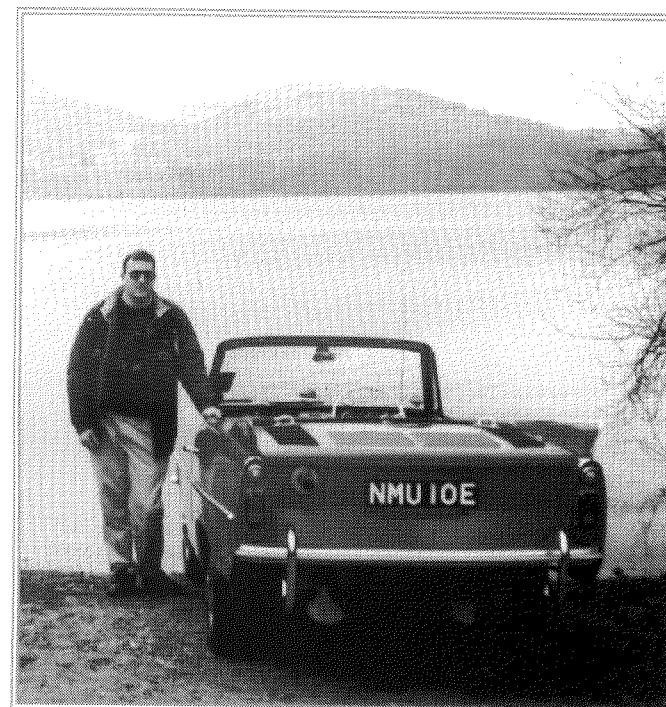
I was unable to listen into the broadcast live, just as well as it wasn't reported on the News and there wasn't much in the next days papers. In some ways this is a concern, what if the Chancellor had also said 'and all cars over 25 years old will be limited to a maximum of 1000 miles a year, or all cars over 25 years old must be fitted with catalytic converters! We will have to watch out for continuing legislation very carefully!

GOOD NEWS ON THE BUDGET!

A FEW WORDS ABOUT SEATBELTS.

As some of you may know, I became a dad on the 11th August. As George is our first child he has the back seat of the Amphicar to himself, we found that a travel cot (or the cot part of his pram) fitted snugly on the seat, we found a cot harness (from Toys R Us) that fits around him like a lifejacket and attaches to D rings on the inside of the cot. We then used adjustable webbing straps between mooring cleats on the rear deck and the underside of the front seat to hold the cot in place.

Once he has grown out of the cot things get difficult as I can



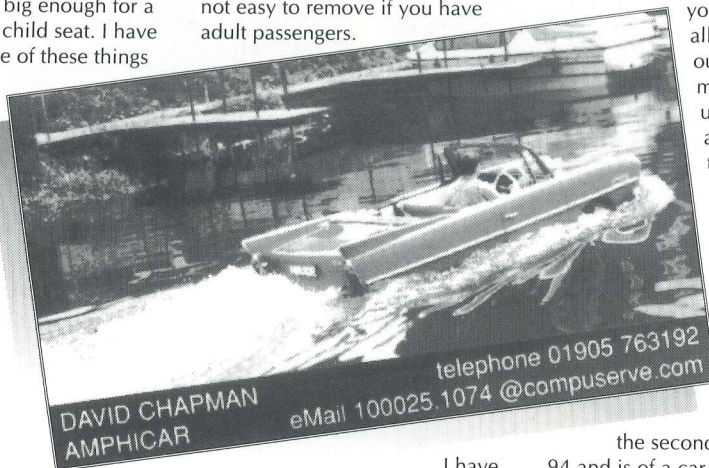


find no way to fit a rear facing child seat in the rear of the Amphicar so he will have to sit in the front with me and my wife sit in the back.

Once George is about 20lbs in weight he is big enough for a forward facing child seat. I have found that some of these things can be fitted using a lap seat belt of the type fitted to the centre seat on newer cars. Next job over the winter is to fit 2 lap belts (bought from the TSSC club shop), one side is easy, it attaches to the panel at the side that the hood folds into, the centre is more difficult. I have made a long bracket that goes between the base and the back of the seat and attaches to the square

section cross member that goes between the wheel arches above the transmission.

I have not bothered with one of the old style direct mounting child seats, too many holes to drill and not easy to remove if you have adult passengers.



DAVID CHAPMAN
AMPHICAR

telephone 01905 763192
eMail 100025.1074@compuserve.com

I have found a life-jacket small enough for George to wear when we are boating.

I know that as children most of us were happily carried in motor cars without any form of safety restraint

and I initially wasn't going to bother with anything for the Amphicar given the limited number of miles I do each year but social pressures have made that approach just about impossible. A sign of this is that you are not even allowed to check out of our local maternity hospital unless you have a child seat for the car!

AND FINALLY, a couple of holiday snaps, the first is as we got ready to go boating in the Lake District in

April 95, the second is from May 94 and is of a car park only accessible to Amphibians on an island in the German River Rhine, the picture shows an American WW2 DUKW (mother duck) and 33 Amphicars including mine (the ducklings!). ★

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SPECIALS REGISTER

BUILD A Legend

For the third month running I'm glad to bring you up-beat news of a club car based kit that is available for you to buy and build today.

Some of you will remember the Type 48 Spyder which was introduced to the motoring world by this very column in August 1991. It is that first car that is pictured here. A car which was influenced by the Ferrari 166 Corsa Spyder and other cars of the late forties, early fifties period. Alan Hooper, the man who conceived and built the first Type 48 and still runs the company has been in touch to bring me up to date. There are now also two other variants, with the same body shape, in the Hooper stable.

The original Spyder version, the most popular and cost effective, was designed to utilise just about everything from the Spitfire. Then came the Warrior which, while looking the same, is altogether a different animal

-animal is actually an apt way to describe it! The Spitfire chassis is replaced with a space frame and a purpose built independent suspension system fitted. This set up, designed with fast road use and competition in mind, leads to road holding just about as good

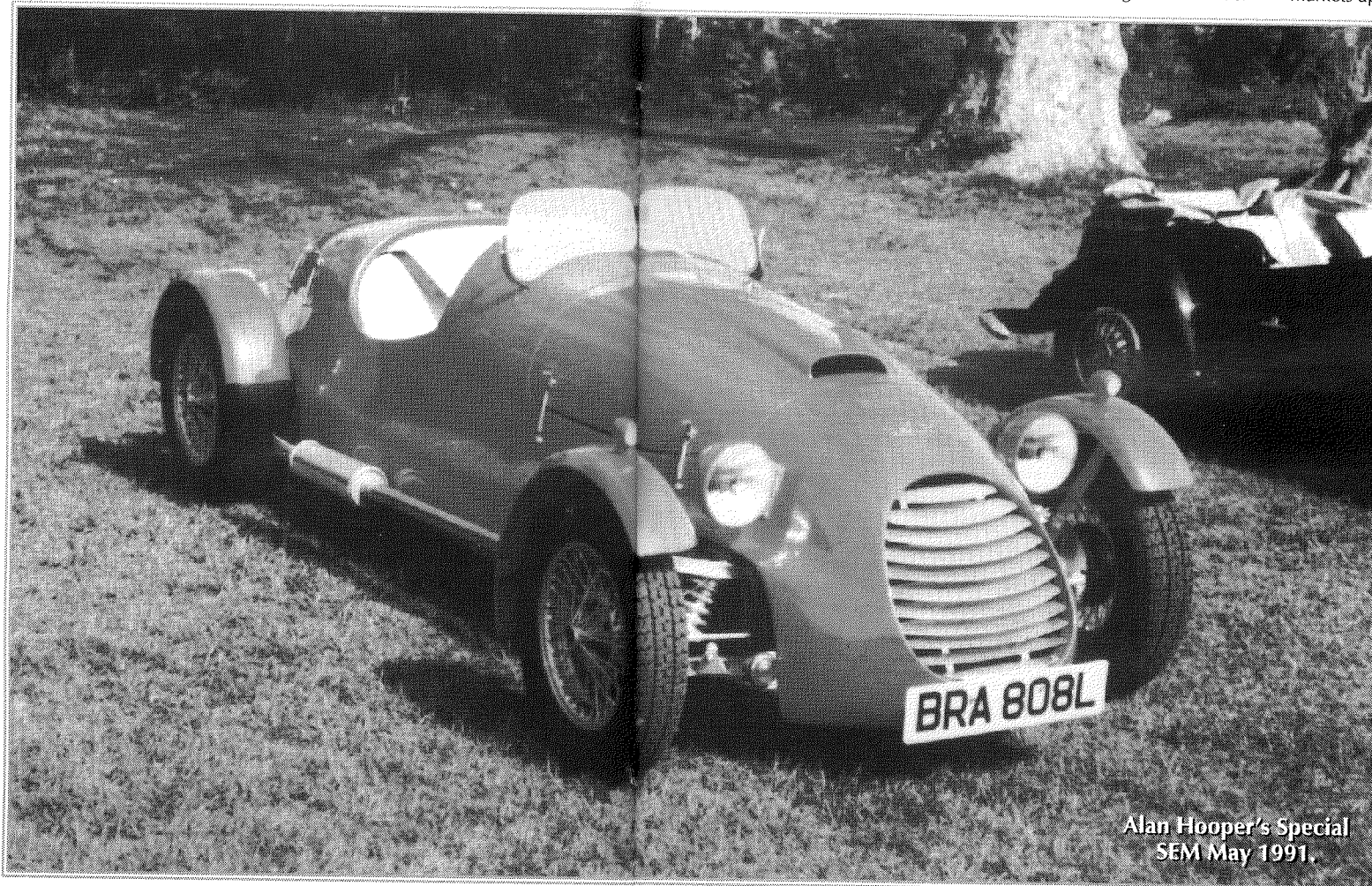
as it gets. The addition of a tuned Fiat Abarth two litre lump pumping out 170 odd b.h.p. makes the Warrior some kind of wild ride indeed. It is not the cheapest of the options in the range but if you crave serious performance in a car that

captures the spirit of those awesome days of racing this could well be the car for you. Expect a 0-60 in about the 5 seconds range and allow a build price of £10-12,000 - such performance doesn't come cheap but, then, you get what you pay for.

Warrior the Pescara will still utilise club car bits like the front towers, steering etc. with the rear axle from the Dolomite. These will mount on an all new chassis which will be a traditional ladder frame affair, robust with a choice of ali or Zintec coated steel panels. The new car will give the builder

fascinating one. Starting from the original Spyder, which was designed and built as a one off special by a man inspired by the cars of the forties, the marque has been continually developed. Type 48 models have been built throughout the world with markets apparently opening up in America and Japan. I think this is a fabulous looking car and just has to be considered by those who like to drive rather than just travel. The Pescara will likely inspire another generation of component car builders for years to come.

If you've got a frustrating Triumph beyond economic repair just lying about or shed full of bits why not give them a new lease of life and have some fun at the same time. The '48 looks to be an easy build and with a cost that means you would have to look a long way to get better motoring per pound. To join a unique clique phone Alan on: 0181 653 7318.



Alan Hooper's Special
SEM May 1991.

The more sane Triumph nuts (sane nut?) with more down to earth bank balances are more likely to consider the Spitfire based version or the new variant about to be launched, the Pescara. More cost effective than the somewhat specialist

a wide choice of power units; Alan's chassis will accommodate anything that will fit into the engine bay.

The story of the Type 48 since its first appearance at the South of England Meet in 1991 is a

Alan Hooper's achievements with these cars brings to mind a few words which should provide inspiration for us all,

"Remember, you don't have to be a farmer to be outstanding in your field". ★



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The national concours scene had been dominated over recent years with Jaguars, MG's, Healey's and the like and we never dreamed it was possible for a GT6 (complete with cardboard engine valances!) to reach such heights. Well, we were proved wrong.

The amount of time, determination and enthusiasm that is needed for a concours car is beyond quantifying. Most people think we are mad and in truth, we probably are! Just to prepare Eric for the Final took five weeks with another thirty two hours of polishing and fettling when the car was actually in the hall at the NEC! This does not of course take into account the months and months of continuous work (and non existent holidays!) it took to turn Eric from an insurance write off into a complete car again.

We started Eric's restoration in September 1993 and received tremendous encouragement from so many, but Eric would simply not have made it to the Final without all the help we received from suppliers – John and Fiona Kipping, Woody at John Hill's, John at Newton Commercial and Dave Gleed to name by a few. Many allowed us into their stores to search for the best parts they had as they knew 'that near enough' just would not do!

It was not just a personal success for us. For OVO 871M to be awarded the title 'Autoglym Classic Concours UK Champion 1995' is a success for all Triumph supporters to share and, at long last, we can say 'that's near enough'!

Angela and Andrew McGowan

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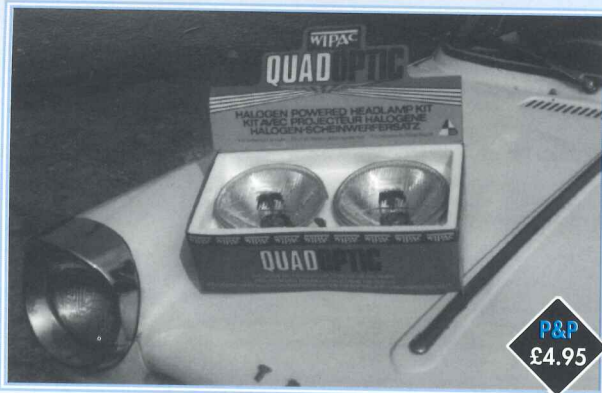
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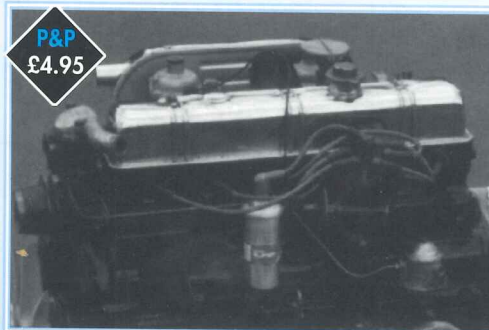
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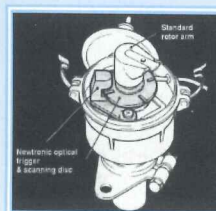
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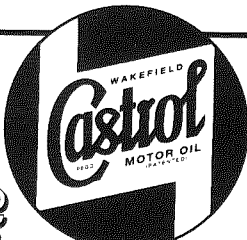
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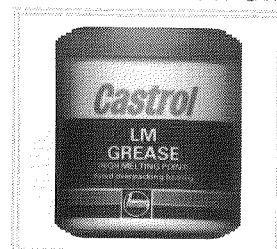
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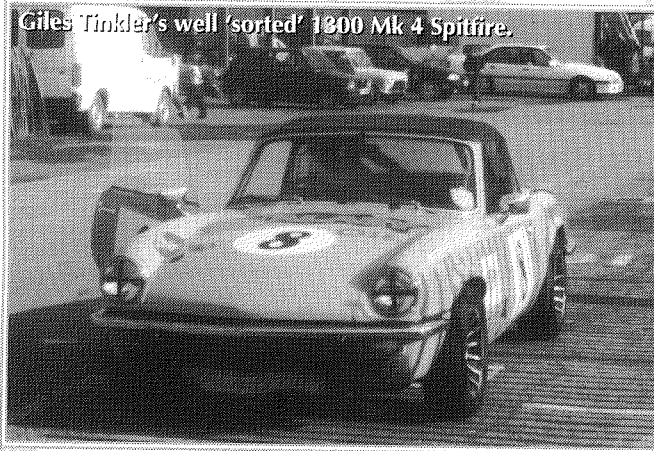
RACING REPORT

On Saturday 21st October I went along to the Lydden race track in Kent, to watch a combined sprint and race meeting being co-promoted by the Tunbridge Wells MC and Rochester MC.

The championship sprint in the morning was well supported with about 70 entries with classes for standard road going cars right up to single seater racers. The most interesting class was, of course, Modified Road Going up to 1400cc, which included two Spitfires. There was a MK4 entered by Giles Tinkler and a MkII driven by John Low with the rest of the field comprising of 3 1380cc Minis, an MG Midget and a Suzuki GTi.

Both Spitfires had a good practice run with Giles being faster than Jon. In the actual sprint all the cars in the class went faster but, perhaps to their surprise given the opposition,

TRIUMPHS ON THE TRACK 1 AND 2 FOR SPITFIRES!

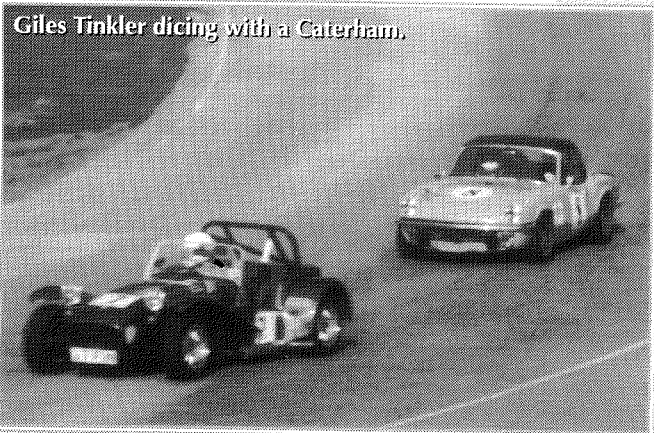


Giles Tinkler's well 'sorted' 1800 Mk 4 Spitfire.

Giles and Jon ended the session in 1st and 2nd places respectively. Congratulations to them both and great to see that Spitfires can still be competitive.

In the afternoon the race part of the event took place and although not as well supported as the sprint session (probably due to it being late in the season) was still entertaining as, unlike F1, it was all very close.

Giles recorded a good practice time in a very smart and well sorted Spitfire. Jon was in his first and only race of the year and started at the back in practice but was very

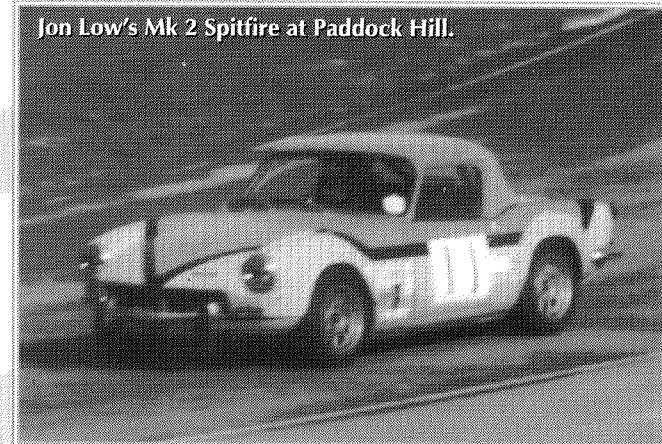


Giles Tinkler dicing with a Caterham.

well pleased to overhaul a Lotus Elan and a Davrian. Jon kept going well and seemed to be enjoying himself but towards the end of practice started to smoke badly, then pulled up suddenly and we all thought that was the end of Jon's challenge, as we suspected he had a blown engine. At the end of practice Jon was towed back to the pits with a lot of oil coming out of the car. Most of the way back they were towing him over the grass to minimise oil spillage on the track surface.

When the car came back the bonnet was lifted and, fortunately, it was found that the pipe had come off the oil cooler and the engine had not let go. A few people lent a hand mostly in the shape of Pete Hatcher, a previous TSSC member who sadly retired from competition, but surprisingly had his overalls with him. The pipe was repaired but when the car was started up again oil was still coming out. As time was getting short, Jon decided not to investigate the problem

Jon Low's Mk 2 Spitfire at Paddock Hill.



competitor was Giles (in the other Spitfire) who, with the typical spirit that exists at these sorts of meetings, gave Jon some oil to top up the engine as Jon had run out having lost so much during practice and alterations.

For the race Jon was in 7th place on the grid in front of the Elan and the Davrian but unfortunately the Davrian didn't actually make the race. Jon said at the start of the meeting that his ambition wasn't to get lapped. That doesn't sound very ambitious but Jon hasn't had a lot of races and has to operate on a very limited budget. Giles went off the line well and was near the front for most of the time. As the flag dropped the Elan got a real flyer which left Jon at the back. During the race Jon had a good dice with the Lotus but couldn't quite find enough puff to get past. The only chance

Jon seemed to have was as they went up Hairy Hill to the hairpin but that meant that Jon may have had to push the Lotus so he showed some good manners and didn't try that doubtful manoeuvre.

At the end Jon did in fact finish last, very close to the Lotus but a very long way from being lapped. Better fortunes for Giles as he finished 4th but he won his class for cars up to 1700cc.

Jon & Giles in the Paddock waiting to go onto the track.



Jon's wife Katrina standing by the side. Another TSSC member and secretary of the meeting.

further, and altered the set up to by-pass the oil cooler thereby going back to the standard set up. Although Jon had a lot of competition I'm sure the main

A good days racing and entertainment and good to see Spitfires in action, giving such a good account of themselves. Well done! ★

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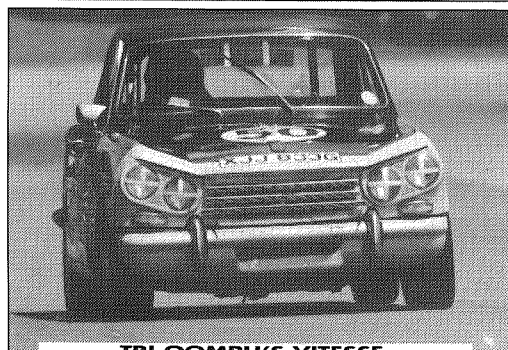
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After some excellent cars competing in last year's International Concours, notably Hugh's Vitesse and Andy/Angela's GT6, it's also time for a new organiser at the helm.

My name is Chris Mills, I've been a member for five years and organised many local events and initiated South Bucks area of which I am still Area Organiser and became part of the Council of Management team in 1995.

It is not my intention to amend the rules as the competition has developed well over the recent years and is an extremely well polished and planned function of the International Weekend. This is due to the hard work put in by Dave and Jo Beardsley in not only running the event on the day, but also the hours of preparation put in well in advance months before the competition.

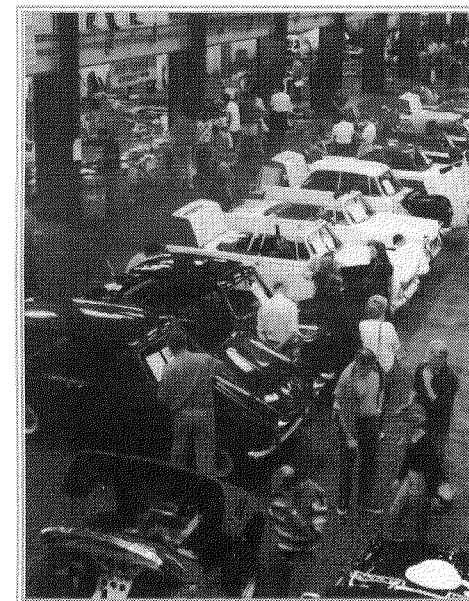
I am considering a change to the Spitfire judging in the form of keeping two pairs of judges to cope with the amount of cars entered, but one pair will judge the bodywork and interior while the other pair look at mechanicals etc. This should ensure that marks

Due to the ever increasing cost of the trophies it is necessary to increase the concours entry fee to £6 on the day and £5 pre-booked which means you can enter for the same cost as on the day as last year by pre-booking. I will be computerising the



are consistent and overall judging time may be decreased. I would like to consider different ideas you, the competitors and judges have in solving the situation, or any other comments.

results from this year to speed up the results service and we should be able to give you a copy of your marks before you leave, saving you stamps etc.



I would welcome any calls from prospective competitors, if you are preparing a car or wish to enter, but are unsure about any aspect of the concours competition, please call me any evening at a reasonable hour where I will give as much information as you need with the aim of encouraging more members to participate.

Chris Mills, National Concours Organiser.

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CRACKING UP!

Can anyone help me to locate a repairer of cracked/damaged Bakelite steering wheels.

I recall seeing a short article about someone offering this facility, which I believe was in the Courier, though I cannot find it in back issues.

The wheel in question belongs not to my Club car but to a 1937 tractor so replacement is not an option.

Any help, please phone me on 01249 657393 or through this column.

Many thanks . . .

Colin Blackburn

ONE OWNER CLUB

In the latest edition of the magazine Pete Osborne asks if there are many one-owner cars in the Club. Well, here's one!

'Prim' because of her colour, is a MkIII Spitfire bought new by me in August 1969. The bill, from Lankasters of Kingston, shows that the car was supplied with overdrive and heater. I specified Michelin X tyres, Trico-Neiman steering lock, locking petrol cap, reflective number plates and full harness seat belts. The purchase price was £894.9.3d. At the first service the car was fitted with bonnet locks, wheel trims and a hard top, all for an extra £54.19.0d. We had some trouble with those seat belts as the agent refused to fit them, saying that the fitting would weaken the rear floor. He was eventually instructed to go ahead, by Triumphs. It was all to no avail though. We got fed up with them in about a year and reverted to the usual lap and diagonal, although statics.

The car was Jasmine, with black interior and the wheel trims lasted well. I threw them away last year as being rather scruffy, and fitted a new set of identical trims. I fitted several items myself over the few weeks after I bought the car. Racing mirrors were fitted on the front wings. GT6 sun visors were fitted and I noted that there was provision for these already in the screen frame. I fitted a dipping interior mirror from my previous cars. It had been fitted to a Sunbeam Talbot, two Renault 4 CVs, a Floride and a Dauphine and originally came from my step-mother's Vauxhall. It's still in place! A clock, ammeter, oil pressure gauge and variable speed wiper control were fitted, and two Marchal fog lights wired through a relay to come on with high intensity rear fog lights. I still have the Marchals although they no longer grace the car. I also fitted a Moto Lita wood rimmed steering wheel, which is still doing sterling service, although on its fifth horn button! Finally I fitted full sound proofing throughout.

She was born with trouble in the form of a cracked inlet manifold, which took a long time to diagnose as Lankasters electronic tuning apparatus was out of order. After the third unsuccessful attempt to put it right, the Service Manager asked me what petrol I was using. The local brand was Castrol, who marketed their own brand of petrol for a short while at the end of the sixties and I knew their sales director, which was to help. When Lankasters Service Manager suggested that Castrol petrol was no good for the car and I should use another brand, I rang Castrol's Sales Director from Lankasters phone and put them in touch. The phone erupted! I don't know what was said, but the car was very rapidly put right, a loan car being provided meanwhile and there was no more trouble. It's not WHAT you know, it's WHO you know!

Over the first year I fitted one or two new things that we found worth having. These included a Kenlowe fan, rear screen de-mister for the hard top and Fiamm air horns, very necessary on the continent. When we

PLAY TO PAPER

could find them, we fitted GT6 reclining seats and re-arranged the spare wheel so we could fit it internally in an upside down position to hold the tool kit or externally on the boot lid to make a lot more touring luggage space.

In a fit of constructive energy I made up a wooden gear knob about two years ago but apart from that the car is much as it was in 1970. It has several new bits, of course, although the main components are the same. Engine and gearbox have had new bearings but nothing else other than normal replacements and the back axle has not been touched. New carpets have been fitted and all three bumpers have been replaced after small bumps. There have been no accidents costing more than £50 to put right. In fact the worst accident was when the original suppliers reversed the car into a trolley jack during a service and made a socking great dent in the back, under the bumper. The doors are full of fibreglass, both rear wings have been replaced twice and the front ones once. The sills have also been replaced. The windscreen still has a star in it caused by a stone thrown at it by a lorry when I was driving home the day I picked it up, August 2nd, 1969, 9,617 days ago.

The car has had two numbers. When my father ceased driving in 1975 I acquired his cherished plate, KMW 1, and this stayed on the car until transfer to my Rover in 1982. The Spitfire's new number was DPL 131H which I hated so I was very glad when DVLC changed the rules and let me have the original number back, without charge for the transfer. The car now proudly carries the number she was born with - COY 812H.

I have just fitted a new clutch, uprated some of the carpeting and fitted a new coil. After 26

years the old one was causing a slight misfire. She is now in semi-retirement in the West Country, but she still enjoys a run over Dartmoor with the top down and draws many admiring glances. She is in daily use and has been all her life apart from a six month lay-up ten years ago. That resulted in new front brake callipers as the others locked on. I see no reason why she should not continue for another 26 years, although she will outlive me if she does. Never mind, I know she will be safe. I have left her to the Club in my will! Perhaps one day I will tell her story in full, if I have time.

Bryan M. Whitworth

HERALD 1200 EXPORT?

I found Peter H. Gekert's article in Pen to Paper very interesting.

I bought what I thought was just a 1200 convertible whilst on holiday in Cornwall in 1992. It wasn't until I got it home and looked more closely that I realised there were differences.

You might therefore find the table of build details of interest.

The Coventry registration no. was issued under the Home Delivery Export Scheme.

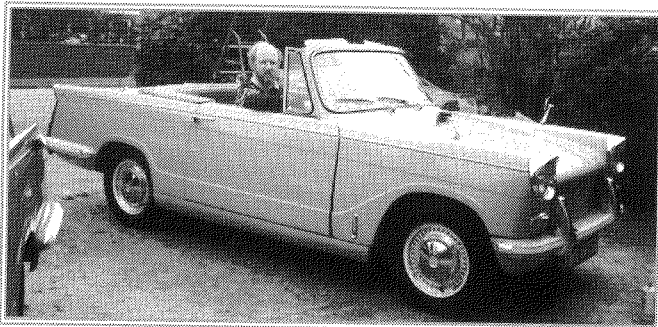
As you can see from the enclosed photographs, it also has a 12/50 grille.



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Classic car owners throughout Britain are being invited to take on the pioneering motoring spirit of yesteryear and take their vehicles to the nations northernmost show - in Shetland.

Cut price travel and accommodation for exhibitors also makes the show an attraction for those wanting to visit this northern extremity in Britain.

Organised by the Shetland Classic Car Club and its sister classic motorcycle club, it is far from being a backwoods event and is staged in the multi-million pound Clickimin Leisure and Exhibition Centre at Lerwick, Shetland's capital. In previous years it has attracted some of the rarest and most interesting vehicles in Britain. At the last event in 1994 there were around 60 cars and 80 bikes on display, but this year the venue has greatly increased in floorspace and the number of exhibitors should increase too. The organisers say this is, 'not a hay barn display of rusty MGBs and a couple of old BSA Bantams', but a 'top notch show' including genuine rarities and oddities from the early 1900s, right up to contemporary classics from the likes of Aston Martin and Daimler.

The show in '94 included early classics like a BSA Tickford Convertible of which only three were ever built, one of only a handful of the Singer 9 Sports Coupes that were made, and a Ford Model T flatbed truck. The Jaguar XJS prototype which starred with Ian Ogilvy in the second television series of The Saint, is also locally owned and planned for inclusion in 1996.

The national motoring press took an interest in the last event and it looks set to give greater coverage again this coming year.

The classic car club says previous visitors to the show have described the sense of achievement they get from taking their vehicles to this extremity of Britain. The 14 hour overnight ferry run north from Aberdeen is enough to give the journey the feel of a full blown expedition but the photo opportunity at the 'end of all roads north' is the major attraction.

Exhibitors wanting to take part in the event are offered cut price ferry transport for themselves and their vehicles and reduced rate accommodation for the duration of their stay - however long that may be. They will stay at the Grand Hotel in Lerwick, less than a mile from the show. Anyone wanting to know more is asked to contact Rob Jenner at The Knowles, Skellister, South Nesting, Shetland. ZE2 9PP (telephone evenings 01595 890204).

The 1996 show will be opened by BBC Top Gear's Steve Berd, who will also introduce the 1996 video.

There will be exhibits direct from Aston Martin and Jaguar Daimler have pledged their support to celebrate 100 years of Daimler.

We have negotiated discounts of 50% off ferry fares and 50% off hotel rates or 25% off the mini-cruise rate whereby guests can stay on board the boat on a full board basis. The show is completely indoors in the new Clickimin Centre, which is widely acknowledged to be the best north of the border.

Booking must be done through the Shetland Classic Car Club to attract the discounted price. Places are limited so please contact me early by post or by phone and I can give you further details and a booking form. Kindest regards

Rob Jenner

HELP!

I remember seeing at Stafford about two or three years ago, a Herald with a Toyota twin cam engine and five speed gearbox. I have been offered a 1.6 twin cam from a 'C' reg front wheel drive Corolla. I would like to know from anyone that has performed this transplant, what problems they have encountered etc. If you have any knowledge of this, please phone me on 01983 617159. Thanks in advance.

Garth Jupp I.O.W. AO

A TRIUMPHANT SERVICE.

May I recommend for your consideration Triomph Engineering Ltd, Unit 2 Hill Farm, Radlett, Hertfordshire. WD7 7HP.

I have visited the garage twice and found them quite outstandingly helpful, while their charges were extremely modest. On the first occasion they checked my Triumph Herald for safety and after giving her a clean bill of health, put in anti-freeze, installed a new radiator cap and water hose and also two bonnet cones, all for a grand total of £23.55 including VAT.

On the second occasion the radiator was checked for apparent overheating, which was traced to my relief to the thermometer, described as 'lying', but in more up-to-date terms 'extravagant with the truth'. Although it took some time to establish this point, no charge at all was made. Indeed, to the contrary, I was given a free cup of tea while the work was being done!

Help and advice of this order in my experience is unique and I hope it can be acknowledged by the Triumph Six Club and brought to the attention of members in the area.

J.Q.C. Mackrell

INTERNATIONAL LIAISON SECRETARY

So, no more tax on my two Triumphs, that's nice, good news for once, and our own dear government has taken the credit, whereas all they've done, in fact, is to fall in line with some of our nearest European neighbours, such as the Netherlands and France.

The real credit belongs to Bob Oliver at Swansea who was instrumental in persuading our government to adopt this measure, also to the FBHVC and their members for consistent and effective lobbying.

I must admit that I didn't believe it was true until I actually had a new TAX disc in my hot little hands with the words: "25 YR EXEMPT" inscribed thereon, instead of "PLG (Private/Light Goods) and £NIL instead of £140.



Needless to say, the money saved, and more, much much more, is going straight into my long suffering Vitesse project, which is now ensconced in another workshop, for expert attention! And who knows/, maybe it'll put in a guest appearance at the next Stafford International show in July 96, well, that's the latest target date.

Now that we find ourselves up here in frozen England, in the depths of winter, with Siberian winds, with snow and ice blowing across these islands, it is perhaps a good time to reflect on the erstwhile glorious summer of 95.



This first shot shows a very clean and straight Spitfire 1500 in Inca Yellow, brought over by our friends in the Amicale Spitfire Club, this car being driven up from the 'Oise' department (no. 60).



Photo two depicts a rather fearsome beast driven up by a very enthusiastic German owner and member of the Spitfire group Bodensee and is fitted with a modified Belgian APAL bonnet and a powerful Rover V8 engine, as I remember, painted in a rather interesting shade of purple!

This shows a very nice, original looking Valencia Blue Spitfire MkIII, also belonging to a member of Amicale Spitfire, a club which fielded an impressive contingent this year and

are forecast to be even bigger in 1996 (I knew that tunnel would come in handy!) this car hailing from department 29, which if I am not much mistaken is FINISTERE – yes, the same one as on the BBC Shipping Forecast!



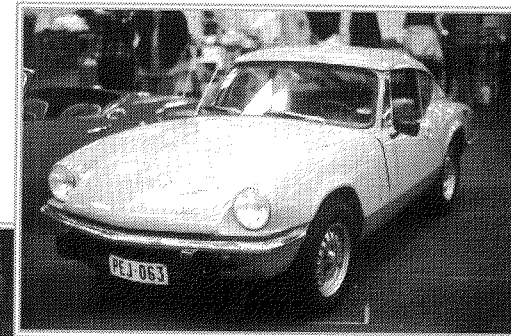
Next along, is this most shiny and very red MkII Spitfire over with our popular and enthusiastic TSSC Belgian area members, obviously a much loved example of the marque!

Some of our Belgian members make a real holiday out of their summer time foray to these shores, travelling to parts of this sceptred isle that I have never yet been to myself!

This freshly restored Herald 1200 coupe, resplendent in Targo Purple and White, and belonging to Claude (Professor



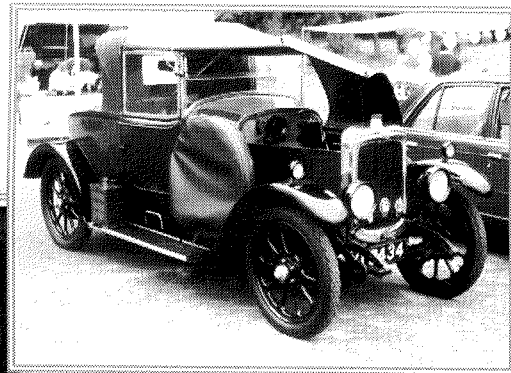
Triumph), Buntinx from Leige in S.E. Belgium, and this very smart GT6 III, restored over several years



and finished in Saffron Yellow by our TSSC Belgium Area Organiser Stefan Vandenkidjk, continued on their journey

up to, and all over Scotland and back, enjoying themselves and their Triumphs immensely, the only major problem encountered was the GT6's differential (not reconditioned), but luckily for Stefan, International Rescue, AKA Chic Doig, came to the stricken GT6's rescue and soon had it up and running again, many thanks indeed to Chic Doig for all the trouble he went to, from all concerned!

In the middle of August, my



Herald, Bob Rowland (West Middlesex AO) and I had a little adventure,

driving up to Stranraer in Scotland, in convoy with Angie Hill and her GT6 II Police Car, thence across the Irish Sea to Belfast (my first trip to the province) and the truly excellent TOTALLY TRIUMPH RALLY, the organisation and the local beer (especially the beer!) was quite superb and we certainly aim to be persuaded to return next year (funds permitting), it all depends on how much of the local brew makes its way to Stafford c/o the Belfast Area members in July 96! Many thanks indeed to all our fine new TSSC friends over in Belfast, you were all so hospitable and indeed unforgettable, especially 'MAV'.

I've got a couple of shots worth sharing with you from that show, including this, the oldest TRIUMPH car in the world, being the lovely 1923 Triumph 10/20 'Tourer' fitted with a 23.4bhp at 3000rpm 1393cc, Ricardo designed 4 cylinder

engine, costing £430 (a lot in 1923!). The owner assured me that this was the very first time this car had been out to a show in 15 years, indeed, the only record that I have of this car is as a cover car on a special supplement in 'Motor' magazine, called "50 Years On", a special tribute to half a century of Triumph cars, dated 5th May, 1973, halcyon days indeed!

sacrificed with its hard and soft tops, door glass, fuel tank and necessary fittings, and all this was completely rebuilt with new floors, sills and body off chassis rebuild.

The second photo emphasises the all-Ireland nature of the



show, which was good to see, with this very smart red MkII Vitesse Saloon, up from the Republic, where motoring can be far from a cheap pastime, yet I'm pleased to say, we have many TSSC members.

The GT6 has been on the road since April 1995 and has covered over 8000 miles in daily use, as well as show meets. He still has a lot of inside work to do, as well as fitting a new hood, but it has been



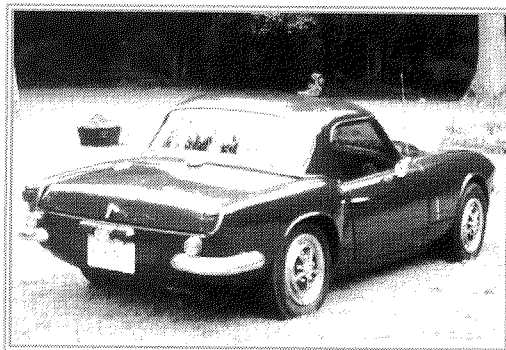
To complete this selection, I've just received a letter from our Canadian Area Organiser, David Stock (87/16784), up in Picton, Ontario in Canada. He has kindly sent in a couple of photos of his GT6 convertible. He relates that his car is pure GT6 II with rotoflex, MkII dash, overdrive and 6 cylinders with the power bulge on the bonnet. A MkIII Spitfire rear body tub was

well received at all the shows, including Best GT6 at the Toronto

Triumph All British Car Meet 95. David goes on to tell of his Vitesse which is now well and truly stripped down with new-tread plates and minor holes repaired. He is hoping to refit body to chassis in the 'near future' and have it in a new coat of paint in early 96.

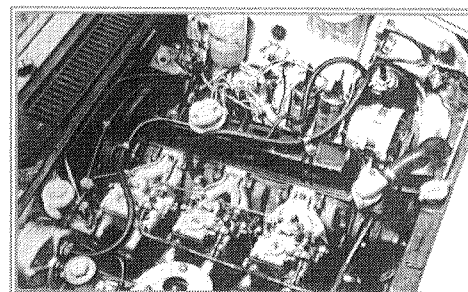
He says that a friend of his has a MkI Vitesse convertible, but his remains the only genuine MkII convertible in Canada. "We are still trying to arrange the set when we can meet up outside one of the many English pubs here and have these two rare RHD convertibles parked beside one another, I will send photos" (David, we cannot wait!). David says he is doing his best as Area Organiser, but it isn't easy as members are spread very thin in Canada which is a very large country. Not to worry David, we really do appreciate all you can do to spread the Triumph 'gospel', remember that every new member matters, as does every single Triumph saved from the scrapyard!

David also says "what a great club it is to be part of, even from way over here". That's very nice to hear, we do try! Happy New Year to one and all.



MONTE CARLO RALLY, the story continued.

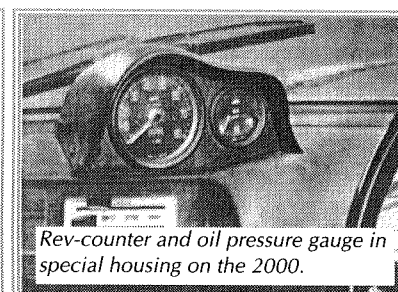
Preparation of the 2000, which ran in the rally as a Group III car, was still in its early stages during our visit. However, this is what happens to it.



Triumph 2000 for the Monte Carlo Rally features a 145 b.h.p. Group III engine. This is fitted with a special head, camshaft and triple 42 DCOE Webers. Other modifications include an alternator, air horns, and twin coils

For a start, nothing is done to the existing suspension except the fittings of competition dampers and a limited slip rear axle. The engine is equipped with a special head, camshaft and three, yes three, twin choke Weber 42DCOE carburettors. No modifications are made to the bottom end, and in Group III form the engine gives around 145bhp. An oil cooler is not fitted, but the dynamo is changed, as on the Spitfire, for

an alternator, and a rubber sleeve is fitted over the glass bowl of the fuel pump to protect it from damage. Air horns and twin coils are fitted and the bonnet is painted black. This, of course doesn't actually make the car go any faster, but was done originally as an anti glare move for the Liege,



Rev-counter and oil pressure gauge in special housing on the 2000.

and has since been retained as a means of identification. This bites two ways, and in the official film of the RAC Rally most of the action centres, not around the works 2000s but on a privately owned / entered F*rd C*rt*na, which has a black painted bonnet! Inside the car the existing dash layout is retained, regulations again and is supplemented by a binnacle containing rev counter and oil pressure gauge, mounted on top of the fascia and angled towards the driver. In front of the navigator there is the usual cluster, Tripmaster, clock, horn, button and

two pin socket, and a TR3 overdrive switch is also fitted.

So far as the seats are concerned, the existing seat, the subject of a good deal of praise in our road test, is more than good enough for the co-driver, with the addition of a head rest,

and this provides all he needs. For the driver, a new seat produced by the Coventry Hood and

Sidescreen Co. for the Bond Equipe is now fitted. Lighting problems are solved by the existing four headlight system, using iodine filament bulbs, and spot and fog lamps mounted on the tripod pattern. The normal 14 gallon fuel tank and filler are retained, and the battery is located in the boot.

On the Spitfire bonnet itself, a "works special" which is not available to private owners, is an outstandingly smart piece of panel beating incorporating two additional headlamps as well as those fitted in the wings. These contain iodine filament bulbs and the extra lamps are provided to give a dipped beam. On top of all this are two fog lamps, mounted on the front bumper, and a single spotlight, also with an iodine filament bulb, is mounted high up on the nose of the car, using the now usual tripod arrangement.



Valerie Piries's car receiving attention in the Standard Triumph competition department

A reversing lamp is mounted astern, and two of the three works cars have a swivelling roof lamp. These lights are wired so that the two normal headlamps, the two supplementary headlamps and the central spot lamp may be used individually or all together, a state of affairs which is likely to be pretty unfortunate for anyone coming the other way. So far as the Spitfire crew is concerned, however, it turns night into day in no mean manner.

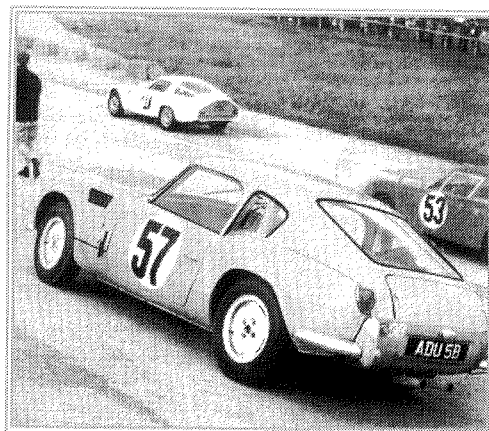
A multi point connector enables the bonnet to be removed without disturbing the somewhat involved wiring of the headlamps and spotlights, and there are additional bonnet straps to make sure that the bonnet doesn't have to rely on gravity if it should happen to get bent so that the normal catches no longer feel up to the job.

Inside the car, a good deal depends, naturally, on what the particular crew wants - Lampinen, for example, was given a left hand

markings, 8000 rpm rev counter, set on a slant to make the top end visible through the steering wheel, water temperature and fuel gauges. As well as these, two auxiliary panels are fitted, that on the left of the car containing the navigator's equipment, a 2-pin plug for a map magnifier, a chronometer, Halda Tripmaster and the horn button for the air horns (labelled "panic button" on Valerie Pirie's car, which once contained a label reading "Have you remembered your hand



In the bonnet sides there are slatted air vents which permit the extraction of hot air from around the engine when the undertray is fitted. An oil cooler is fitted in front of the water radiator as on the Stage II test car, and two speed wipers are fitted. Although Graham Robson, Triumph's Competitions Secretary told us, he couldn't remember the last time they suffered from ignition trouble, a spare coil, all ready wired up and ready to be connected to the distributor, is fitted, just in case. The brake pipes are protected from flying stones by coil springs and competition pads, linings and high boiling point brake fluid are of course fitted.



require that the existing dashboard must be retained, so that car starts off with the basic speedometer, calibrated in kph with smaller mph

bag?" in front of the driver).

On the driver's end of the fascia are an oil pressure gauge and an ammeter, while a flexible map reading light is mounted on top of the fascia in front of the navigator. All the lighting switches are clearly labelled and located in the area normally reserved for the fitting of the radio, and a second rear view mirror for the navigator is fitted. NB. These last two photocopies depict a 1964 specification rally Spitfire.

Until next month, Happy New Year and take care if driving on icy roads! ★

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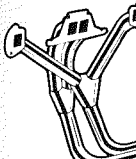

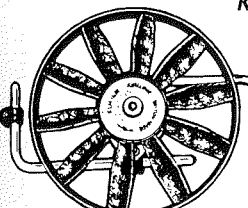


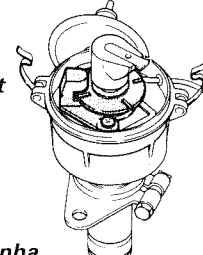
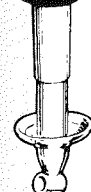
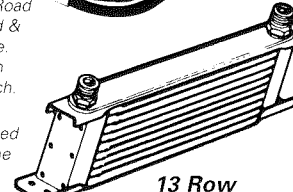


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Models Covered :
TR2-4A : TR5/6 : TR7/8
Spitfire : GT6 : Vitesse
Dolomite/Sprint
2000/2.5



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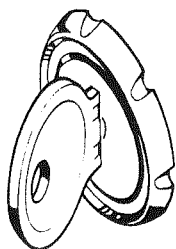
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MODIFICATIONS TO THE 2 LITRE VITESSE IGNITION



One of the more noticeable aspects of modified six-cylinder Triumph engines is the number fitted with an incorrect and/or poorly modified distributor and ignition system.

Both the Vitesse 2L and MkII engines were fitted with the Lucas 22 D6 type distributor with a mechanical tachometer drive take off. Externally there is very little difference between the 2L and MkII variants, however detail changes were made to both the vacuum and centrifugal advance curves for the MkII consistent with the improved volumetric efficiency and slightly faster combustion rate of this engine. Interchangeability is possible provided the respective advance mechanisms are also changed.

MODEL	PART NO.	VACUUM ADVANCE	CENTRIFUGAL ADVANCE	STATIC SETTING
VITESSE 2L	41168	11 deg max	10 deg max (Dist)	13 deg BTDC
VITESSE MKII	41273	13 deg max	13 deg max (Dist)	10 deg BTDC
VITESSE II MODIFIED (TYPICAL)		not reqd.	11 deg max (Dist)	06 deg BTDC

The Lucas 22 D6 distributor is far superior in terms of reliability, spares availability and ease of modification compared with the Delco Remy unit fitted to the GT6. Just as to why the Vitesse was fitted with a Lucas distributor and the GT6 fitted with a Delco Remy unit on an otherwise identical specification engine is unclear and somewhat subjective.

Early distributors had a thick Bakelite type thrust washer fitted above the driving dog, on later

versions this was replaced with a thin metal thrust washer which effectively moved the driving dog upwards along the centre shaft, in turn the body of the distributor had to move further down into the engine block for the driving dog to engage correctly. This was achieved by a different clamp plate. The early clamp plate fits onto the raised part of the main body, the latter type with a smaller internal bore fits below the raised section. Make sure you use the correct type of clamp plate for the distributor being used.

BASIC PRINCIPALS

In order to get the best from the ignition system and especially if it is to be modified, it is essential to understand how the individual components work and how they are inter-related.

The system was pioneered by Charles Kettering and is known as the Kettering Ignition.

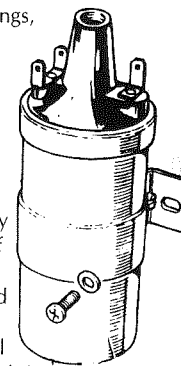
IGNITION COIL

Battery voltage is stepped up from 12 volts to the 10,000 - 15,000 volts required to jump the electrode gap of a sparking plug by the processes of electromagnetic induction and electromagnetism. A voltage (electromotive force EMF) is produced in a wire whenever the wire moves across lines of

magnetic force, alternatively if the wire remained stationary and the magnetic force was moved around the wire will produce

the same effect, a voltage will be produced when the relative positions of the magnetic field and wire are changed provided a linkage occurs. A magnetic field is also produced around a wire when an electric current is passed through it. Once again if the lines of force in a magnetic field can be made to link with another wire it will result in a voltage being induced in that wire also. The voltage induced in this wire depends on the rate of which the linkages occur and the strength of the magnetic field.

The ignition coil has two windings, primary and secondary, both windings are wound around a laminated iron core. The secondary winding consists of approximately 20,000 turns of fine wire whilst the primary winding has approximately 200 turns of thicker wire. The primary winding is fitted to the outside of the secondary winding for better heat dissipation and is connected to the two low tension (LT) connections to the top of the coil either marked SW + CB (older units) or positive (+) and negative (-). The ends of the secondary winding are connected to the primary winding and to the High Tension (HT) terminal respectively. The assembly is fitted into an aluminium body, filled with insulating oil and sealed. When the contact breaker or points are closed battery voltage via the ignition switch is supplied to the primary winding which produces lines of magnetic force, when the circuit is broken by the contact breaker, current no longer flows through the primary winding, the magnetic force collapses which results in the linkages with the secondary winding also collapsing, the speed of which induces a voltage in the secondary winding. As the secondary winding has approximately one hundred times more wire turns than the primary the voltage induced is also stepped up one hundred times. All Lucas ignition coils have the secondary winding arranged to provide a negative spark at the centre electrode of the sparking plug, using the engine as a positive electrode. This is because electrons flow more readily from a hot surface to a cold one and electron flow from a conductor is negative to positive. If the ignition coil low tension connections are reversed there is a noticeable reduction in HT spark performance, as much as 40 % due to the HT spark being positive.



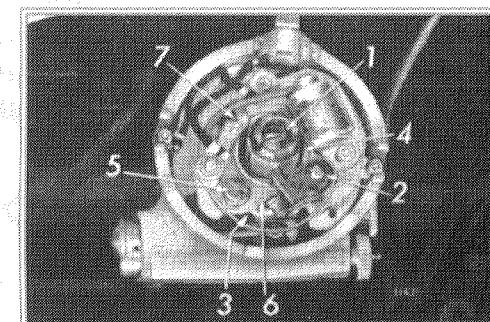
DISTRIBUTOR

The distributor performs four main functions:

Providing the switching medium for the low tension circuit (contact breaker). Deliver the high tension spark to the sparking plug in the correct sequence (rotor arm, cap and leads). Change ignition timing relative to engine speed (centrifugal advance). Change ignition timing relative to load, overrun etc (vacuum advance).

The contact breaker is often referred to as points, it has two tungsten contacts one is fixed, the other

is attached to a pivoting arm assembly of which the heel is in contact with a six sided cam driven by the camshaft. The six sided cam provides firing angles of 0, 60, 120, 180, 240 and 300 degrees degrees of crankshaft rotation. Each firing angle accounts for approximately 23 degrees of crankshaft rotation (contact breaker open), the remaining 37 degrees (contact breaker closed) is referred to as the dwell period and is a more accurate method in setting the contact breaker gap. A small breaker gap results in a longer dwell period producing better HT sparks and high speed performance, but with increased arcing and wear. A larger breaker gap results in a smaller dwell period, poor HT sparks and high speed performance, but a reduced contact breaker wear rate. The standard setting of 0.015 in is a compromise between the two.



Distributor lubrication points and contact breaker adjustment.

A capacitor of 0.18-0.25 Microfarads is connected across the contact breaker to reduce arcing by providing an alternative path for the induced primary current which would otherwise flow across the points resulting in excessive burning and a short service life. Additionally, when the capacitor becomes fully charged, it immediately discharges back into the primary circuit which enhances the collapse of the magnetic field.

The HT spark generated by the ignition coil is conveyed to the centre electrode of the distributor cap by the coil lead, sometimes referred to as the king lead. The distributor cap has an additional six electrodes (six cylinder engine) equally spaced around its circumference, the HT spark is transferred to the rotor arm by a spring loaded carbon brush, as the rotor arm passes it passes close to the electrodes, the system is arranged for a spark to occur when the rotor arm is close to an electrode in the cap, the spark is transferred to the electrode then to the spark plug by the high tension leads in the correct sequence (1,5,3,6,2,4) firing order. The rotor arm used for the six cylinder is longer than the

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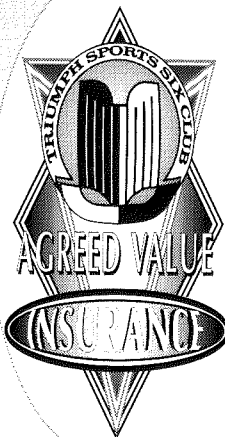
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Some of the best modified Triumph Six cylinder engines I've tested have an optimum idle setting of 6 degrees BTDC which is pretty fast combustion particularly for an old fashioned squish turbulence design of combustion chamber. Once the low speed setting has been optimised the engine is then run up under load and the optimum timing setting is plotted at 500 RPM increments until the maximum advance requirement is reached. Inevitably as the speed of combustion has increased the amount of centrifugal advance need to be reduced, this can only be achieved by replacing the cam assembly for one with a longer cam foot. Luckily a host of six cylinder Triumphs and Jaguars of the period were fitted with the same type of distributor and are a useful source of spare parts. It is the cam foot contacting a fixed

stop which determines the total amount of advance, the control springs only determine the rate of advance. If the advance curve needs to be reduced, you are not going to achieve it by simply playing with an assortment of springs despite what other people might think.

As previously mentioned the vacuum advance boosts fuel economy and reduces emissions under certain conditions, unfortunately there comes a point when it has to be disconnected due to the problems of over advancement of the ignition timing resulting in incurable 'pinking'. The engine has to be in quite a high state of tune before it becomes a problem and happens much later than most people think. Other problems arise due to poor low speed inlet depressions, erratic / irregular induction pulses usually as a result of fitting a long duration camshaft with multiple fixed jet carburettor installations with the poorly designed inlet manifold not helping matters dictate that the vacuum advance has to be removed as its operation under these conditions becomes erratic.

If the vacuum assembly is disconnected (supply pipe) the two pieces of the distributor base plate will need to be fixed together as under certain engine speeds the assembly is subject to vibration and resonance which will introduce timing errors, the vernier adjustment will also be lost. On the TR5/6 the vacuum advance capsule was replaced with a module which retained the vernier adjustment. The distributor on my own GT6 is a Vitesse / Cooper S hybrid. The internals are Vitesse with a suitably modified advance curve, the bottom half of the casing with tachometer drive is also Vitesse with the top machined away and replaced with the top section from a Cooper S one which has no vacuum advance or any facility to fit one. I certainly went over the top with this.

A characteristic of a modified engine is the narrowing of the power band which peaks at a higher RPM. The first problem concerns contact breaker bounce (points bounce). This occurs when the heel of the contact breaker can no longer accurately follow the cam lobe due to insufficient spring pressure at the higher operational RPM. Early distributors were fitted with a long pin base plate and three piece contact breaker (approx. 19-23 oz spring pressure). Later versions were fitted with a short spring base plate and a one piece 'quick fit' contact breaker assembly. Using the earlier long pin plate allows the fitting of the 32oz Cooper S contact breaker which moves the onset of 'points bounce' higher up the RPM scale and usually beyond the operating range of the engine.

Another problem concerns the reduction of HT spark performance due to a reduction of ignition coil recharge time as the RPM increases which is inconsistent with moving peak power to a higher RPM. Additionally during this period the camshaft is setting up areas of high flow (coming on cam) where cylinder compressions are at their highest, the higher the compression the higher the voltage required in order for the HT spark to jump the sparking plug electrode. This is all happening at a time when HT performance is deteriorating.

A high energy (Sports) coil is a worthwhile upgrade having an increased ratio of turns of wire in the secondary winding (sometimes both) producing a higher induced voltage. Its location on the cylinder block is less than ideal as heat is readily transferred from the engine and electrical components are sensitive to temperature. Relocating the ignition coil to the bulkhead as per 4 cylinder models is worthwhile. Ballasted systems offer some advantages apart from improved 'cold start' performance, the primary winding of a ballasted ignition coil has a lower inductance to resistance increasing the speed of the magnetic field improving high speed operation and the heat generated in the primary circuit is shared with the ballast resistor resulting in the ignition running cooler. The GT6 MkII and early MkIII were fitted with a ballasted system utilising a separate ballast resistor whilst the late MkIII has a resistive supply wire. Good quality ignition leads are a must, copper cored wire works very well although must be correctly suppressed for the HT circuit to function correctly and to avoid upsetting your neighbours with RF interference. There is now a healthy supply of both 7mm and 8mm silicon ignition leads and they make an ideal choice. Electricity will flow to the path of least resistance so it is important that all the components in the HT circuit are kept clean and are as in new condition. Individual ignition leads should be kept separate from each other and not all tied together in an attempt to enhance the under bonnet appearance.

ELECTRONIC IGNITION

Electronic ignition has been around for over the last twenty years, the early systems were viewed as somewhat of a 'gimmick', it was not until Chrysler UK introduced electronic ignition as standard on the face-lifted Avenger in 1976 with most other major motor manufacturers following shortly afterwards that the benefits of these systems were taken seriously. The main factors for this were to increase servicing intervals and reduce emissions. This was made possible due to the high levels of

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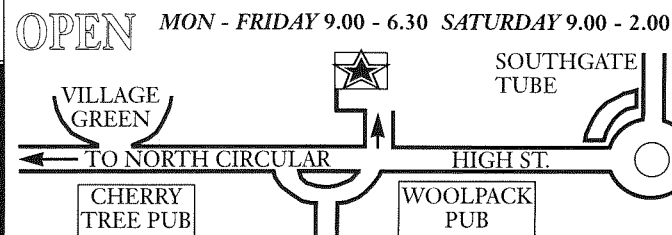
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accuracy and stability over long periods of time from a contactless system. By contrast this could not be achieved with the conventional contact breaker ignition. In the following years the aftermarket was flooded with retro fit electronic systems which left the potential buyer with an almost unlimited if not confusing choice. Today the number of older vehicles using contact breaker ignition has rapidly declined since the seventies and naturally the number of retro fit electronic systems has also contracted with only a handful left to choose from. Electronic ignitions mainly fall into two categories, contact breaker assisted or contactless. These two categories can be further sub-divided into systems which further enhance the output of the HT circuit and those which do not.

Early systems were known as Transistor Assisted Contact (TAC), with this system a power transistor is used to switch the current on and off of the primary winding of the ignition coil. The contact breaker was retained to provide the switching for the power transistor. Although current was still being passed through the contact breaker, it was significantly reduced which solved the problem of arcing although the problem of contact breaker heel wear was still apparent. Although these systems offered reduced maintenance they offered no improvement over a well maintained standard system as the dwell period could not be increased. The contact breaker is opened quickly to ensure timing accuracy but needs to be closed more slowly to avoid bounce. Contactless ignition systems provide faster switching time and as a result increase the dwell period resulting in enhanced HT output. Modern systems supply sufficient spark energy to fire even the most fouled plug under the most difficult of conditions.

Systems which enhance HT performance are usually (but not all) capacitive discharge based. Here the ignition coil works in a different way. A capacitor steps up the nominal battery voltage (12V) to 300-500 volts (dependent on system) and discharges it into the coil primary winding. The coil now acts as a step-up transformer with an output as high as 45,000 volts and runs cool to the touch. The main drawback with a Capacitive discharge is a very short spark duration as the capacitor(s) instantaneously discharges the voltage into the coil compared to the conventional slower collapse of the magnetic field, the higher outputs would readily find deficiencies in tired components such as distributor cap leads etc. Misfires were common with early systems.

It is perceived by many that the contact breaker is the Achilles heel of the ignition system and should

be disposed of at the earliest opportunity. As previously mentioned the effects from the primary problem of contact arcing can be minimised with simple routine maintenance. All club cars were fitted with distributors for use with contact breakers, apart from switching the LT circuit the contact breaker assembly influenced other distributor functions, some of which are quite subtle and not always readily apparent. The contact breaker heel is spring loaded against the cam lobe which effectively places a biasing action on the centre shaft minimising the effects of worn shaft bearings. This action also acts as a damper so the centre shaft is subject to resonance, additionally the tachometer drive necessitates a longer shaft with the inherent loadings from the drive cable and instrument not helping matters. The centrifugal advance mechanism is relatively basic and is prone to hysteresis and sticking, and action of the contact breaker introduces a vibration into the centre shaft helps to overcome these problems.

If the contact breaker is to be replaced in favour of a contactless system, the pick up must emulate the action of the contact breaker as closely as possible in order for the distributor to perform correctly. Only magnetic type pick ups can do this (reluctor or hall effect). The magnetic attraction biases the centre shaft towards the pick up, this effect also acts as a damper. The frictionless 'notchiness' created when the magnets pass one another set up the vibration needed to keep the centrifugal advance functioning correctly. It is no coincidence that by far the most popular pick up used by the large motor manufacturers is magnetic (reluctor). In contrast, optical pickups cannot emulate these actions. The Triumph Six (2L) can suffer from a period of rough running between 6000-6500 RPM, this is normally due to either a defective front damper (pulley) due to oil leaking past the front oil seal contaminating the rubber insert or ignition timing scatter due to centre resonance, this is quite common when the contact breaker has been substituted for a non magnetic type pick up.

The choice to go contactless or not is really down to personal preferences as there are some excellent systems available for both. How much to spend is dictated by your own budget, the state of tune of the engine and what you want from a system. HT capacity of the Lucas 22 D6 is restricted to approximately 30,000-50,000 volts due to the relatively small diameter body/cap assembly. Voltages above this can occasionally cause problems of cross firing due to the closely spaced electrodes. No alternative larger diameter distributor can be fitted due to the limited space between the



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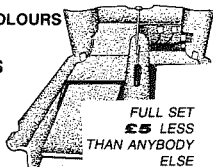
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distributor and cylinder head. Occasionally a high power HT spark can literally burn a hole in the cap cutting the engine immediately. Conventional ignition systems generate high voltages as anyone who has received shocks from it will testify. Due to the low amperage of these systems HT shocks do not cause too many problems unless suffering from a heart condition. Modern electronic systems generate much higher voltages with higher amperages and HT shocks from these can cause serious injuries and be fatal.

Obviously it is not possible for me to test all the products available and for this reason I am reluctant to make recommendations. I have listed here the systems that I have found to work well on the Triumph engine. No bias is intended against other systems not listed.

CONTACT SYSTEMS

I have found the Microdynamics range of electronic systems to be excellent. They employ a process called Enhanced Feedback Control Dwell. This process monitors the supply voltage, engine temperature, etc) and alters the dwell period accordingly with a coil recharge time comparable with capacity discharge. I have thoroughly tested

this system and can confirm it does what the manufacturers claim. Although primarily designed for use with the contact breaker it can also be triggered by a magnetic pick-up.

Autotronics (USA) manufacture MSD (Multiple Spark Discharge) which are high powered Capacitive Discharge type systems designed for both contact breaker and magnetic triggering. The range of ignition components from this company are staggering. Systems start from the basic electronic ignition upgrade to fully mapped/programmable, magnetic crank-shaft triggering. (Flywheel or front pulley) racing systems.

CT Spark. I have not noticed any advertisements for this system in recent times.

CONTACTLESS SYSTEMS

I've obtained good results with the Lucas after-market system. The system utilises a magnetic Hall effect pick up, although the system is now quite

difficult to obtain. The main kit, consisting of the ignition module, wiring harness, etc, is still available but costs over £100. The distributor kit containing the individual parts necessary to convert the 22 D6 have been obsolete for some time although the kit frequently turns up at auto-jumbles.

Mobelec systems which utilise a magnetic reluctor pick up.

SPARKING PLUGS

The sparking plugs are the last link in the HT circuit, the length of the centre electrode and degree of insulation

determine the heat range. At one end of the scale they have to run sufficiently

cold to prevent the centre electrode becoming incandescent which would spontaneously ignite the mixture or the tip melting resulting in a holed piston. At the other end they have to run

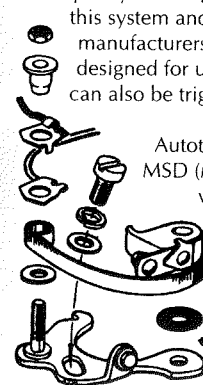
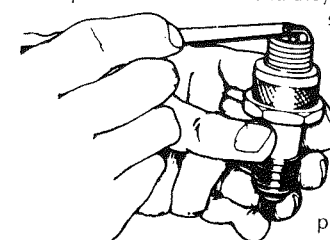
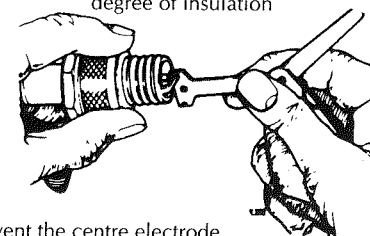
sufficiently hot to burn off excess carbon build up (self cleaning). An engine modified to produce more power will also produce more heat necessitating the use

of a different grade of sparking plug, NGK plugs give excellent results under all conditions. Race type plugs are only necessary under racing conditions, ie, the engine is producing maximum power most of the time.

MANUFACTURER	STANDARD	FAST ROAD	RACE
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NGK	BP6ES	BP7ES/EV	BP8EV

The electrode gap should be set at 0.025 for a standard engine, this gap is usually increased if a sports coil and/or electronic ignition is fitted, follow manufacturers guidelines.

I would like to thank Lucas Electrical and Microdynamics who were the only suppliers of current off the shelf electronic ignition systems who responded to requests for further detailed technical information on their products. ★



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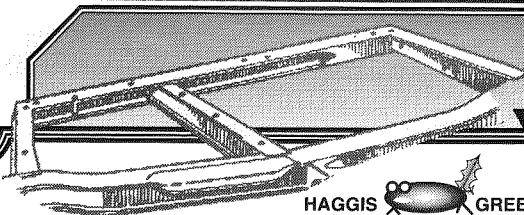
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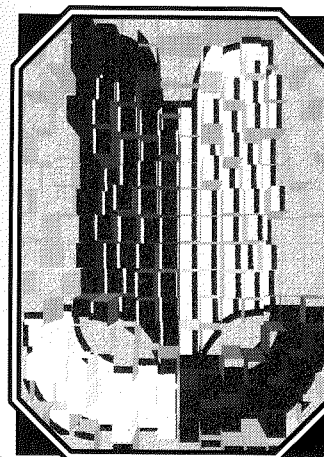


JUST IN-USA CARS from CALIFORNIA

GT6 MkIII 1971 early as 619	Frogeye Sprite 1958
GT6 MkIII 1972	Austin Healey Sprite 1963
GT6 MkIII 1973	Various MGB Roadsters
TR4 1963	Coming soon E Type V12
TR6 1972	and TR8 Int, both mint.

British Cars
Spit MkIII Red. £1450
Early 1200 Sal. All History
1 Owner, Ring.
GT6 MkIII Emerald.
Scruffy £900

Spitfire or Herald Driveshafts 149 Daeb. Short or Long - DINITROL AGENT
OFFICE 01592 206439. PARTS DEPOT & FAX 01592 640714
UNIT 1, MILL STREET, KIRKCALDY, FIFE, SCOTLAND.



I thought that the readers would like to know about two ladies now in semi retirement but most definitely inseparable.

In November 1995, my mother, Sylvia Seward celebrated her seventy-third birthday, whilst her beloved Vitesse was twenty four back in June.

In 1971 my mother, who did not start driving until the age of 42 (passed first time), relinquished the ownership of her sweet Triumph Herald 12/50 and wanted something a little more sporty.

The choice of car was more of a result of fate than a process of thought. On display in the showroom at Julian's of Reading was a white convertible Mk II Vitesse. Within thirty minutes the deposit had been paid. I have always felt sorry for the man who came into the showroom some ten minutes later after the same vehicle. This was the last Vitesse the garage had available.

GRANDMA'S CAR

The car has never had a pet name. It has always been known as Grandma's Car within the family or more often simply as 'The Vitesse' with a degree of pride and veneration. To have a sporty Grandma has always been a point of adoration for the children and their friends, especially when a 'burn-up' around the local country lanes has been offered.

original hood (which this car possesses), and does not rattle to death. But, to be honest, convertibles are at their best and heavenly with the hood down.

We all know that the joys of driving a Vitesse are innumerable. This one definitely could and did eat MGB's for breakfast. The silky smoothness of the six cylinder engine is



The two have never been parted since their introduction except for a major rebuild and facelift for 6 months in 1994 when the Vitesse was brought up to a fairly high standard and now feels very much as she did when she was new. So after a reasonably low mileage life of 63,000 miles the Vitesse is still used on a more or less daily basis as the only form of transport. This is not a Collector's or Classic Car. This is the very much loved work horse.

As a car I have known all of it's life, I do not recognise some of the comments made in articles and road reports of this model in the glossy magazines, so I would like to put the record straight. The MkII Vitesse convertible holds the road very well for a fast tourer, does not leak even with the

gorgeous and the exhaust note at 4000 plus revs is something to cherish. Above all, the time taken from 50 to 70 and onwards in top would match a lot of expensive and modern machinery. On country roads which are now more in keeping with those found in the 1960's and 70's, the car excels. The Ultimate Baby Grand Tourismo which just has what it takes.

For those on a country drive in Oxfordshire who may come across a lovely little white MkII Convertible Vitesse, you may have come across a duo in graceful retirement, now savouring the "feel good" factor, both of whom still retain that little bit of zip that they established back in 1971. ★

Mr Seward

EVENT REPORT

In May it seemed like a good idea – a real adventure – chance to travel, meet people etc!!!

– A meeting with Guy and Mariette Painchault, who, having bought a Spitfire 1500, decided to pay us a visit at Club Headquarters, and during conversation, they told me of their plans through an association called 'Flotimage', of which Guy is president, to organise a Rally exploring the 'Perigod Noir' region of the Dordogne area of France.

Four days, three nights, reasonable price, all inclusive, wine etc. Middle of October, perfect says I, just when I take my holiday, send me the details, minor points like never having driven in France before, travelling on my own, maturing years, speaking very little French etc, ignored 'THEN'!!

The months went by, very fast, I seem to have done so much, met so many lovely people since getting my 'ex police GT6' mobile again. Northern Ireland

A BIENTOT 'RALLYE DES 4 COLEURS'



twice, Doune, South Wales, apart from all the other shows. Anyhow, with September came the "COLD FEET" (very cold) as this, combined with an invitation to stay the weekend with Chris and Hugh Roberts and "That Vitesse" in Cornwall plus a visit to David Etheridge and his wife in Devon, was going to mean a 2000 mile round trip, on my own in a 27 year old car, with no experience of foreign driving. So a letter was dispatched to Guy apologising and declining the trip, wishing them all 'Bon Voyage', end of story so I thought – not a bit of it, much faxing later, promises that there wouldn't be much driving on my own, only Le Havre to Paris!!!, an invitation to spend the night before with Guy and Mariette, then I would only have to 'follow' him, no



problems. Right says I, 'What the hell'. So all arrangements made, car dispatched to Simon (now of Mechtrics), who originally rebuilt the car, and does such a wonderful job of making sure that I am always safe on my mammoth journeys and off I set, one Friday morning . . . FRIDAY 13th OCTOBER, to be exact (well I'm not superstitious – really!!), (Angie is not superstitious at all, but note the way she bids 'Good morning' to any straying magpies cause it's bad luck not to do – JF).

Lovely day, good trip down to Cornwall, long but the 'pretty way'. I have a wonderful weekend there, so relaxing and 'Oh – that Vitesse', a chance to see at close hand the workmanship and care that has made such a beautiful car. Then a very pleasant stop in Devon before embarking on my 'Adventure'.

I had decided on a 'night crossing' as being the best option, leaving me – hopefully reasonably 'with it' for, what had become – in my mind – a total nightmare called driving 'A Droit'. Of course, as everybody had told me, it wasn't at all – seemed absolutely natural as I drove off the ferry. So, off to Paris, my first nights stop. Fortunately St Cloud, my destination, was the Le Havre side of the city, very concise directions led me straight to the door – virtually!! Guy and Mariette's hospitality was quite overwhelming throughout the whole trip. I had never been to Paris before, so

. first on the agenda was a wonderful pocket tour of the city – the way only a Parisienne could – truly remarkable, both the usual 'marvels' Notre Dame, precincts of The Louvre, walking down the banks of the Sienne, lunch outside a little bar, but the 'Unusual', The Jardin du Luxembourg was indescribable, such vibrancy and atmosphere, I could have stayed there all day, returning then through the Student quarter, and home, only to return in the evening past the Eiffel Tower, up the Champ's d'Elysees, etc., etc., you name it, we did it!

Next morning, 6.30, The Journey begins, 500km to the start of the Rally proper, at Perigeux in the Dordogne. We met with another Spitfire, Sylvian at the wheel, then, with



The geese coming home.

CBs in front and behind and me in the middle, we completed our journeys with no mishaps, arriving at our destination at 4.00pm.

'Le Rallye' – well I've arrived, in one piece! What a welcome awaited us at 'La Ferme Auberge' a table groaning with goodies, cakes, strawberries, wine, fruit juice etc. We were greeted by Bernadette Dukmas Okle (the local representative for the 'Chambres d'Agriculture & Tourism) and given a tour of the farm which was to be our base for the next four days. Other participants of the rally came from as far afield as Holland, Italy and Darlington! They comprised 2 x GT6 MkIIs, 1 GT6 Mkl, and MGTB, Guy in his MGTB, an MGB, 2 Spitfire x MkIIIs and 6 Spitfire 1500s. By 7 o'clock everyone had duly arrived and after



Chateau de Puymartin.

a 'Welcome' by Guy the day came to a very pleasant end with what were to be many lovely meals accompanied by what I can only describe as "An everlasting bottle of wine".

The first day saw us drive 'back in time' pre-history to be exact, first to Les Eyzies, then to Le Thot a Thonac, this, like everywhere throughout the trip sited very high, with the most incredible views in all directions. This visit served two purposes, first to give us a taste of the prehistoric age of France, both in the museum and outside in the surrounding park, also to show a film (fortunately with sub-titles – I really am regretting my inability to speak much French) explaining the 'modern day wonder of the world' which is 'Lascaux II', an exact recreation with the aid of modern technology and materials, of a huge prehistoric cave, complete with paintings, dating back 20,000 years ago and discovered some 20

Quiller Triumph

Repairs,
Servicing, MoTs,
Welding,
Breakdown
Recovery
FREE
ESTIMATES

These are examples of our common service schedules although we would be pleased to quote for any job.

WE ONLY USE GENUINE UNIPART/STANPART PARTS (WHERE AVAILABLE) AND PENRITE OIL

ENGINE SERVICE

Renew oil (Penrite) + oil filter
Clean air filter(s), renew if necessary
Top up carburettor dashpots(s)
Clean fuel pump filter
Adjust slow running speed
Tune & balance carburettor(s)
Drain cooling system, replenish with anti freeze
Renew spark plugs
Renew contact breaker points
Renew condenser
Renew rotor arm
Examine distributor cap, renew if necessary
Lubricate distributor
Check condition of HT leads, renew if necessary
Check condition of fan belt, renew if necessary
Adjust ignition timing
Adjust valve clearances and replace rocker cover gasket

These procedures apply to all Triumphs.
Additional checks and adjustments performed according to model.

Herald/Spitfire ... £39 inc. VAT plus parts
Vitesse/GT6 ... £46 inc. VAT plus parts

**WHY NOT POP IN
FOR YOUR
FREE
ANTI-FREEZE
AND
BATTERY CHECK?**

FULL SERVICE

As engine service plus:-
Check condition wiper blades, renew if necessary
Top up windscreen washer bottle
Check condition of bonnet location cones, renew if necessary
Top up battery level
Lubricate water pump bearing
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 trunnions
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
Check front hubs
Lubricate door hinges and internal latch mechanisms

Herald/Spitfire ... £80 inc. VAT plus parts
Vitesse/GT6 ... £90 inc. VAT plus parts
NOT ALL FULL SERVICES ARE THIS FULL

NEW PARTS BONANZA

Water pump (all Herald/Spit I, II, III)	£29.50
Steering rack gaitor, pair (all club cars)	£4.62
Steering rack, RHD with gaitors, recon (all club cars) EXCHANGE	£28.55
Front lower trunnion bush kits, both sides (all club cars)	£7.00
Clutch slave cylinder, NEW not recon (Spit II, III, IV, 1500, Herald 1200 with diaphragm clutch, Herald 13/40)	£33.00
Exhaust, rear box and tailpipe (all Herald from 1967)	£21.50
Thermostat, 82 degree (all club cars)	£2.15
Engine mount (all Herald except 948, all Spit)	£2.95
Bonnet location cone (all club cars)	£1.29
Door glass outer weatherstrip, good fit (all club cars)	£5.20
Boot seal original (Spit IV, 1500)	£11.45
Wiper blade (all club cars)	£2.55
Horns, twin contact, not original, pair, high & low note (all club cars)	£10.50
Doors, reskinned (all Spitfire / GT6) EXCHANGE	£70.00
Door, reskinned (all Herald / Vitesse) EXCHANGE	£95.00
Boot rack with full fitting kit, alloy / wood slats. Other styles available, please enquire (all club cars)	£21.00
Radiator overflow assembly, overflow bottle, cap, fixing bracket (Spit / Vitesse / GT6)	£3.00
Road wheel (Spit IV, 1500)	£4.00
Roadwheel with road legal tyre (Spit IV / 1500)	£11.00
Windscreen washer bottle with bracket and cap (all club cars)	£4.00
Starter solenoid (all club cars)	£3.00
Ignition coil with attachment bracket (all club cars)	£3.00
Battery lead, negative (Spit III, IV, 1500)	£3.00
Clutch slave cylinder, will need seals (Herald / Spit 1965 on)	£4.00
Window regulator mechanism (Spit IV, 1500)	£6.00
Glass channel assembly (all Spit)	£4.00
Door hinge (all club cars)	£3.00
Heater matrix complete with motor (all Spit)	£9.00
Cylinder head complete, used but good (Spit IV, 1500)	£44.00
Front suspension corner, complete, ie, top and bottom wishbones, stub axle, vertical link, ball joint, disc, calliper, trunnion, road spring, shock, adjustment shims, bolt it straight on (all Herald with disc / all Spit)	£44.00
Dashboard support bracket (Spit IV, 1500)	£4.00
Gearbox tunnel knee pad, pair (Spit IV, 1500)	£4.00
Door trim card, black, usable, not perfect (all Spit)	£3.00
Drivers sun visor (Spit IV, 1500)	£2.00
Door, will require re-skinning (all Spit)	£13.00
Hood frame, undistorted and rust free (Spit IV, 1500)	£49.00
Bumper, front and rear, undented (Spit IV, 1500) from	£10.00
Front grille, black plastic (Spit IV, 1500)	£5.00
Rear light unit complete (Spit IV, 1500)	£5.00

Prices correct at time of printing.
Buy now while stocks last.

Units 9-13 Wright's Yard,
Canon Road, Bromley, Kent.
BROMLEY 0181 464 1386

years previously. This sight we were to visit later, after driving to yet another lovely meal at the Castel Merle. The afternoon saw our return to 'Lasaux' and a guided tour of the cave itself, very interesting I'm sure, unfortunately I did not understand a word, but the pictures were fantastic! The second day came to another pleasant and relaxed end – more good food and of course, good wine!

Saturday we visited Sarlat, not quite so far back in time, only medieval this time! What a place, the whole town exactly as it would have been 1/2

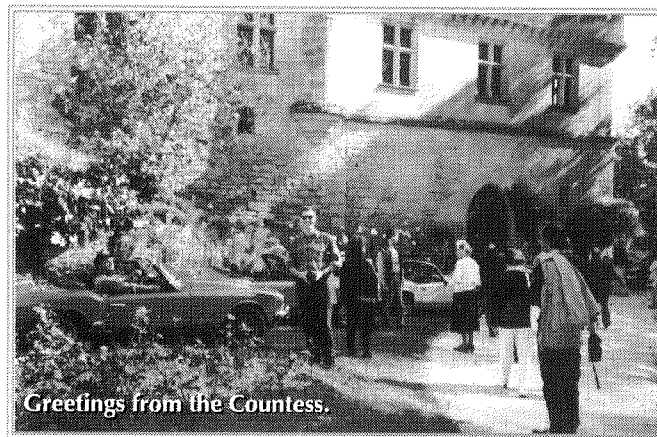
centuries ago, except for a bustling French market right in the middle – incredible! Then, after touring the Musée de L'Automobile de Sarlat – not very big but well worth the visit, our journey took us gently through the forest to Huberte

Albie's Ferme du Peche, here the secrets of pate de fois gras unfolded. Members of the 'Club des vehicules Anciens du Sarladais' were invited to join us for the dinner dance in the evening, needless to say, a very good time was had by all, as to how much wine was consumed, 'I couldn't possibly comment!'

If there was to be a 'High Spot' to the weekend it would have to be the final day, the morning bright and warm, after a leisurely breakfast farewells were said to our hosts and we set off (I must say at this point that

the Perigord regions 'ability' to 'market' tourism and make one feel welcome and important is without equal). First stop – Meyrals – an unremarkable place one might think, very historic but very small, in the middle of nowhere, 10am on a sleepy Sunday morning, and yet we were greeted cordially by the local tourist guide, the village library was opened together with the Artisan's gallery, and we were given a full guided tour (I find it hard to imagine that happening here, can you!). The journey then continued along yet more winding roads with amazing vistas around each corner, not least at Beynac, we stopped here, not to visit the chateau, just to marvel at the sight of the river Dordogne winding away into the distance.

Our final destination was to be the Chateau de Puymartin, home for 500 years to the Counts of Montbron, words cannot describe the beauty and magnificence, not very big, but the setting – just perfect. On arrival we were greeted by, no less than the Countess, herself, and after a short tour of the chateau, led by her son, they both joined us for lunch of – what else – but the pate de fois gras we had watched being prepared the day before plus various cold meats, cheeses and would you believe, wine! – what an experience!



Griefings from the Countess.

Well, all good things have to end, so, presentations made, fond farewells said (my french improving little by little), promises of 'l'annee prochaine' we eventually set off. Only 750km to go! By now however, I was well used to driving on the 'wrong side' and with my GT6

itching to be allowed into overdrive once more! the journey did not seem long, one overnight break later, plus a stop in Paris and in no time at all I was back on the Le Havre ferry and – HOME.

Have I really done it? YES, 2000 miles in 10 days, six different beds, two countries and I didn't even lose 'my gloves' (sorry, family joke, I never go anywhere without losing them). So to all the people who may read this story and think – SHE'S MAD – well, I am a little!! but those of you who may think – 'I couldn't possibly do it' well, you can, in the beginning I saw the trip as an adventure, now I am happy to report that it was a most amazing HOLIDAY as well. My heartfelt thanks must go to Guy and Mariette, their organisation was, in the words of 'Waynes World' EXCELLENT!

Next year the 'Rallye des 4 Couleurs' is to explore the 'Perigord Pouppe' (the wine region, I can't wait!) – anyone want to know more – just give me a ring. So until then what more can I say except – L'ANNEE PROCHAINE. ★

TSSC TOP TRADERS — January 1996

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	Beckenham, Kent	Repair
3. John Kipping	Coventry	Parts
4. Classic Sportscar W/shop	Southgate	Restore/Repair
5. Six Spares	Twickenham	Parts
6. Trioomph Engineering	Radlett	Repairs/Bodywork
7. Triumph Care	Kingston-upon-Thames	
8. Cox & Buckles	Richmond	Parts
9. STS	Stockport	
10. Trading Triumphs	Warrington	Used Parts
11. Louth Autobreakers	Louth, Lincs.	Parts
12. Rimmer Bros	Lincoln	Parts

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

Write, or send a Top Trader form to: Eddie Evans, Top Traders, 4 Bank Top, Cark in Carmel, Cumbria. LA11 7NT.
(Forms or letters without a membership number cannot be considered, as the validity of correspondents is checked on a random basis).

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

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TO BODY SHELLS
CALL NOW**

HERALD / VITESSE

Set of Ht heads	Vitesse	\$11.75
Stainless steel tread plate finisher, Triumph logo		\$15 pair
Full white rubber bumper set		\$70.00
Brake pads (early)		\$7.50 set
Brake callipers (early)	Kil (511034)	\$5.50
Front wing D plate 70372/8		\$6.50 each
Door hinges		\$18.00 per pair
1200 front wing LH, RH 805826/7		\$72.50
1360 front wing inc, rear 713267/8		\$55.00 each
Vitesse front wings inc, rear strip		\$67.50 each
Herald/Vitesse door skins 901338/9		\$35.00 each
Complete door ass. 902256/7		\$150.00
948 rear wing, rear centre valance		\$29.50 each
1200/1360 rear centre valance		\$32.50 each
Sills 803070/803071		\$12.50
Comp grille ass. comp. with badge 807508		\$64.50 each
Herald 1360 front wheel 812140		\$3.50 each
Pedal rubbers 122289		\$2.50 each
Early Vitesse car, (Solex) front		\$29.50
Bonnet catch (chrome) 607663		\$20.50 each
Bonnet Corner Moulding 70616/2		\$4.00 pair
Tread plates		\$5.00 each
Rear overriders 703708/9		\$29.50 each
Set of 8 front suspension bushes 119451		\$6.00 set
Triumph engine bellows 145155		\$8.00 each
Rad. grille 948/1200 703801		\$17.50 each
Fuel gauge Vitesse 12 Mki 135700		\$17.50
Petrol tank sender 1360 ess 127814		\$14.50
RH engine bellows 1200, 1360 903155		\$15.50
Upper rear wing (saloon) 902318/9		\$4.00
Upper rear wing (estate) 804432		\$45.00
Vitesse inner sealed beam light unit GLU105		\$55.00 pair
Handbrake front 703740		\$42.00
Brake master cylinder (Vitesse) GMC209		\$42.00
Rear quarter valance Herald/Vitesse (original)		\$17.50 each
Hoods orig. ICI flame retardant		\$130.00 each
Hood engine bellows 1360 window		\$85.00 each
Vitesse 12 Mki head/dip/side/flash switch 147278		\$17.50 each
Door hinges 507824		\$15.00 each
Door to glass weather strip		\$5.75 each
Triumph front wing, left hand/right 903 075/6		\$25.00 each
Set 4 spark plugs 1200 and 12/50		\$2.50 set
Universal joint with grease nipple		\$6.00
Windscreen washer/wipers pump switch		\$45.00
Herald rear wing change drive shaft ass. Inc shoes		\$130 each
Rear drive shafts		\$45.00 each
All chassis outriggers/side rail/body extn.		\$12.50 each

SPITFIRE MKI & II & III

Overdrive propshaft 210985/218952	\$64.50	each
Front shock absorber GSA265	\$17.00	each
N/side, O/side front wings 907154/5, 903088/9	\$53.00	each
Rear valance lamp panel 569900	\$35.00	each
Battery box 806707	\$9.00	
Rear lamp 320 18532/217025	\$53.00	each
Brake caliper 210988/210987	\$53.00	each
Windscreen wiper motor 513961	\$64.50	
Bonnet catch (chrome) 607663	\$20.50	each
Speedo cable GSD165	\$9.50	
Speedo cable 210 GSD113	\$7.00	
Vinyl hood Mkill inc. zip	\$85.00	
Hood Mkill inc. i/ci flame retardent inc. zip	\$130.00	
Spliffire Mkill boot lid steel 575787	\$125.00	
Front compression road springs 209033	\$25.00	each
Hard top rear screen 819795/KKG3041	\$45.00	
Door skins	\$22.00	

SPITFIRE MKIV & 1500

Universal joint with grease nipple	\$6.00
Hard top rear screen 819959/XKC3641	\$45.00
Stainless steel tread plate finisher, Triumph logo	\$125.00 pair
Canvasser rear suspension spring 159640	\$55.00
Wheel arch to bulk head (RH & LH)	\$15.00
Front susp. vertical link & trunnion ass.	\$56.00
Front bumper	\$176.25
Caliper repair kit inc. piston	\$15.00
Bonnet hinge pivot box RK3623/3	\$23.50
Spillfire rear lamp panel 716182	\$60.00
Stainless steel aerosol kit	\$15.00
Handbrake cable with fork 104749	\$39.00 kit
Early/late rear drive shaft	\$52.50 each
W/screen rubber chrome insert 917248/0	\$32.50 per set
Windscreen wiper motor & drive cable	\$12.25 each
Water pump 216939/GWP 28	\$7.50 pair
Handbrake front cable 121766	\$23.50 each
Whishbone bushes 19451 (set of 8)	\$2.50
Brake master cylinder	\$9.00
Dash top cover 815281	\$35.00 each
Brake caliper offside/nearside 159130/1	\$23.50 each
Rear axle	\$19.50 each
Nearside/offside sill 903097/8	\$25.00 each
Sill reinforcement panel LH and RH 806364/5	\$4.50 each
Inner sill LH and RH 806368/9	\$9.00 each
Inner sill LH and RH 806369/7 & RH 818871/2	\$15.00 each
Bonnet hinge tube RH 811108	\$17.50 each

Rear inner/inner wheelarch L/H & R/H 725563/4	\$35.00
Front 1/4 valances a/side & L/H 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/H hand 717940/1	\$6.00
Steering joint 142410/FAM1718	\$16.50 each
Heater valve 720421	\$26.50 each
Rear lamp 140322/126933/KC941/KC940	\$29.50 each
Front and rear side marker lamps	\$11.75 pair
Front shock absorbers GSA364	\$23.50 each
Air cleaner hose #160411	\$3.00 each
Air filter can. inc. filter 178822	\$20.50 each
Late type water pump (viscous) CUC774	\$23.50 each
L/H doors 917569	\$205.50 each
Speedometer 218815	\$41.00
Brake disc 208715	\$13.50
Stub axle UC6K97	\$14.50
Steering rack 164640/CUC7219	\$29.50
Front wheel arch inner l/hand & r/hand 909797/8	\$39.50 each
Front wheel arch l/hand & r/hand 909351/2	\$126.00 each
Steel boot lid 911327	\$130.00 each
Front wings 909663/4	\$23.00 each
Door skins	\$22.00 each
Sill end plate (front) 704222/3	\$22.00 each
Rear wing front repair panel	\$7.50 each
Rear wing front repair panel	\$9.50 each
X: post lower panel l/hand & r/hand 706288/9	\$9.00 each
Half floor l/hand & r/hand	\$11.00 each
Front footwell l/hand & r/hand	\$19.00
Rear footwell l/hand & r/hand	\$23.00
Boot floor	\$48.00
Door int. release bezel l/hand & r/hand 619803/4	\$4.00 each
Exterior door handle l/hand & r/hand chrome 515633/4	\$41.00 each
Exterior door handle l/hand & r/hand YKCB287/8	\$41.00 each
Window crank l/hand & r/hand 14272/2	\$29.50 each
Hard top rear screen seal 911040	\$25.00 each
Carpet set	\$60.00
Hoods original ICI flame retardant inc. zip window	\$130.00
Hoods vinyl 1/2 zip window	\$85.00
Suspension top ball joint GSA155	\$10.50
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 706778/9/0	\$30.00 each
Rear outer wheel arch 909661/2	\$30.00
Camshaft R/C 3305	\$35.00 each
Door hinges 0078	\$15.00 each
Distributor cap GD136	\$3.50

GT6

Set of HT leads	\$11.75
Petrol tank cover board Mkl & J 710703	\$14.50
Dash veneer assy Mkl & LH 714421	\$76.50
Seat fabric carpet Mkl & J 810841	\$17.50
Driver's seat Mkl visc MklII new tan 810841	\$29.50
Main carpet early MklII new tan 819813	\$29.50
Main carpet late MklII new tan 822633	\$23.50
Main carpet MklII new tan 822631	\$23.50
Rear quarter light seal LH black MklII 820611	\$6.00
Rear quarter light seal L/H new tan MklII 820613	\$6.00
R/H front suspension vertical link 20972	\$36.00
Rear/Offside Drive/ing Mkl 908133/4	\$76.00
Crankshaft 380834	\$76.50
Front side/flasher lamp assy. 155416	\$20.50
Occasional front seat conversion kit, black 577443	\$150.00
R/hand side/flasher lamp assy. Mkl 710717	\$25.00
Rotaflex coupling 152273	\$20.50 each
Steering lock 216449/UCK2719	\$25.50 each
Front shock absorbers	\$20.50 each
Dash veneer Mkl 710073	\$76.50
Camshaft 308778, MklII and early MklII	\$117.50
Quarter light seal from LH 574098	\$5.00
Clutch pedal and box assy. 217431	\$14.50
Speedometer Mkl 128819	\$53.00
Quarter light light switchy 827445	\$5.00
* Rear brake shoes Mkl & J/L & MklII Rotaflex	\$9.25, spr

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* Items marked with an asterisk are pattern parts

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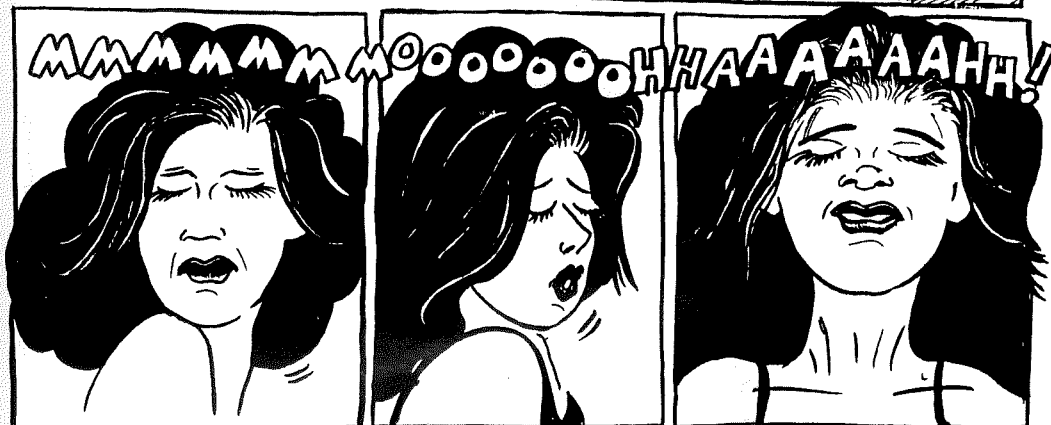
FITCH/005 - ADS 22

Tommy the Triumph

NICE CAR — WANNA SHOW ME
WHAT IT CAN DO?



SURE!! HOP IN!



WOW! THAT
GOOD, HUH?



NO—I'VE JUST GOT MY HAND
STUCK IN THE **FLIPPIN'** DOOR!



DRAWN BY CHRIS SHERIDAN © Cam 96/1.

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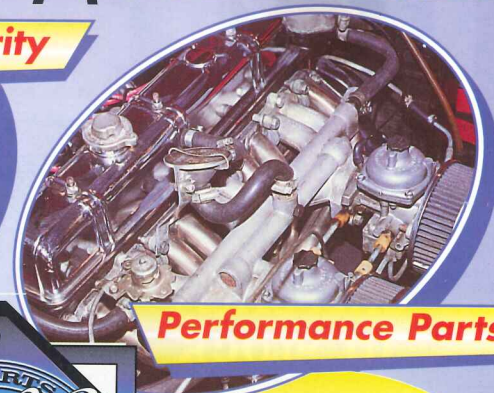
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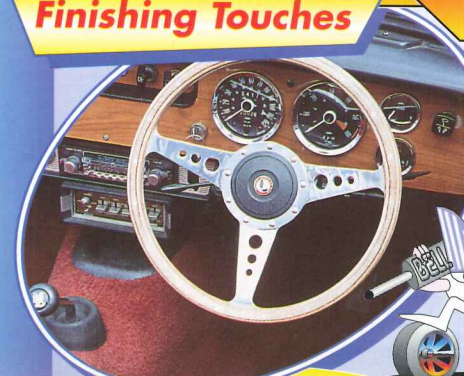


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