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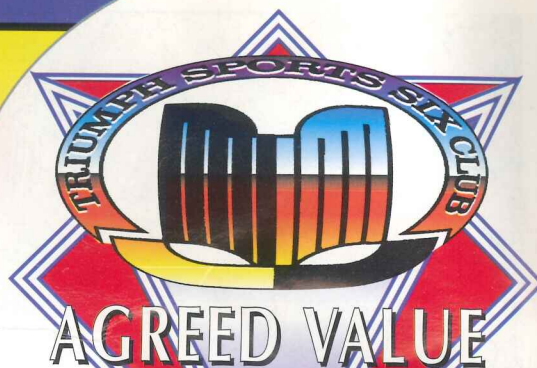
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**MARCH 1996**



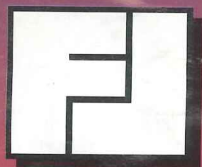
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## THE COURIER

The Official Monthly Magazine of  
**THE TRIUMPH SPORTS SIX CLUB**  
Vol 16. No.189. March 1996.  
Price £1.75 Free to Club Members.

### CLUB HEADQUARTERS

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**TEL: 01858 434424**

**FAX: 01858 431936**

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

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Angie Hill

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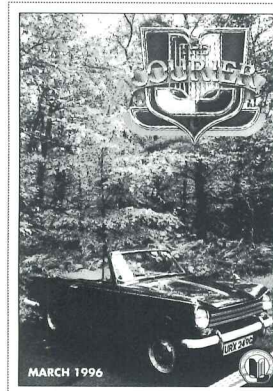
Peter Williams  
5, Frosty Hollow, East Hunsbury,  
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TEL: 01604 705319.

### 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:  
13/60 Convertible, 33,000 mile  
example. Restored for daughter's  
wedding. Photo Colin Green.

## CONTENTS

### march 1996

Events calendar	4
Comment	5
News Review,	6
Cop shop	7
13/60 Register	10
Tourer's Talk	18
Bond Register	20
Early Spitfire Register	22
GT6 Rustproofing	28
Spitfire IV / 1500 Register	30
Specials Register	34
Vitesse Register	38
Herald Convertible Launch	42
TSSC Offers	44
TSSC Regalia	47
Racing News	48
International Liaison Secretary	50
Pen To Paper	58
Poetry in Motion Part 2	62
Herald /Vitesse Heaters	66
Champion GT Sixes	70
Tommy the Triumph	81
TSSC Officers	82

**Plus Area News Review/ Classified Newspaper.**

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



# T.S.S.C. EVENTS 1996 CALENDAR

**T**his 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

## TSSC ORGANISED EVENTS

### APRIL

SUN 28th North Yorks Area 1996 A64 Run & Teddies Christmas Party.

### MAY

FRI/SUN 3rd-5th 7th ISLE OF WIGHT CAMPING WEEKEND. Contact: Garth Jupp, 01983 617159.

MON 6th JERSEY CLASSIC VEHICLE CLUB Spring Show 1996. Howard Davis Farm, Trinity, Jersey, C.I. Contact: Gary Priest 01534 47100.

SAT/SUN 11th - 12th SOUTH OF ENGLAND MEET, Leatherhead Leisure Centre, Surrey. Contact: Mike Crewes.

SAT/SUN 11th - 12th SHETLAND CLASSIC MOTOR SHOW, Clickimin Leisure Centre, Lerwick, Shetland. Contact: Rob Jenner 01595 890204. Mobile: 0374 282847

SUN 12th NORTH EAST AREA LAKES RUN (Egg Games)

SUN 19th WESSEX AREA NEW FOREST RUN. Contact: Trevor 01202 548582

### JUNE

SAT/SUN 1/2 WESSEX AREA - BREAMORE MOTORCADE. Contact Dave: 01202 484421.

FRI/SUN 7th-9th LAKES TRIUMPH WEEKEND, Pooley Bridge, Ullswater, Cumbria. Contact: Shirley 01946 832080.

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

SUN 23rd N.YORKS AREA MIDSUMMER RUN AND EDEN CAMP.

SAT 29th DERWENT VALLEY AREA PRE-PEAK RUN BASH.

SUN 30th DERWENT VALLEY AREA PEAK RUN & CONCOURS Contact: Anthony - 01332 367215.

### 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.

## AUGUST cont...

FRI-SUN 16th-18th N.EAST AREA BEAMISH CAMPING WEEKEND.

SUN 18th (PROVISIONAL) TSSC IT'S A KNOCK OUT Contact: Mark Bland - 01252 316207.

SAT/SUN 25th/26th WESSEX AREA GREENWOODS BREAMORE CLASSIC CAR SHOW. Contact: Dave 01202 484421.

## SEPTEMBER

SAT/SUN 7th/8th N.YORKS AREA ANNUAL CONCOURS & CONVOY, N.Yorks Moors.

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

SUN 29th N.EAST AREA TAN HILL (3 COUNTIES) RUN.

## JANUARY 1997

FRI-SUN 24th-26th TSSC WINTER WEEKEND, Fosse Manor Hotel, Stow on the Wold. Contact Mary: 01621 783143.

## NATIONAL & LOCAL TSSC INVITED

### MARCH

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

SAT/SUN 16th/17th 10th SPORTS & REPLICA SHOW & 3rd CAR BUILDER & RESTORATION SHOW, Bingley Hall, Stafford Showground.

### APRIL

SUN/MON 7/8 THE FOOTMAN JAMES - BRITISH MOTORING CENTENARY SHOW & RUN, NAC, Stonleigh, Nr Coventry.

SAT/SUN 13th/14th THE STAFFORD CLASSIC CAR SHOW by AUTOFAIR, Bingley Hall. SAT/SUN 27th/28th HAYNES PUBLISHING RACMSA 2 DAY CLASSIC, Wales & West of England.

### MAY

SAT-MON 4th-6th THE CLASSIC & SPORTSCAR SHOW, NEC, Birmingham.

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

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

TUES/SAT 14th-19th THE FRENCH CHALLENGE 5 DAY TOUR, Through Brittany/Normandy/Loire. Contact: Trudi, TSSC HQ.

FRI/SUN 24th - 26th THE NORWICH UNION RAC CLASSIC 1996.

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

## JUNE

SUN 9th THE LONDON TO BRIGHTON CLASSIC CAR RUN

SUN 9th CLUB TRIUMPH SUMMER PICNIC, Highclere Castle, Nr Newbury, Berks.

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

SAT 15th KILBRONEY 2000 OLD VEHICLE RALLY, Kilbroney Park, Rostrevor, County Down.

SAT 15th MOTOR SPORT CONCOURS D'ELEGANCE, Silverstone Circuit, Northants.

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

SUN 16th BRISTOL MOTOR SHOW & HISTORIC TRANSPORT PAGEANT, Ashton Court, Bristol.

## JULY

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

SAT/SUN 13th/14th TRIUMPH CLUB OF SWEDEN, INTERNATIONAL SUMMER WEEKEND, 60km South East of Stockholm.

SAT/SUN 20th/21st NORTH YORKS MOORS RAILWAY WEEKEND.

THU-MON 18th-22nd BBC TOP GEAR LIVE, Silverstone, Northants.

## AUGUST

SAT/SUN 3rd/4th LOSELEY PARK CLASSIC CAR & COUNTRY SHOW, GUILLDFORD SURREY.

FRI/SUN 2nd/3rd/4th COYS INTERNATIONAL HISTORIC FESTIVAL, Silverstone, Northants. Advance Bookings before 31/5/96.

SUN 11th Rushton's 5th Annual CLASSIC CAR SHOW, WILLEN LAKE, MILTON KEYNES.

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

## SEPTEMBER

SUN 1st DONINGTON '96 BRITISH MOTORING CENTENARY CAVALCADE, 5 starting points.

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 Painchaud Phone/Fax: 0033 14602 9412 or Club H.Q.

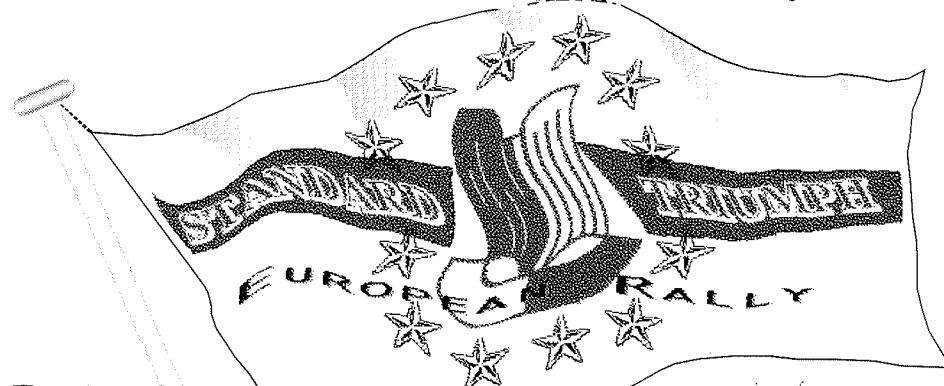
## NOVEMBER

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

# "COMMENT"

Bill Sunderland

## STANDARD TRIUMPH EUROPEAN RALLY



**Officially announcing a new International event the "Standard Triumph European Rally". The concept is to bring together all Standard and Triumph clubs for an event that shows off the full range produced by Standard Triumph cars.**

In years gone by very successful Standard Triumph International rallies took place in the UK, Europe and the U.S.A. This event revives some of those aims and more. The venue - Venlo, Holland. Many members will be well acquainted with this venue as the Dutch Spitfire Weekend used to be held there. The dates - 24/25th May 1997 which is a UK bank holiday.

This event is an ideal opportunity to meet fellow European members and a linking of Standard Triumph clubs, its success will hinge on people turning out. There will be good accommodation and plenty to do. More news will follow soon but you have a diary date for 1997!!!

Many members must have drawn breath when Labour were defeated in Parliament this month on Road Tax

concessions for classic cars over 35 years, rather than the 25 years we have just begun to enjoy. Labour's front bench spokesman Robert Ainsworth and one time Jaguar shop steward, argued that enthusiasts should not benefit from exemptions, most to benefit will be from the better off sector. If the amendment had succeeded it would have brought back into tax, 100,000 classic car owners who had already received rebates. David Heathcoat Amory, Tory MP for Wells and Paymaster General concluded - "enthusiasts will know what awaits them if there is a Labour government". Not wishing to start a political debate, it seems ludicrous to have yet another go at classic car owners. By and large all are hard working and deserving of the rebate for all the reasons published recently. I leave you with this, surely as more cars are used more of the time, many, many more people and companies will benefit in related running costs, therefore who will benefit, oh yes the government, in better tax collection - look a little further afield Mr. Ainsworth. ★

# NEWS REVIEW

## Centenary Challenge

Owners of high performance cars are challenged to raise at least £100 for charity in recognition of 100 years of the British motor industry. All proceeds from the CENTENARY CHALLENGE, which is sponsored by Esso Lubricants, will go to The Home Farm Trust (HFT) a national charity caring for over 500 adults with learning disabilities in 83 houses around the country.

On Sunday May 5th participants can choose from nine start points and, following their own route to the Classic and Sportscar Show at the NEC, Birmingham, be part of a unique outdoor display of up to 300 high performance cars. Each driver will receive: Two tickets to the show, two tickets to the CENTENARY CHALLENGE reception at the NEC, £10 Esso petrol voucher, and the opportunity to exhibit their car at the Classic & Sportscar Show.

For entry forms contact:- LIZ THOMAS, The Home Farm Trust, FREEPOST (G133 68), Woking, Surrey. GU21 1BR. Tel/Fax. 01483 776393.

## JOHN DOWNS ENGINEERING

I would like to advise you that John Downs (Engineering) has now closed and is no longer operating from, Hall Road Industrial Est, Essex. I am an ex-director of the above company and am still concentrating on mechanical repairs from my own workshop whilst Steven Downs specialises in bodywork repairs from a separate unit. Obviously, it is my intention to continue to work on all types of Triumphs for the club. My new address is, John Downs

6 Pantile Hill, Southminster, Essex. CM0 7BA.

## ANGLIAN TRIUMPH SERVICES ENLARGE STOCK!

Due to change of business at DSU Motors, they have ceased trading in Triumph spares, namely new and second hand parts.

Anglian Triumph Services have since bought all their new and used stock, probably making them the largest stockist of new and used spares in Norfolk and Suffolk. Ring with your enquiry

Anglian Triumph Spares.  
01986 895387.

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2.0, 1.6, 1.8, 2.0, 2.4, 2.8, 3.0, 3.5, 4.0, 4.6, 5.0, 5.5, 6.0, 6.5, 7.0, 7.5, 8.0, 8.5, 9.0, 9.5, 10.0, 10.5, 11.0, 11.5, 12.0, 12.5, 13.0, 13.5, 14.0, 14.5, 15.0, 15.5, 16.0, 16.5, 17.0, 17.5, 18.0, 18.5, 19.0, 19.5, 20.0, 20.5, 21.0, 21.5, 22.0, 22.5, 23.0, 23.5, 24.0, 24.5, 25.0, 25.5, 26.0, 26.5, 27.0, 27.5, 28.0, 28.5, 29.0, 29.5, 30.0, 30.5, 31.0, 31.5, 32.0, 32.5, 33.0, 33.5, 34.0, 34.5, 35.0, 35.5, 36.0, 36.5, 37.0, 37.5, 38.0, 38.5, 39.0, 39.5, 40.0, 40.5, 41.0, 41.5, 42.0, 42.5, 43.0, 43.5, 44.0, 44.5, 45.0, 45.5, 46.0, 46.5, 47.0, 47.5, 48.0, 48.5, 49.0, 49.5, 50.0, 50.5, 51.0, 51.5, 52.0, 52.5, 53.0, 53.5, 54.0, 54.5, 55.0, 55.5, 56.0, 56.5, 57.0, 57.5, 58.0, 58.5, 59.0, 59.5, 60.0, 60.5, 61.0, 61.5, 62.0, 62.5, 63.0, 63.5, 64.0, 64.5, 65.0, 65.5, 66.0, 66.5, 67.0, 67.5, 68.0, 68.5, 69.0, 69.5, 70.0, 70.5, 71.0, 71.5, 72.0, 72.5, 73.0, 73.5, 74.0, 74.5, 75.0, 75.5, 76.0, 76.5, 77.0, 77.5, 78.0, 78.5, 79.0, 79.5, 80.0, 80.5, 81.0, 81.5, 82.0, 82.5, 83.0, 83.5, 84.0, 84.5, 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The extra height also lets the child see out of the car windows. A booster seat with a full back will also help restrain the child when asleep.

At this age a child could use either a normal adult seat belt with a booster cushion, or a special rear seat belt which adjusts to safely fit passengers of all sizes from a small child to an adult.

**DO NOT USE A HOUSEHOLD CUSHION -  
A CHILD COULD SLIP UNDER THE SEAT BELT  
AND BE INJURED.**

BBC Top Gear believe that car manufacturers should be able to recommend certain seats as suitable and put instructions in the car handbook - but this is not always the case. When choosing a baby seat you must seek advice as to the type that fits best in your vehicle. If a manufacturer, or the store that you purchased your seat from is not sure, then seek further advice. (I would welcome any research that has been done on this with regard to all Club Cars - Mike.)

**REMEMBER, CHILD SEATS SHOULD BE FITTED AS  
SECURELY AS POSSIBLE WITH  
NO EXCESSIVE MOVEMENTS.**

### Further Advice

a. There is a vigorous market in second-hand restraints, avoid these products unless you know:-

- i. The full history of the seat,
- ii. You are sure that it has not been involved in an accident,
- iii. You receive the correct written fitting instructions.

b. Do not buy a seat if the belts show signs of wear. Either replace the seat or the webbing and check all assemblies. If it has been involved in an accident the belt's energy absorbing qualities can and may be damaged.

c. Check child seats regularly for signs of wear and tear and dispose of it properly if it shows any signs at all of damage.

d. WARNING: AIR BAGS

**YOU MUST NOT USE A REAR FACING BABY SEAT  
IN THE FRONT SEAT OF A CAR THAT IS FITTED  
WITH A PASSENGER SIDE AIR BAG. IN THESE CIR-  
CUMSTANCES USE IT ONLY IN THE REAR SEAT.**

e. Never put a seat belt around you and the baby - in the event of an accident you would squash your baby to death!

f. It is unwise to put your baby in the luggage space of hatchbacks or estate cars - this is the rear crumple zone and using it without correctly fitted seats may be an offence.

g. You can hire a baby seat at a reasonable rate and get loads of good advice at the same time. ask your Midwife, Health Visitor or local Road Safety Officer if there is a loan scheme in your area. Some retailers also have a 'buyback' scheme for old child seats, ask around before buying.

h. Carrycots are very good for carrying children, but are not an adequate safety restraint in any moving vehicle.

**AND FINALLY, REMEMBER, IT IS YOUR  
RESPONSIBILITY TO KEEP YOUR CHILD SAFE -  
THERE ARE NO SHORT CUTS.**

### ISOFIX

The idea behind ISOFIX is to have a standard point in all cars to which baby seats can be fitted.

All the main motor car and baby seat manufacturers, consumer and safety groups have been heavily involved with the development of the system, lead by the Transport Research Laboratory.

Essentially four horizontal bars are mounted in controlled positions, two in the crease at the base of the seat back and two below the leading edge of the front seat cushion. The system should then be available either as an optional extra or fitted as standard to certain makes of car. All manufactured baby seats will then plug in and clip onto the bars.

It is currently being tested by the International Standards Organisation (ISO) and once all the fittings are standardised, which could take at least a year, ISOFIX should be available.

ISOFIX is not going to be available on the market for at least two years, so in the meantime please follow the advice above.

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**BBC Top Gear.**

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 stamped, addressed envelope.



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Associated Club RAC membership says a lot about saving money and enjoying a host of exclusive benefits - for you and your club.

It says you get an ongoing 15% discount on RAC membership - and save a further £8 if you transfer from another motor organisation.

It says your club could also earn commission every year.

It says you can rely on off-road service if your vehicle breaks down away from the main highway; at a club meeting for instance.

It says you don't pay European older vehicle and trailer/caravan surcharges, saving you up to £82 every year.

It says that existing RAC members can easily transfer to Associated Club membership, enjoying all these exclusive benefits.

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To join, or for further details, contact your Club RAC Membership secretary.



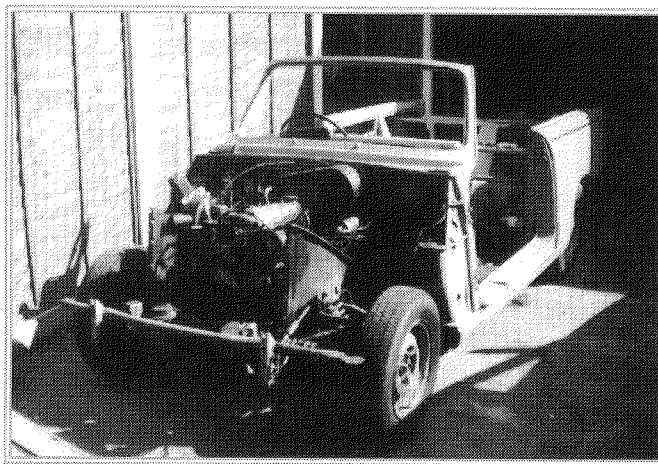
**IT SAYS  
YOU'VE ARRIVED**





**H**ere's a car that's not going anywhere for a while unless it can be converted to the Flintstone method of propulsion.

As the second photo shows, it already has the hole in the floor for the driver's legs! The photos came along with a desperate plea from its owner, Mark Evans. Mark bought the car, a 13/60 estate, a few months ago as a summer rebuild project but,



mainly due to lack of experience and money, has not progressed very far. He wonders whether there is a kind and experienced enthusiast in the area of Egham in Surrey who would be willing to help him out with the work. He says that he can't offer much in payment but he does already have a mig welder and the sheet metal for the job.

Now to resume the servicing information after last month's hiatus. This time I'll attempt to explain the requirements for checking and lubricating the front suspension and steering systems but, for the purposes of this article, I will not go into the consequent

repair or replacement of any items. Such jobs are not for the absolute beginner and could jeopardise your safety if not done properly. I don't wish to be alarmist and the skills can certainly be learned, especially if you are able to learn from your more experienced fellow enthusiasts.

Most of the checks mentioned here are useful as a pre-MOT inspection. Alternatively, assuming your car does not fail the test outright, some of the faults mentioned could be brought to your attention for you to deal with before the following year's test.

The steering system has two main items to be examined: the steering column and the steering rack. The column components are shown in Fig 1. The checks are quite simple and mainly consist of checking for tightness of all the fixings and joints. If we start at the top, then we have the nut (62) in the centre of the steering wheel (that's not the same as the nut behind the wheel!!!) which can be accessed by prizing off the horn button. No torque is specified for this, so all I can say is that it should be reasonably tight. Next in line are the clamps securing the outer

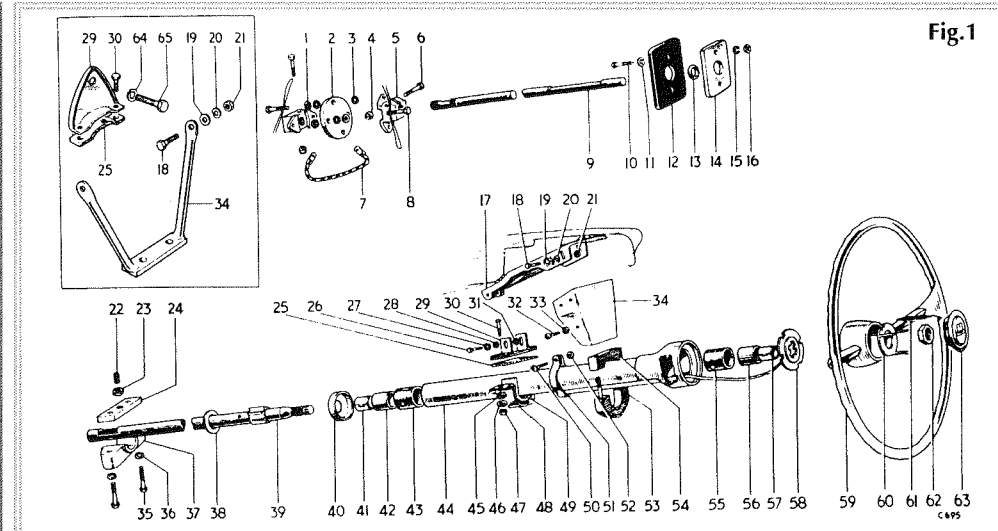


Fig.1

column to the facia (48 and 53/4 in Figure 1). These only need to be tightened to a light torque of around 8 lb.ft. Next in line is the safety clamp holding the upper and lower inner columns together (24 & 37). If this appears loose, the correct technique is to

loosen the large locking nut (23) and then the Allen screw (22). Then check the tightness of the two 7/16 UNF bolts (35) which should be set at 6 - 8 lb.ft. Retighten the Allen screw to 18 to 20 lb.ft followed by the locking nut (no figure quoted). The clamp

should actually be as close as possible to the bottom of the outer column so that there is no detectable in/out movement of the wheel. However if it sounds as though it's too tight and it rubs slightly when in use, then move the clamp down a very small amount. While you're working in the passenger cabin, try moving the wheel up and down i.e. at right angles to the column. If there is any appreciable play then the outer column needs to be rebushed. The bushes can be seen as nos. 43 and 55 in the Figure. The last check on the column is right down at the bottom end, in the engine compartment below the air cleaner. Here you will see a coupling which forms a flexible joint between the column and the rack. This is secured with a 5/16 UNF bolt and nut at both ends (4 & 6). These should both be tight (18 - 20 lb.ft) and the nut should be of the self-locking variety e.g. nyloc. If either is loose or not a locknut, then replace with a new correct item and tighten. NEVER undo the other bolts in the coupling or the wires that secure them. If the coupling is in a bad way

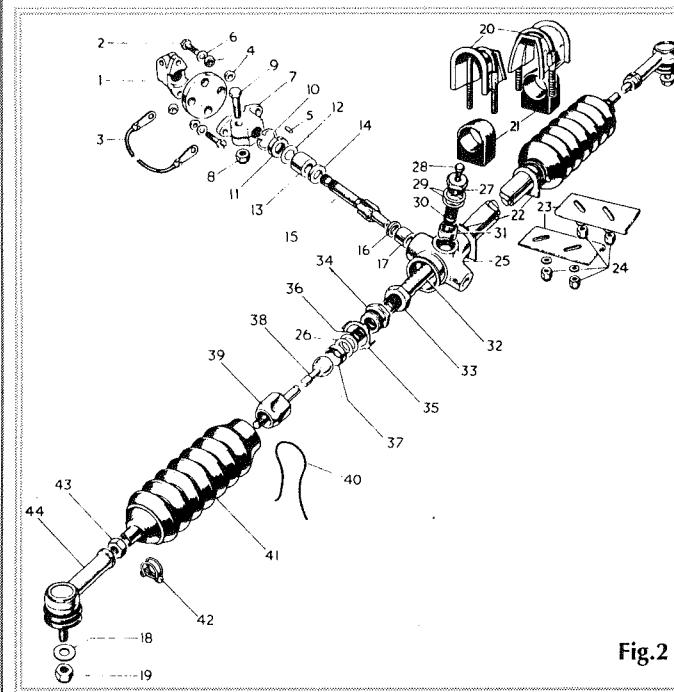


Fig.2



it should be replaced as a complete item and should be available from all friendly neighbourhood Triumph suppliers.

Now to the rack which runs horizontally across the front of the car just behind and below the radiator. The components are shown in Figure 2. The first check is to see that it is securely clamped. The fixing nuts (24) are underneath, between the two main chassis rails and secure the U bolts and rubber bushes (20 & 21). These should be tightened to 14-16 lb.ft (locknuts are essential here, too) and the adjustable plates (23) should be as far as they can go towards the centre line of the car. If the rack can still be moved in any direction it is probably because the rubber bushes (21) are past their best and should be replaced as soon as possible. At either end of the rack you will find some rubber bellows (41) which should be thoroughly checked for their general condition - if they are perished and/or split they will not only let in dirt which will accelerate wear but they will also lead to an MOT failure. At this point, while the wheels are still on the ground and with the bonnet open, reach in through the driver's (open) window and grab the steering wheel - if you can get an assistant to do this, so much the better. Turn the wheel left and right just a half an inch or so each way, slowly at first, and you should observe that the wheels move in sympathy and with no obvious slack in the system. If there is any slack then the system should be checked to see where the play arises - an assistant would be particularly useful here. Usually

wear will be either in the ball joints on the end of the rack (44) or the internal ones (38). A more rapid turning of the wheel may reveal any looseness in the mounting of the rack.

On to the front suspension. Firstly, one corner at a time, try bouncing the car up and down. If the motion ceases almost as soon as you let go i.e. the car stops bouncing at the end of the last stroke you applied, then the dampers are functioning OK. If it keeps oscillating then

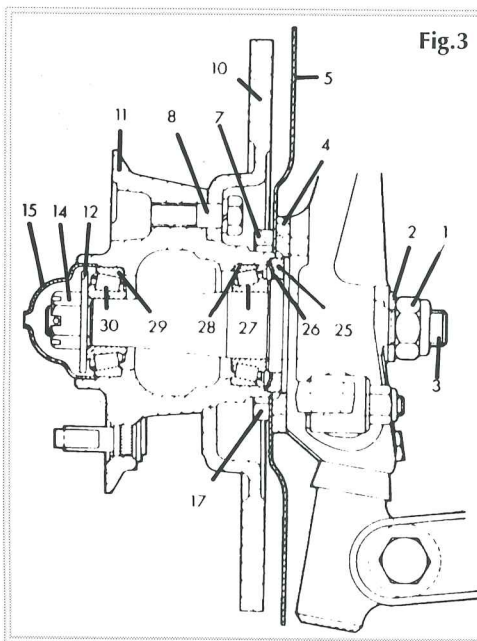


Fig.3

to get the best working height, then lower the car back down. It is important that the wheel remains clear of the ground. Then go round the other side and do the same again. If you have a trolley jack you can raise the front in one go using the cross-member just in front of the sump.

Once you are satisfied that the car is secure, you can start on the suspension checks. Grab a wheel top and bottom and try to wobble it. A gentle motion should reveal a tiny amount of play

replacements are required (this is mentioned again a bit later on). The rest of the checks are best done with the front wheels off the ground, so here's a bit about safety: You should never work on the vehicle when it is only supported by a jack, particularly the rather feeble one supplied by the manufacturer which is just about good enough for its intended purpose of emergency wheel changing. A pair of good axle stands is a really worthwhile investment if you intend to work

due to the slack in the wheel bearings. This is a normal condition. If the play is either excessive or non-existent you will need to adjust the bearing. To do this, first remove the wheel followed by the domed dust cap in the centre of the hub (Figure 3, no. 15). Under this you will see a castellated nut (14) with a split pin through it. Use a pair of pliers to remove the pin and then either tighten or loosen the nut to the next split pin hole - there are two holes in the axle to choose from

on your car on a regular basis. At the front, I find the best place for these is under the main rails, just forward of the front outrigger (behind the lower wishbone). The first thing to do is make sure the handbrake is fully applied, after which you can proceed to lift the car. If you only have the original jack, lift the car on one side in the normal way so that the nearest front wheel is at least an inch or two clear of the ground. Then slide an axle stand under the chassis, adjust its height if you can in order



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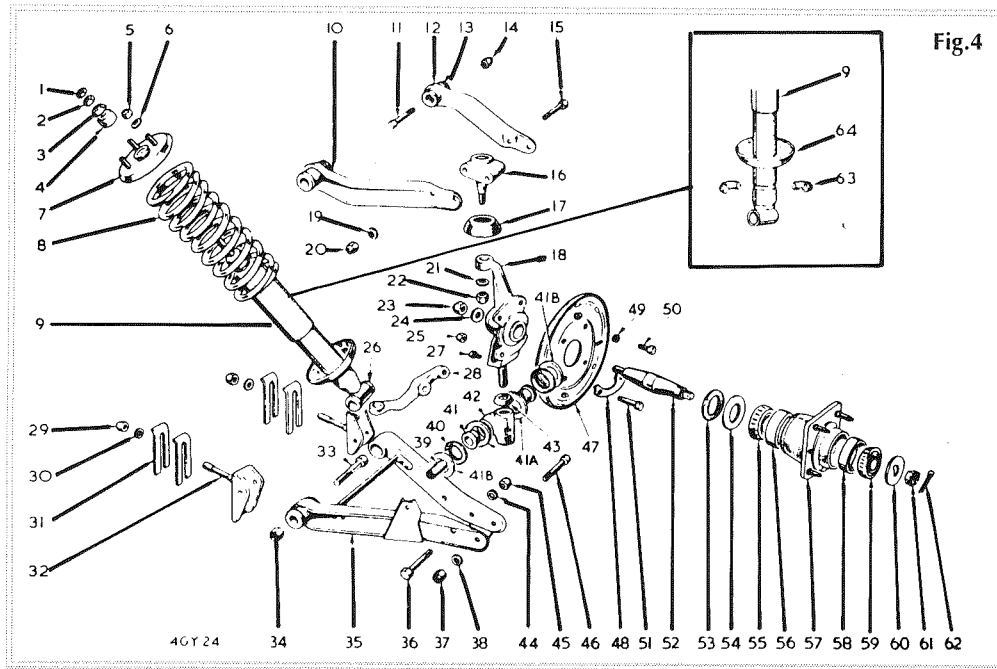


Fig. 4

so that the adjustment is a fine one of about one twelfth of a full turn. Temporarily refit the wheel and recheck the play, making further small adjustments if necessary. The correct setting is the tightest possible while still retaining some detectable play. When you are satisfied with the setting, fit a new split pin, turn over the ends and refit the dust cap. Never refit an old split pin because it may fail and drop out. By the same token, never run the car without a split pin fitted because the nut will gradually undo itself and.....

Very occasionally it is worth dismantling the hub completely and cleaning and repacking the bearings with new grease. However, this is more than adequately covered in manuals and is not strictly a beginner's job.

Using a stronger action to shake the wheel, check that there is no movement in any of the main joints i.e. the top ball joint (Figure 4, ref. 16) or the

brass trunnion bearing (42). The latter can show wear in two ways, the first and most common is relative to the lower wishbone (33) and the second is relative to the vertical link (18). If any of these three problems show up then you probably need a new top ball joint, a trunnion bearing kit or a new trunnion respectively. Check also the physical condition of the dampers, especially for fluid leaks. If one is leaking, even if the bounce test revealed no problem, they should be replaced as a pair, never singly.

While the wheels are off, check the condition of the front brakes. The disc should have a shiny ring on both surfaces where the pads operate. These rings should be of approximately equal width but often, due to corrosion, one is much narrower than the other which reduces braking efficiency. These surfaces should also feel quite smooth but if any are badly scored it will cause premature wear of the pads. In either case steps should be taken to fit new

discs as soon as practicable. Referring to Figure 5, examine the thickness of the pads (4). This is the distance between the disc surface and the metal backing plate of the pad. Replace if any one of them is below 1/8 inch (3 mm) because they won't last until the next service. All pads should be replaced as a full set of 4. Also check the physical condition of the caliper, looking for fluid leaks in particular, and the flexible brake hoses for deterioration or leaks. Any faults must be dealt with quickly.

With the wheels back on the car, rotate them one at a time very slowly to inspect the tyres and rims. Tyre wear should be even right across the tread and all the way round the circumference. Use a tread depth gauge to check that they are within legal limits but I would replace them anyway if they are approaching the 2mm mark since the water clearing action will be severely impaired.

If the wear is uneven e.g. both front tyres are worn more on the inside than the outside or vice versa then the tracking needs to be checked and adjusted by a competent garage or tyre workshop. If one wheel is bad and the other OK then the wheel camber may need checking and it could indicate damage caused, for example, by 'kerbing' the car. One unfortunate effect of excessive use of the wonderful Herald turning circle is that it too will lead to premature and uneven tyre wear so I would always recommend that the facility be used only sparingly.

Also check that there are no splits or cuts in the sidewalls (check the inner wall as well as the outer) and no bulges. A bulge will show up if you spin the wheel and the tyre seems to move in and out relative to the rim. It can often be detected when driving the car very slowly such as when you're stuck in a traffic jam. You will notice that the affected end of the car tends to wobble from side to side very slightly. All these faults can lead to premature failure of the tyre, the bulge in particular making the tyre prone to a high speed blow out. Repairs are not possible and replacement is the only option. Check also that there is no wheel damage severe enough that it does not run true and that there is no more localised distortion on the rim that would lead to a poor seal with the tyre. The former means that the wheel is scrap. The latter may be repairable in the hands of an expert. Finally, check that the wheelnuts are tightened to 39 - 42 lb.ft.

Now for lubrication. Most points on the car require the injection of a good quality Lithium based grease using a

high pressure grease gun, the type with a flexible connection being most useful because accessibility is variable. The points that need greasing vary as we shall see. Some types of upper ball joint (Fig 4, no. 16) and tie rod ball joint (Fig 2, no. 44) have grease nipples. Two or three pumps of the gun should be enough to see old grease appear from the rubber gaiter. Stop as soon as new grease appears, then wipe off the excess. The other place is on the rack (Figure 2, no. 28) where you will find a 7/16 inch headed bolt. Undo this and replace it with

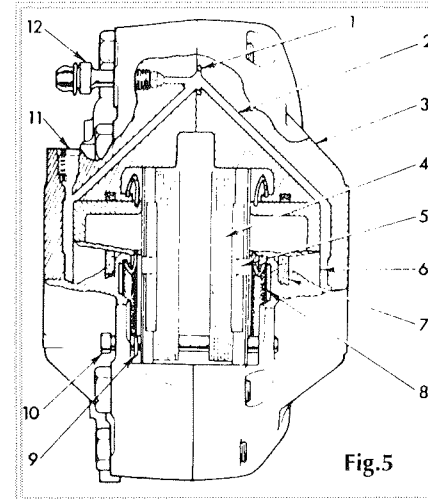


Fig. 5

a grease nipple of the correct size - you will probably have to take the bolt to a local accessory shop to get a suitable match. Only pump the gun about 3 times, no more, because there is nowhere for the excess to escape. Then turn the steering wheel from lock to lock a few times to help distribute the grease in the rack - obviously the front wheels still need to be off the ground!! When you've finished, replace the original bolt and do not forget the electrical tag that goes underneath it to provide a good earth for the horn. The last items to lubricate are the infamous trunnions (Fig. 4, no. 42). The important point with these

is NOT to use grease. Remove the blanking screw (27) and replace it with a grease nipple. Inject with 90 EP gear oil until the old oil is ejected from the joint. I keep a separate grease gun for this purpose because it is not practical to have to change the contents from grease to oil every time you do a service. Two final points to note with the trunnions: if they exude water when you inject oil, then the rubber seals need replacing. If nothing comes out then they'll have to be dismantled for inspection and possible

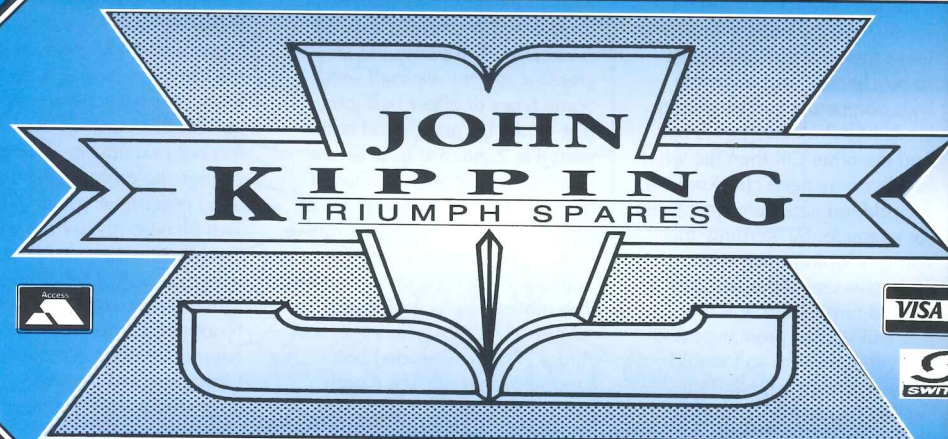
replacement. If they are not properly lubricated then they'll wear out pretty fast and lead to a sudden impromptu dismantling of the suspension when you least expect it.

OK, that's it for another month. I hope most of you are still with me on this. The comments I've received so far are all complimentary so the epic will continue. If you think that any job needs to be dealt with in greater detail, particularly where the workshop manuals are not too helpful, then let me know and I'll try to

rectify the situation.

I'll finish with the apparently traditional banter between Register Secretaries: Congratulations to Mac for finally getting a word processor. He asks if I'm impressed. Well, I must say that the difference is not obvious - the new machine seems to have the same doty disease as the old one. In fact, I understand from our esteemed and long-suffering Editor that it's worse than before and he's having to work extra hours in order to restrict it to 4 dots per pause. I'm beginning to suspect a fault with the operator! ★





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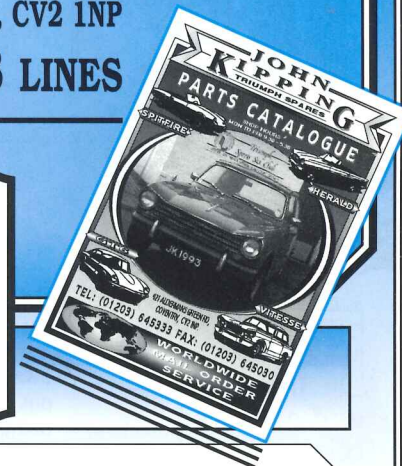
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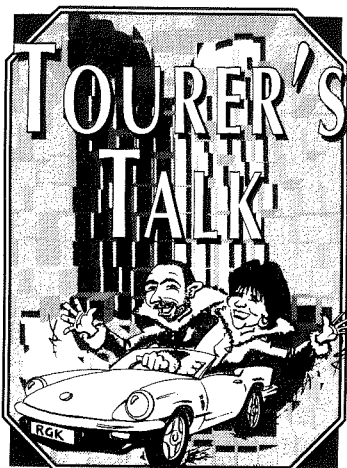


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# Spring Touring

Whether you prefer the light-weight appeal of a tent, the moderate comfort of a trailer tent or the luxury of a trailer caravan, will your unit be fit for the coming season.

Will you arrive at a rally and find your tent has rotted away over the winter or your trailer bearings overheat a few miles down the road? So, to ensure a trouble free season a little forward preparation will bring its own rewards. TENTS. Canvas and nylon will rot if put away damp and once the rot has set in, there is nothing you can do but dig deep into your pocket and visit your nearest camping retailer.

**A 600ml aerosol of Fabsil colourless waterproofer, cost about £4.50 and is sufficient for this tent. (below)**

**F**or all I know as I write this at the end of December, blizzards and snowdrifts may be the order of the day when this March issue of the Courier drops onto your doormat.

But, spring will soon be in the air, snowdrops and daffodils will be poking their heads through the ground, Triumphs will be emerging from winter hibernation and it will be time for you to dust off your camping equipment for a season which hopefully will be as kind to us as 1995.

To help you prepare I have asked last October's guest writer, Mike Jones of Michael Jones Caravan & Camping, High Wycombe to again put pen to paper for me.

"Caravan and Camping Get Up and Go". The slogan of the Camping Clubs. But before you go this summer will you get there?



If your tent has survived its winter storage then open it out and check:- Rubber Peg Rings, these can perish over a period of time and are very irritating when they snap when you are pegging out. They cost about £2/3 for a packet of 10 and are easily replaced.

Canvas/ nylon will lose its waterproof properties if you are too mean to buy a new tent every five years. If you are this type of person then you may wish to



**With enough left over for this Spitfire's canvas hood. (above)**

spend your groats on a proofer. They come in various types, clear and coloured. The coloured brings the canvas back to its original colour. Both types come in either aerosols or in up to 5 litre cans and these

can be applied either with a brush or sprayed on. Cost for an average frame tent would be £25.

If during a drunken party you have accidentally torn the canvass, this can be repaired with a patch kit, which comes in various colours along with adhesive.

**TRAILER TENTS** will require not only the preceding attention with regard to the canvas, but also press studs may require renewal and you will need to check running gear with special attention to tyres which, because of the low mileage may have plenty of tread, but have rotted with age. This rot shows itself in the form of hair-line cracks in the sidewall of the

tyres. Bearings are easily checked by jacking up the trailer and gripping the wheel either side and trying to move the wheel on its hub. If you feel the wheel move, then the wheel has to be removed and the castle nut tightened.

If this fails to stop movement then new bearings will be required. Other basic maintenance is to grease hitch couplings and corner steadies, lock handles, overrun brakes if fitted may require adjustment, linkages will require grease. If you have any gas appliances these will require a pressure test by your dealer.

Common faults with gas appliances are connecting nuts loosening due to vibration. The gas jets becoming blocked over a period of time which results in incorrect burn. It is possible for these jets to be reamed with the correct tools but it's simpler to replace. **TOURING CARAVANS** should undergo a full service every year, modern caravans have become so complex with the amount of gas appliances and electrical and electronic appliances it has now become a must that they are serviced annually not only for the piece of mind that the running gear is safe but also that the gas systems are safe from the point of view of leaks and also of carbon monoxide problems.

(AND NOW THE ADVERT). To this end we are offering a 10% discount to T.S.S.C. members off the **SCHEDULED ANNUAL CARAVAN SERVICE**. Phone Michael Jones:

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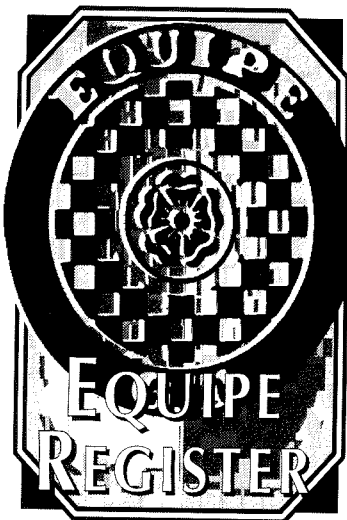
Happy camping and remember we are always behind you. ★

## ADULT CONTACTS



**ADVENTUROUS** married male, 37, cropped hair and beard, 5ft 10in athletic build, g.s.o.h. Hobbies include restoration/ driving Triumph motor cars and camping holidays. Urgently seeks raunchy and exciting correspondence on these combined two subjects to replenish rapidly diminishing private collection. Indiscretion assured and expected. Letters and photos if possible to Mr. Rick 'Tourers Talk' Roberts, 55 Shelburne Road, Cressex, High Wycombe, Bucks. HP12 3NQ.





**W**hat do you do when some mindless vandal pulls the side trims off your Equipe 2 litre? Simple, you re-fit them.

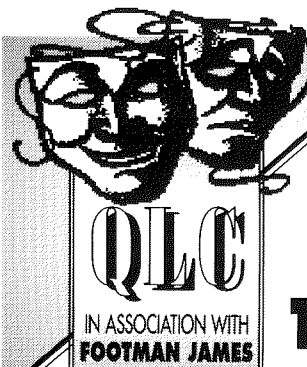
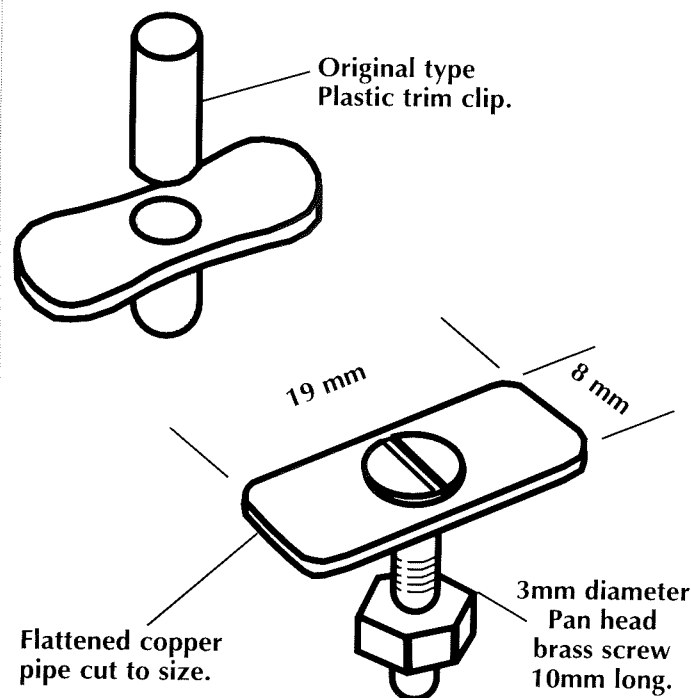
Well, life isn't always that simple when you are running a classic car is it? The trim clips that secure the stainless steel trims to the body are plastic, and you could encounter problems with these humble items when re-fitting the trim. The first problem is fairly obvious, they can break, having become brittle with age. The second problem is that some of the clip may have been lost and the third (until recently) has been the availability and relatively high cost of the clips. Additionally the holes in the body which accept the clips can enlarge, the clips will then not stay in the holes.

Well, one enterprising and resourceful Equipe enthusiast has found a solution to the problems encountered with these trim clips. Inexpensive trim clips can be made from some scrap copper pipe and 3mm brass (pan head) screw, perhaps a washer and nut. Cut along the copper pipe then open it out and flatten it. Using tinsnips, cut the copper to the size shown. Drill the centre of the copper with a 3mm drill. Clean the copper and the screw head thoroughly with steel wool then solder the two parts together. Once cool, any sharpness should be removed from the corners and try it for fit in the trim. When completed the required number of clips can be fitted to the trim,

prior to the trim being fitted to the car. The rear mot trim clip hole on the bonnet may have to be drilled through. A spot of Sealastic under the washer will seal the hole and prevent water getting into the car. Herald and Vitesse owners might also find this information of use, since the trim clips on the Triumph are metal and are 'pop rivetted' onto the body.

Equipes on the internet! For those of you that are interested you can find some Equipe information on: [WWW.TILEHILL.AC.UK/~BRIAN/CLASCAR.HTML](http://WWW.TILEHILL.AC.UK/~BRIAN/CLASCAR.HTML) There will be more in the future, so why not have a look? ★

#### Equipe 2 Litre Trim Clip details.



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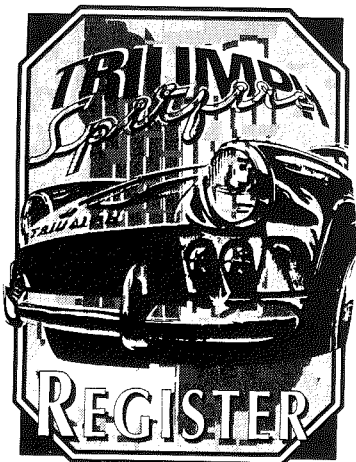


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# Spitfire Italiana

When Eddie first saw 3476 VB it was on the front cover of a catalogue way back in the early sixties. He liked the look of the car and cut the front cover off of the catalogue and stuck it on his wall.

Some time later when his Hillman was on its last legs he decided to look for a Spitfire, and that was when he came across 3476 VB.

The car did not come with a boot lid or hood so these parts were purchased. He used the car for quite a few years until the children arrived, when it was put in store for 13 years.

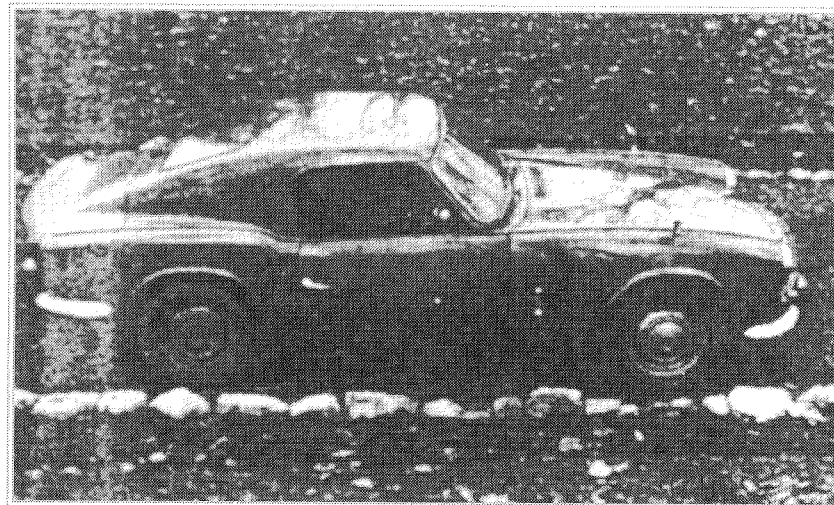
When it was finally awakened from its resting place the bodywork was still in excellent condition, the only parts to show signs of ageing were oil seals, rubber hoses etc.

The reason why 3476 VB has such good bodywork is back in 1968 the poor Spitfire had a shunt. The back with another car and the front with an oak tree. Poor Eddie was put in hospital but came away remarkably unscathed. The reason for this being his head hit the sunvisors that had been fitted.

The car was a write off with both the back and front being irreparably crunched in, but the cockpit was untouched. This was not the end of 3476 VB. Eddie started work at a Triumph dealership and got a very good discount on a new body and chassis. Nowadays the car is only used on good days. In the article 'Spitfire Italiana' you will see the acceleration time is 6 seconds faster than standard. When Eddie removed the cylinder head he found that work had been done on it. 3476 VB also sports a decambered rear spring and close ratio gearbox both by S.A.H.



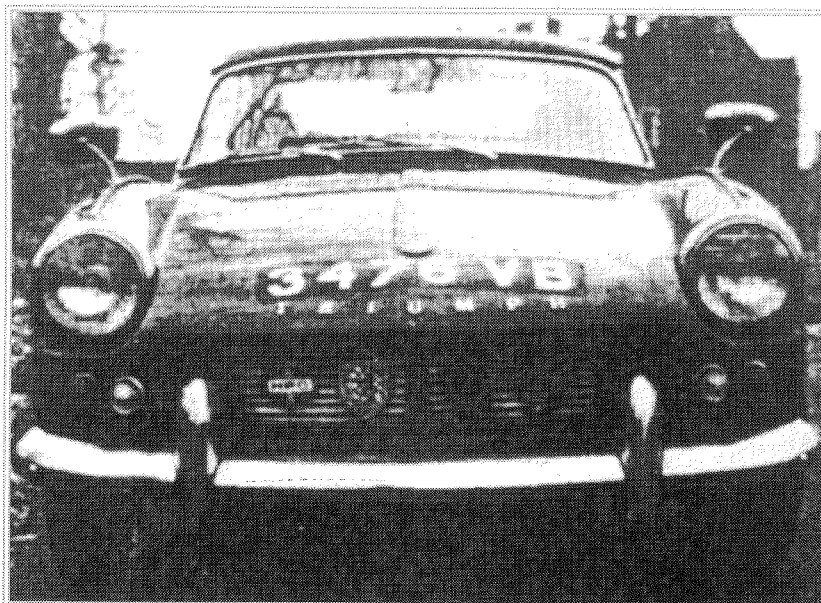
*The skillful blending of the hard-top's lines into those of the standard body are well shown in this view of the car. Although there appears to be a large blank area in the rear quarter, this did not prove too obtrusive when driving.*



## SPITFIRE ITALIANA

Detachable hard-tops have come a long way since coming into vogue for sports cars some years ago, despite the opinions of die-hards that draughts in winter-time should be enjoyed, not endured. With the introduction of the Fibrepair hardtop for the Triumph Spitfire comes a new advance in that the roof is a conversion which adds immeasurably to comfort in cold weather, and at the same time substantially alters the car's appearance.

Despite this, it should not be imagined that the hard top is difficult to install, even though it entails removal of the bootlid. It is secured by two bolts and wing nuts on the



*Front of the Spitfire has not been altered but there is obvious scope for a little owner ingenuity here - perhaps even a cheval rampant?*



Not the most handsome rear-end imaginable from this view, but, we are assured, aerodynamically extremely efficient.



windscreen rail, and two spring clamps behind the doors. With the aid of a screwdriver the fuel filler extension is attached, and on goes the hardtop for the winter. The process can take as long as ten minutes.

Good standard of finish and a perfect fit are two important requirements, and in most ways the Fibre-pair top is quite satisfactory. External finish is extremely good, and a variety of standard and non-standard colours is available on the more expensive versions. Only the De-Luxe model has a head-lining, however (and a roof-light), and without this the standard finish of matt and grainy glass-fibre may not be acceptable for everyone, despite a final colour-spray with flecked plastic paint. The only detectable fault in fitting was a quarter-inch gap between the nearside rear wing and the new bootlid, although this was not enough to admit rainwater.

## ROAD ADVANTAGES

On the road, the hardtop effectively reduced the Spitfire's pronounced exhaust noise, although opening a window reminded occupants that the car was no quieter than any other of this type. Up to about 70 mph it was draught-free, but above this speed the side windows began to suck outwards, admitting a fair amount of cold air. The failing can be blamed on the car rather than the hardtop, although the Fibre-pair people are investigating the possibility of fitting a channel on the leading edge to keep the windows

in place. Throughout the brief test the top was rattle-free, which is more than can be said for the privately-owned car it was fitted to.

Peculiarities in the car's behaviour led to our performance tests being inconclusive. We were assured that the car was unmodified (although the air cleaners had been removed from the carburettors), yet the 0-60 mph acceleration was no more than 11.5 seconds, some five seconds faster than standard! Despite this, the mean maximum speed was only 91.74 mph, less than one mile per hour faster than the Spitfire we tested in April last year, with the hood erected. We are prepared to believe that the Fibre-pair hardtop does improve the maximum speed, however, as an allowance, perhaps of one or two mph, should be made for the wing mirrors at maximum speed. Undoubtedly the car was slightly lower-geared on Dunlop SP tyres, with their reduced rolling

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circumference, and this would assist acceleration and reduce the top speed slightly.

Despite scepticism about rear vision, with the sharply raked back rear window, the view did not prove to be particularly bad. Because the window is deep the interior mirror gave a complete image of the road behind, without blind spots, and the wing mirrors assisted usefully.

Reversing was not so easy, however, with substantial blind spots on the quarters, and lack of vision was experienced when easing the car into main road traffic or when reversing from side turnings.

*John Sprinzel conversions ad.*

Interior headroom would be adequate for most people, although the very comfortable Fibrepar seats raise the occupants by about an inch, making head clearance marginal for taller occupants. The disadvantage of the low windscreen top-rail was felt even more keenly, particularly in wet weather when vision can be directed only through the wiped area.

Boot capacity is not affected by the conversion, and in every way the hardtop is a practical item for those seeking extra comfort. From the appearance point of view, most opinions were favourable, although a few people thought that making a Spitfire look like a Ferrari was something of a liberty! No one actively disliked the appearance. As in all things, personal taste sways the issue.

Prices range from £57. 10s for the Standard version, in Spa white, to £67 for the Super version with the complete Spitfire colour range, and £82 for the De-Luxe version described. The paint finish is sprayed, incidentally, as this is believed to give better results.

P.S. Can anybody put me in touch with an Andrew Tarbuck of Andrew Tarbuck racing? If you can please contact me on: 01992 448542, I would be most grateful, Brett. ★

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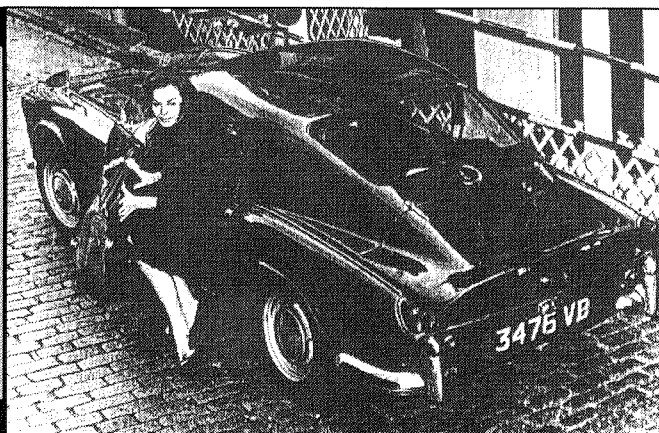
The De-Luxe conversion is cellulose sprayed to match your car and comes complete with super quality head lining, which makes the car warm in winter and cool in summer. An interior light is provided.

### Super: £70

Available sprayed in the same standard range of Spitfire colours, finished inside with a fleck plastic paint, that gives a smooth, attractive dirt resistant finish.

### Standard: £60

Available self coloured in grey. Inside is finished with fleck plastic paint.





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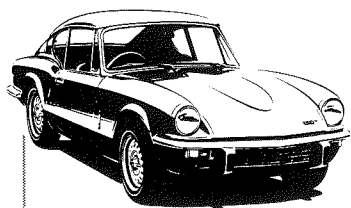
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*'Given the absence (again) of a GT6 Register Secretary I'm pleased to welcome a new guest writer, Mike Wilkinson, who has kindly agreed to give of some of his wide experience in the field of these great cars.'*

*Peter Williams, General Secretary.*

**A**t this time of the year, many of us are wondering whether we should be giving the GT6 a helping hand against the dreaded rust, and it's true that, with effective rust proofing in the right places, a car will last an awful lot longer.

We're not talking here about the paint-on 'rust inhibitors' which go on the outside bodywork, but proper cavity rustproofing for the inner sections where rust starts due to trapped moisture – the sort that, by the time you see it on your paintwork – usually means expensive bodywork to put it right.

There are many types of proofing or inhibiting products on the market, and most of them take the form of a waxy substance which can be sprayed into the body sections and cavities to prevent moisture forming rust. For this article,

# Rust Proofing Your GT6?

we won't go into the merits of any particular product, but concentrate on how and where to apply it.

Most of the available products can be applied either by high pressure gun, connected to a compressor, or by a hand pump which is usually supplied in the kit.

The first method is the best, but if you don't have access to a compressor, the hand pump used with care will give you the results you want. The advantage of the compressor system is that the 'Shutz gun' comes with the extension probe to get directly into the cavities and the rust-proofing agent atomises into a fine mist which travels well into the corners. The hand pump methods tends to leave a thicker coating – in the winter weather, it's best to stand the container of rustproof in a bucket of hot water to keep the liquid really runny so that it will 'spray better'

Now for the 'nuts and bolts' of the job – where to rustproof and how to get there.

## FRONT SCREEN SURROUND AND FRONT ROOF

If you've got a MkIII, this is the place to start, the screen pillars and front roof section are all box sections, and the temperature changes inside the car create condensation inside them which in turn starts to rot the metal from the inside out. You can access the pillars and the front roof from inside the car. At the bottom of the screen pillars, under each side of the dashboard, you will find a hole that leads into the pillar and right up and around to the roof. Push the extension probe of the gun or hand pump up into the pillar as far as it will reach and simply fill the cavity with rustproof. On MkI and II cars the screen assembly unbolts but there is no access inside the pillars, the only way it to remove

the screen surround and drill two small holes at the base of each pillar. If you're already in the middle of a restoration and have the screen out, now's the time to do it!

## TAILGATE

The main area that rots here is the bottom edge or lip and the outside corners of the skin area (the area you see when the tailgate is closed). The best way to obtain access here is to remove the lock mechanism from the tailgate itself, which will give you about a one inch hole – the extension probe should go right round the corner inside here.

Next remove the boot floor, spare wheel and trim panels above the lights, either brush or spray rustproof onto the underside of the area that forms the boot shut panel (adjacent to the boot catch) as again condensation forms under here all the time.

## WINGS

You can gain access to the rear wings at the back through the boot area – push the probe along the wing as far around the wheel

arch as possible. Give an enthusiastic coating to the cavity at the rear next to the boot floor (where the bumper brackets are) as this generally is a problem area. To access the front part of the back wing and the end of the sill, you may need to remove the rear quarter trim panels – once they're out you will find a nice large hole to spray with rustproof.

## SILLS

OK, a tricky one. Treat it as 2 pieces, inner and outer. Outer: If it's a genuine outer it will have three small holes along the bottom outer edge, perfect for the extension probe. Then through the hole in the back inner wing (under the quarter trim panel) you can access the outer sill also, so spray a load in there. At the front, the best thing to do is drill a small hole in the sill end panel (the flat plate on the end of the sill behind the front wheel), make sure there is plenty of proofer around the hole and seal it after with a small bung. Alternatively, the carpet can be carefully removed from inside the front footwell, against the bulkhead side, a small hole drilled here and the carpet replaced.

Inner: If you remove your seats and then very carefully remove the

strip of carpet stuck to the inner sill, you will find two elongated holes where you can get plenty of material in, and then stick the carpet back again.

## BOVNET

The main areas to treat here are the nose / reinforcer section on MkIII cars, and the sidelight areas on MkI and II cars. On all models, remove the headlights and spray plenty of proofer into the area. On MkIII cars use a paint brush to force as much as possible into the nose section (where the headlight wires run). Finally, try to run the rustproof around the wheel arch sections between the inner wheel arch assembly and the main wing – the more the better here as it can't be seen and can save you whole new wings later on.

## FRONT VALANCE ON MKIIIS

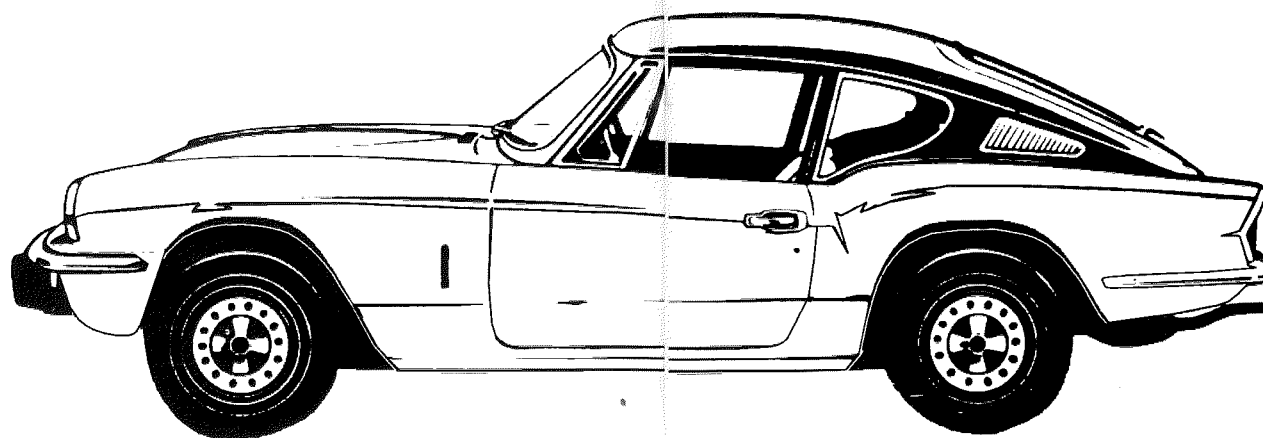
Best bet here is to remove the sidelight assembly and spray in through the aperture.

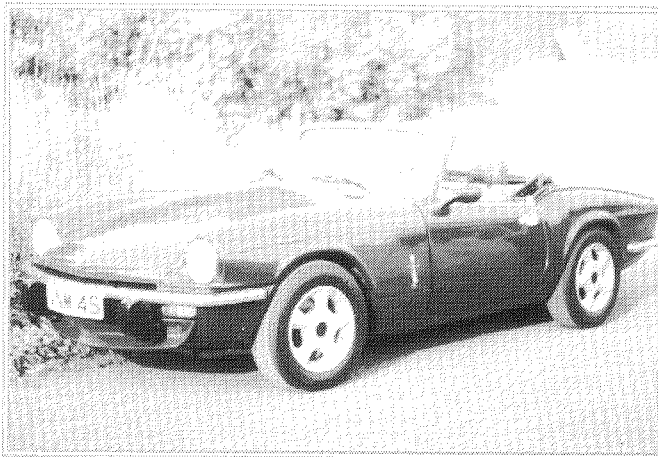
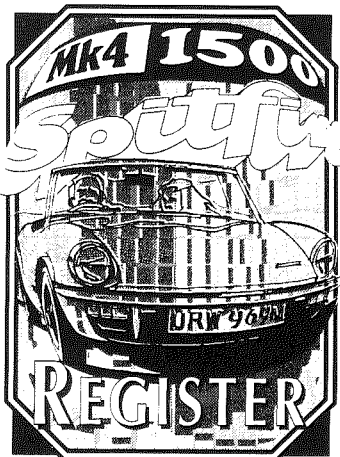
## AND FINALLY – A CAUTION!

It's a **very** messy job – have plenty of old rags at the ready (apart from the ones we usually wear). Try to keep the seats and trim covered as much as possible, a badly aimed gun won't be noticed until the next time 'she' gets in the car in a posh dress . . . . .

If you're using a high-pressure Shutz gun, don't kink the hose on the extension, the back pressure will cause the container to explode showering you, your car, your garage, the new Fiesta, the dog, cat and next doors kids with gunge. Other than that, be patient, good rustproofing takes time!

Best of luck. ★



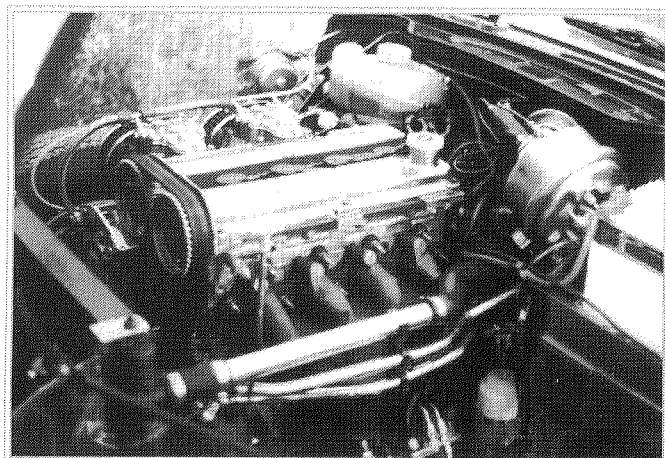


This month's photo is sent in by Andy Jhurcenko of Womborne, Staffs and features his nicely modified Spitfire 1500, many of us seeing the car at the International.

Andy reports that the car has now done a few thousand miles and has settled in nicely. On the rolling road the car pulls 147bhp and a torque of 142lb ft. Andy promises a detailed article on the car in the near future.

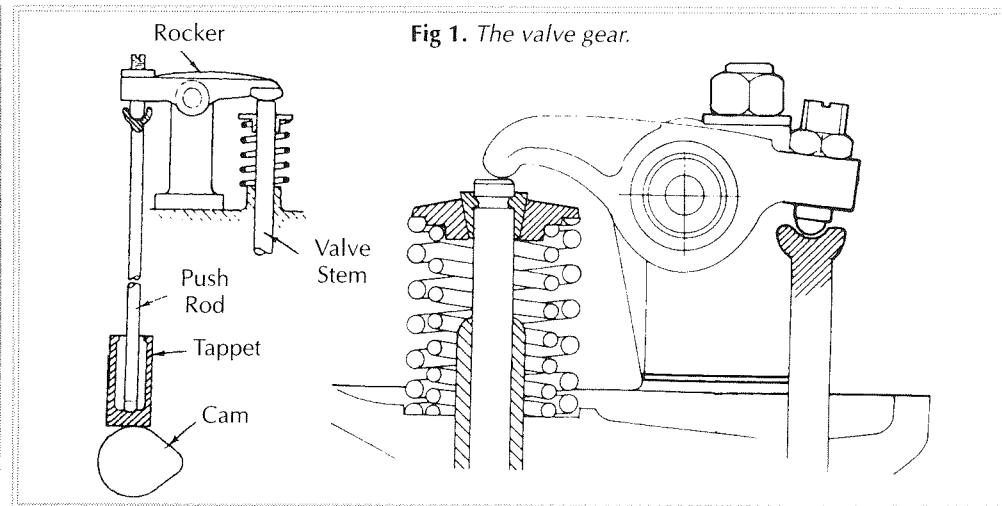
### 'ARE YOU ROCKING?'

Fig. 1. shows the essential components in what is commonly called the 'valve train' or 'valve gear', i.e. the components which translate the motion of the camshaft into the up and down motion of the valves. One of the key components is the humble rocker – the subject of this article. It acts like a simple see-saw, transferring the upwards motion of the push rod into downwards, opening motion of the valve and



# Are You Rocking?

vice-versa, or more technically, cam lift into valve lift. The rocker pivots on a rocker shaft and like a see-saw, if the pivot was in the middle of the rocker, the upwards motion of the push rod would be the same as the downwards (spring) motion of the valve, i.e. 1mm of push rod motion produces 1mm of valve movement (Fig. 2). In the case of the Triumph rocker, the pivot is not in the middle but is closer to the push rod, which like a see-saw has the affect of giving a larger movement of the valve compared to the push rod. This is referred to as the 'rocker-ratio' which for the Triumph engine is 1:1.5, i.e. 1mm of push rod movement produces 1.5mm of valve movement. How much a valve opens is important for how well an engine 'breathes'. If the rocker pivot was moved



even closer to the push rod, then this would allow the valve to open even more for the same push rod movement. This indeed is the case on some racing engines which use a rocker with a rocker ratio increased to 1:1.65.

Increasing valve lift in this way has the advantage over high lift cams, which is the more usual way of increasing valve opening, in that the steep ramp angles necessary on high lift cams which cause severe tappet and valve crash, are avoided. However an increased rocker ratio does have the disadvantage, that like a see-saw, if you sit closer to the pivot, you must be heavier or push down harder to lift the other end, i.e. there is more load on the cam, tappet and push rod to overcome

the valve spring on the other side. Stronger push rods are usually required as a consequence.

One final point on rocker ratios. If buying high lift cams beware of what is stated for lift, cam lift or valve lift. On the Triumph engine the valve lift will be 1.5 times the cam lift!

### ROCKERS IN MOTION

Because the rocker arm moves in an arc, its tip actually wipes across the top of the valve stem.

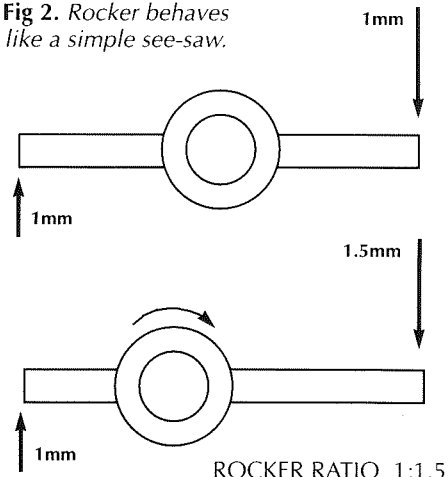
Unless this action is minimised, then it can put a side load on the valve stem which in turn causes wear on the valve guide. As can be seen in Fig. 3.(over page) the effect is minimised by arranging for the rocker to be horizontal when the valve is half open and by careful selection of the radius on the end of the rocker arm. If you remove the rocker gear you should be able to see a shiny mark on the end of the valve stem where the rocker has been pushing on it.

If not clear, engineer's blue on the top of the valve stem can be used to mark the point of contact.

- If the contact mark is in the centre of the stem, then this is ideal.
- If the mark is to the right, i.e. towards the rocker shaft, then the rocker has been operating as in Fig. 3b.

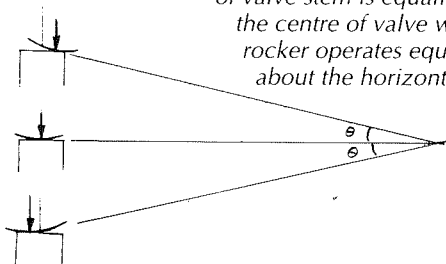
This can be caused by too tight tappet clearances which should be adjusted, or recessed valve

Fig 2. Rocker behaves like a simple see-saw.

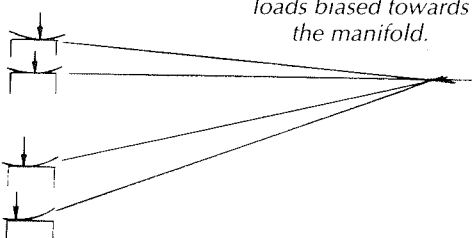




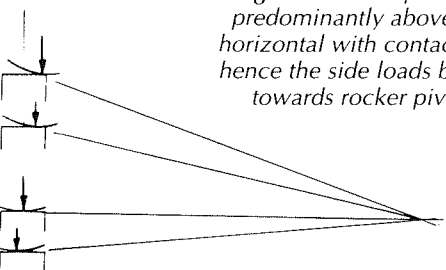
**Fig.3a** *Rocker contact on top of valve stem is equalised by the centre of valve when rocker operates equally about the horizontal.*



**Fig.3b** *Rocker predominantly operating below the horizontal with contact and hence side loads biased towards the manifold.*



**Fig.3c** *Rocker operating predominantly above the horizontal with contact and hence the side loads biased towards rocker pivot.*



seats due to worn or over zealous valve seat regrounding. This can be overcome by placing shims under ALL the rocker pedestals. NB. It may be worth placing a straight-edge across the top of the valve stems and I think you may be surprised to see quite a variation in their heights and hence valve seats. In this case it will be extremely difficult to optimise the rocker contact patches.

c) If the mark is to the left, i.e.

towards the manifold, then the rocker has been operating as in Fig. 3c (left) and can be due to large tappet clearances or the incorrect use of rocker pedestal shims. The condition can be overcome by shortening the push rods or rocker pedestals.

### PEDESTAL SHIMS

Skimming the cylinder head, e.g. to increase compression ratio etc, MAY alter the rocker geometry, since the push rod effectively becomes longer! For modest head shims, the effective change in push rod length can be accommodated by the rocker adjustment ball. However when skimming a lot from the head, there may well be insufficient adjustment on the rocker to accommodate the effectively longer push rods. The most common solution is to place shims under the rocker pedestals to restore some rocker adjustment. However this has the negative effect of causing the rocker to operate as in Fig. 3c and consequently side loads on the valve. The correct remedy is to shorten the push rods by the same amount that the head was skimmed.

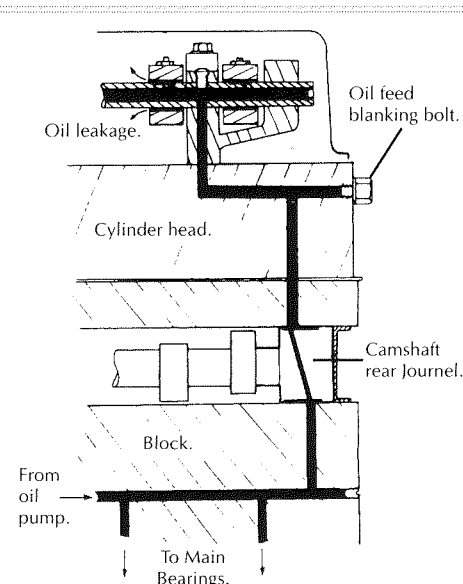
### TAPPET CLEARANCE

Tappet or rocker arm / valve stem clearances play a very important part in the tuning of an engine that is **OFTEN UNDERSTATED AND NEGLECTED**. Tappet clearances play an important part in camshaft timing, i.e. when the valves open and close in relation to the crank, the loads on the valve gear and thermal expansion. If changing the cam on an engine, be more pedantic about obtaining the correct tappet clearances for that cam, otherwise you will never get the best from it (unless you know

what you are doing). If the supplier doesn't know, don't buy it!

If clearances are too large, you will delay valve opening with a consequent effect upon performance (outside the scope of this article) and also cause excessive wear on the valve gear and valve guides, not to mention noisy tappets! Don't be lazy in not adjusting tappets as I once was, only to find as a result, excessive wear in the valve guides and consequently burning oil in the engine. A stitch in time . . . .

If clearances are too small, thermal expansion may work against you, such that the rocker may not fully close the valve, allowing gas to continually escape which in the case of the exhaust will soon burn out the valve seats.



**Fig.4** *Standard oil supply to rocker gear.*

Adjusting tappets is well covered in the manuals but a couple of pointers may be useful. Have you noticed how when you nip up the rocker adjuster nut, the clearance gets bigger. I put this down to the nut pulling the adjuster ball up into the rocker 0.005-0.001 inch. Therefore adjust the clearance on the tight side such that when you check after nipping up the nut all is well at 0.010 inch. Finally are you sure that the 0.010 inch feeler gauge that you have used for years to adjust tappet clearances is 0.010 and hasn't worn down to 0.008 or 0.009!!

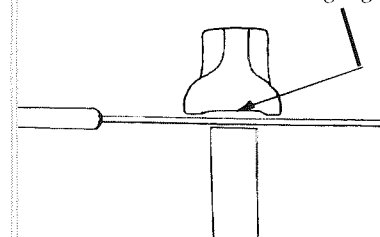
### ROCKER WEAR

The rockers receive oil lubrication from a central drilling in the rocker shaft, Fig. 4, the subject of which, including internal oil feeds, was covered in my article in *The Courier*.

Do ensure that all the drillings in the rocker shaft are clear and not bunged up with old oil and

sludge. On the subject of rocker shafts, I wouldn't advocate the use of hardened shafts to preserve their life. All you will do is cause more wear on the rocker journals and I for one would prefer to replace a worn rocker shaft at £15 than 8 rockers at £9 - £10 each!

**Fig.5** *Wear on the contact surface of the rocker can lead to misleading tappet clearances when checked with the feeler gauge.*

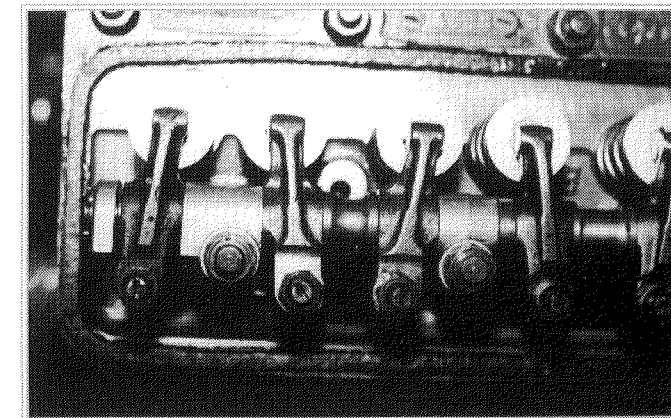


Worn rockers, especially at the contact patch with the valve stem will make it impossible to set

correct tappet clearances. It is not uncommon with age to see the tip of the rocker recessed where it strikes the valve stems. Fig. 5 shows how this can lead to incorrect setting of tappet clearances. Check also for pitting and surface cracking which can eventually lead to the 'surface' breaking up. Slight imperfections can be removed by re-surfacing the rockers at a machine shop.

However the contact patch surface of the rocker is case hardened and any attempt to remove deep imperfections will only remove the case hardening from the surface and result in rapid wear of the softer metal beneath. ★

*Note the use of rigid spacers between the rockers which noticeably allow the rockers to rotate more easily.*



# SPECIALS REGISTER

## MOODY MOSS

**You know that feeling of foreboding you get when the car has been going well for a few thousand miles - something is surely due to break.**

It's a parallel of the classic Hollywood western cliché the Major says to the Lieutenant, "I don't like it, it's too quiet." Two seconds later the Sergeant's got an arrow in the chest.

That reminds me of a joke :

Lone Ranger and Tonto riding across the range. The masked man says to his Red Indian buddy, "I'm hungry, we just passed a bacon tree on the trail, ride back and get me something to eat".

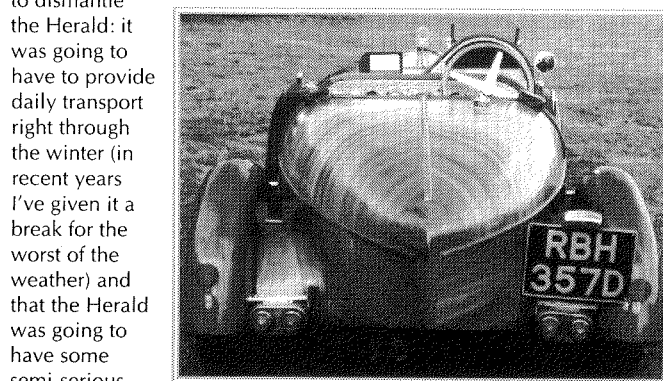
The faithful Tonto pulls full lock on his steed and rides off. Half an hour later he returns, battered and bleeding, arrow in his leg, "Kimo Savi, that was no bacon tree, it was an ambush."

# Another Wooden Wonder

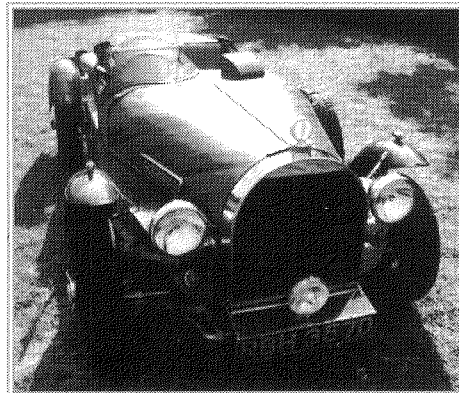
Back to my car, the Moss, you guessed it, something broke. To be precise the gear box decided that first was being overworked at the traffic light grand prix and thought it needed a rest. Starting in first now the lever shifts automatically to neutral. Driving with just the top three gears isn't too bad, thanks to the Moss's reduced weight over the original Herald. It's actually very *deja vu* because when I built the car in 83 /84 I took a chance on the gear box from the donor. Within a few days this also refused to allow me to use first - it was a year before I got around to replacing the box.

This mechanical failure of the Moss was particularly ironic as only a few days before I had started to dismantle my only other roadworthy Triumph, the 13/60 convertible. This had been resting in the garage since the end of October when the tax ran out. There was nothing wrong with it, I just wanted something to do so took the bonnet and stuff off to give it a good clean for the Spring.

Now, I don't think the timing of the problem with the Moss was a coincidence. Both of my regular readers know that I don't believe in giving cars names but that doesn't mean I don't believe that they have got feelings. I reckon the Moss realised two things when I started to dismantle the Herald: it was going to have to provide daily transport right through the winter (in recent years I've given it a break for the worst of the weather) and that the Herald was going to have some semi-serious attention lavished on it. It has obviously gone in a huff. Take my advice, cars have enough tantrums, giving them names only makes them worse.



Having to pull away in second has, indirectly, led to one problem. I was edging forward at a junction looking for a gap, just a few hundred



would be. I ordered a new pair, the front had to match, at lunchtime. The dear girl, who only lives round the corner, brought the cheque over that evening - I didn't charge her for fitting.

## ANOTHER WOODEN WONDER

Do you remember the Cawthorne Special that appeared in these pages last October? According to the car's current owner this intriguing one off wooden bodied Special was built by a shipwright in the sixties. Not long after publication I received a letter and enclosures from one K. J. Denner of Paignton in Devon. One of the enclosures was an article from the magazine "Woodworking Crafts" about the Cawthorne car. The article is not actually dated but from its contents I reckon it was published early in 1983. In it we are told that the car was built on a 1966 Spitfire chassis by two guys called Roger Cawthorne and Keith Hannaford who ran a furniture making firm, Cawthorne Woodcrafts, in Dartmouth in Devon. It seems the car took two years to build and was completed during 1982. Apparently the car drew crowds of admirers and appeared on national television and featured in the Observer. The pair went on to build another car and a small truck out of wood but since they didn't use any Triumph bits we won't worry about them.

The other enclosures with Mr Denner's letter were the photos you see here. This is the car he built himself, inspired by the article on the Cawthorne car. Looks great, doesn't it? This other timber creation resembles, in shape, the Type 35 Bugatti. The car took two years to build, under a car port, and cost £1,850. The car is built on a Spitfire rolling chassis, bought as an abandoned restoration project. The body was made from 6mm plywood over wooden frames at the back and steel hoops at the front. Two layers of 1x1/8 mahogany strips were

glued, at right angles to each other, to the ply. It was hand sanded and finished with floor seal for protection. Over 600 mahogany strips were used. To keep costs down the hard-wood was scrounged from friends and the local tip. These odd bits were cut and planed into the strips required. The alloy sheet used to line the cockpit and the engine compartment came from a scrap commercial cooker. The steering wheel was made up from blocks of hardwood, shaped by file then epoxy bonded to alloy spokes screwed to the Triumph boss. The upholstery was made on an old industrial sewing machine bought for £10. He even made his own fibreglass mudguards. Just one more fascinating fact K J Denner tells me - he is 65 years old.

What can I say, amazing, truly amazing. What excuse have you got not to get on with that project you've been thinking about? Mr Denner has offered to discuss his project with any interested party - contact me and I'll pass you on.

## MOSS CARS OPEN DAY

Dave Pegler of Moss Cars has written to me to tell of the company's Open Day which he has organised for Sunday 21st April in the splendid grounds of

The Bath Spa Hotel in Bath. Dave hopes to see many existing Moss owners at the event but he is primarily aiming at prospective customers. Test drives will be available. The do is planned for 10.30 to 4.30 and special room rates at the hotel are available for Sunday night if desired. For more details contact Dave on: **01225 331509**.

I hope to attend this event myself. ★





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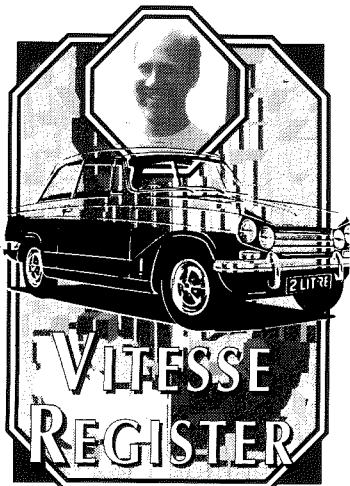
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'SPITBITZ' THE ONLY NAME TO REMEMBER

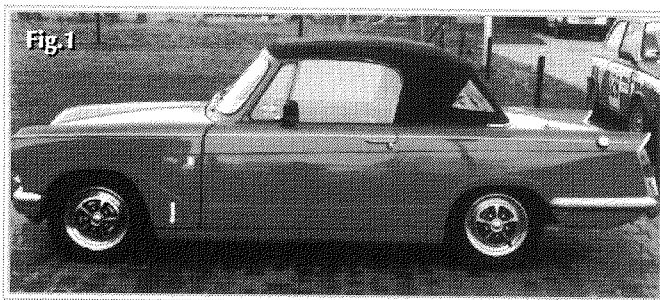
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**H**i! Beware the ides of March! . . . sorry! Just thought I would start with a classical quotation from a great sooth-sayer... (actually coming from Julius Caesar) that reminds me (in a funny sort of way!) of Christmas Day . . . awaking to 'snow', a white Christmas! . . .

I had to drive about 20 miles to visit a friend and deliver some presents . . . as I drove off into this picture postcard landscape I thought I really must stop and take a photograph . . . then I thought . . . no I'll do it on the way back! . . . what happened? Out came the (surprisingly hot) sun . . . and on the way home . . . no snow! All melted! . . . Anyway the moral of this story is to . . . "Seize the moment" . . . "Eat the peach" . . . excuse my ramblings . . . I just wanted to let you know



that we did in fact have a white Christmas . . . but with no photographic evidence! . . . (next year again maybe??).

I'm sure that the owner of this first featured Vitesse could also have awoken to snow on Christmas morning . . . as he comes from the Netherlands (do you have snow at this time of year??).

This rather nice MkII convertible (Fig.1) belongs to Jan Oldenkamp . . . the Dutch registration is DH-48-62 . . . it's English registration prior to its life in the Netherlands was JBP 79H, it has also changed colour during its life from Damson to (Signal ?) Red, Jan doesn't actually mention when the car was transported abroad . . . but does say that it is in good condition having been rebuilt about five years ago . . . but as he also says he didn't want a concours car . . . just a good drivers' car! He also says that his 'Triumph' collection is now complete . . . a white racing Dolomite Sprint for fun!, a yellow Dolomite Sprint for driving!, an 18/50 Dolomite to go to work with . . . and now a Vitesse convertible for 'open top' motoring!! (Yes! Jan is also in our English Dolomite club!!) . . . he hopes to make it to Stafford this year . . . see you there Jan . . . (in the Vitesse I hope!!)

Another convertible follows . . . (well it will soon be summer!) . . . this next one (Fig.2) has belonged to our very own (most honourable, dedicated and knowledgeable) Mike Costigan . . . he has known this Vitesse for the past twelve years or so . . . and reading through the list of additions is amazing . . . to explain, it is a one-owner from new Vitesse with 117,000 miles on the clock . . . it was 'born' in Damson . . . but the prospective buyer back in 1969 was not too keen, so he had it resprayed (from new) in Metallic Grey over Silver . . . (certainly different! . . . there is a Red coachline between the two colours . . . and monograms in gold leaf on each door . . . the registration comes from a 1950 AC 2 Litre saloon (the original owners first new car!) . . . UPA 200 . . . (nice) . . . it was transferred to all his subsequent cars . . . amongst the additions are, brake servo, extra gauges . . . (oil pressure, outside temp, amps and volts), handbrake warning light, extra air horns, fog lamps, radio, electronic ignition, halogen headlamps with specially made stone guards, bonnet mascot . . . etc etc. Mike did say "as one who worships the great god originality, it has taken a bit of effort to come to terms with it, well, actually, it took about 30 seconds - once fired up, that exhaust note soon persuaded me that originality didn't matter at all! A quick trip around the block, hood down in the frosty air, just emphasised it all, aren't they just grrrrrrr . . . eat!! . . . (Mike did also say "Besides what is original? The modifications were made when

The car was first registered . . . and therefore arguably original . . . to this car anyway!) . . . I have to agree there Mike . . . it makes no difference whatever the original owner or subsequent owners had a leaning towards . . . whatever they changed or customised to their own personality . . . (I put a rear screen wash/wiper onto my MkII saloon) . . . as long as they were cherished and 'on the road' what does it matter . . . I do hope you will have it with you at Stafford . . . can't wait to see her(?) . . . and yes! as you also said . . . "Good grief, you even write your letters with dots!!!!!! . . . (is there any other way???? Mac . . .) . . . (actually I may have explained before . . . but I use the dots as a literal . . . solid? . . . thinking space . . . if you can understand what I mean! . . . basically it's just me! . . . my own eccentric personal style! so there!).

A quick comment about the Courier covers . . . Yes! It has been noticed . . . rather a lack of Vitesse . . . (thanks to John Hillarby for pointing that out to me) . . . I have since spoken to Bernard . . . all should be put to rights soon . . . and some sort of balance resumed . . . (actually the last 'Vitesse' on the cover was back in October 1994! and it was I who sent in that photograph!)

Thanks must be extended also to Dick Plumridge . . . (fellow Vitesse nut!) . . . for all his hard work and what must have been long hours (and still on-going?) Dick has several ideas to 'improve' the whole IVR (Registration Form) system and over the last few months has been entering all the Register information (re. your Vitesse) onto a database . . . our communications continue, with a common goal in sight . . . to gain as much information on as many Vitesse as possible! and then to be able to provide you, the owner, with as much history on our Vitesse's as is possible . . . this is one of those 'watch this space' items!!!

A couple of interesting items available (and cheaply!) are the fuel tank sticker main/reserve (think I've mentioned that before) . . . the headlamp main/dip (Fig.3) and indicator stickers (for the column cowls) and new chassis plates, nice to finish off that rebuild with! . . . all from "Classic Reproductions" Thornaby, Cleveland . . . 01642 750900 . . . (they actually produce a catalogue covering several makes of classic car) . . .

Lewis Barton (Bath) popped in on his way through . . . and left, leaving behind a kind of puzzle . . . he had with him two unopened plastic packages the contents of which were wrapped in tissue paper

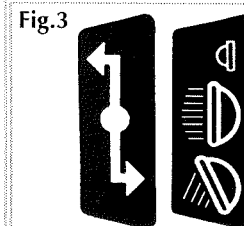


(so not easily seen!), the part numbers were 627648 listed as a hook cover, the second was part number 627649, listed only as a cap! . . . I believe I know what they are . . . can anyone confirm my ideas????

As the competition I ran on page 12 of the December Register, had an overwhelming number of entries . . . NONE!!!! What happened to all of your brains? . . . Obviously too much something . . . I suppose that I had better reveal the answers to those of you who are still awake . . .

1. You first saw this wheel on page 11 of the March Courier (it belonged to Clare Turnock's Vitesse 'Novo').
2. It is actually a MkIII Cosmic (produced between mid 1963 and August 1973) . . . the centre cap is missing, and it should be black with the spokes outlined in silver!
3. Price in the 70s would have been around £26.25p . . .

So we have no winners . . . (not even any entries!!) I'm lost for words!!! . . .



Going back to the steering column cowls, these were originally metal being changed to plastic in September 1963 . . . (interesting!) . . .

Finally, I'll enquire if anyone knows of any history on a red MkI convertible, VMF 153G . . . belonging to C Dennis of Boston, Lincs . . .

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





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'B' post striker catch SPITFIRE, GT6	£11.46
Boot hinges (pairs) HERALD, VITESSE, SPITFIRE I/II/III	£21.15
<b>B post strikers, less slider, HERALD/VITESSE, pair</b>	<b>£23.50</b>
Boot 'T' handle and keys HERALD, VITESSE, SPITFIRE I/II/III	£13.51
Boot lock assembly SPITFIRE IV/1500	£14.10
Tailgate handle, and lock assembly GT6 I/II	£14.69
Tailgate handle, and lock assembly GT6 III	£14.69
Boot latch/striker assy SPITFIRE IV/1500, GT6 all	£8.52
Chrome flip top petrol cap SPITFIRE IV/1500	£23.50
Lock barrel and keys for GT6 petrol cap	£9.40
Locking petrol cap, SPITFIRE, chrome	£15.28
Locking petrol cap, HERALD, VITESSE, chrome	£8.23
Chrome wiper arm assembly all models	£8.23
Stainless wiper blade holder, all models	£7.05
Bonnet mirror (head & stem), HERALD, VITESSE, ORIGINAL from	£18.80
Door mirror (black or chrome), SPITFIRE IV/1500, GT6 III	£14.69
Bonnet lock kit (pairs) all models	£12.34
Bonnet catch assy all models	£20.50
Steering column lock assy SPITFIRE IV/1500, GT6 III	£35.19
Ignition barrel and keys SPITFIRE I/II/III, HERALD, VITESSE, GT6 I	£5.88
Ignition barrel and keys as above HIGHER SECURITY	£8.81
Matched lock set GT6 I/II, door, tailgate & ignition locks	£21.15
Full lock set as above with paired bonnet locks	£29.38
Matched lock set SPITFIRE I, door boot & ignition locks	£16.45
Full lock set as above with paired bonnet locks	£23.50
Matched lock set, SPITFIRE I/II/III, door, boot & ignition locks	£22.33
Full lock set as above with paired bonnet locks	£29.38
Matched lock set, HER/VIT, door, boot, ign., c/box locks	£19.98
Full lock set as above with paired bonnet locks	£29.38
Cubby box lock assy, HERALD, VITESSE	£7.64
<b>Rear override HERALD, VITESSE, fully pressed [each]</b>	<b>£32.90</b>
Front override, HERALD 948/1200, original [each]	£34.66
B post capping SPITFIRE IV/1500	£4.99
<b>Chrome w/screen washer jet, complete ass., original, SPITFIRE/GT6</b>	<b>£4.11</b>
Chrome w/screen washer jet, complete ass., orig., HER/VIT	£4.99
Rear number plate light aluminium cowl, orig. HER 13/160	£9.40
<b>Windscreen frame ally capping</b>	<b>£35.25</b>
Rubber bumper set HERALD	£105.75
Bumper end cap aluminium HERALD	£8.52
<b>Front bumper, SPITFIRE IV/GT6-III (EXCHANGE)</b>	<b>£176.25</b>
<b>Rear bumper, SPITFIRE IV/GT6-III (EXCHANGE)</b>	<b>£176.25</b>

ALL CHROME, LOCKS, BRIGHTWORK AND BADGES DECALS & COMMISSION PLATES STOCKED — PLEASE RING

### PANELS — HERALD/VITESSE

Front valance quality fibreglass	£32.90
Bonnet D plate, HERALD, VITESSE	£9.99
Front wing HERALD 13/160 ORIGINAL PRESSING	£61.69
Front wing VITESSE	£82.25
Front wing HERALD 1200	£88.13
Front wing arch repair	£12.93
Sill, HERALD, VITESSE	£18.80
Door skin, ORIGINAL PRESSING	£43.48
Door under section repair panel, HERALD, VITESSE	£15.28
Door step/tread panel (not aluminium finisher) as original	£7.05
Rear wing, HERALD, VITESSE	£66.98
Rear wing arch repair	£12.93
Rear quarter valance, steel [with or without bumper strip]	£17.63
Rear centre valance, VITESSE, original pressing	£42.30
Rear centre valance, HERALD, original pressing	£45.83

### PANELS — SPITFIRE/GT6

Battery box	£14.10
Front valance, original SPITFIRE I, II, III, GT6 I, II, Steel	£94.00
Front quarter valance, SPITFIRE IV/1500, GT6 III steel	£52.88
Front quarter valance, SPITFIRE IV/1500, GT6 III fibreglass	£24.09
Front wing, original, SPITFIRE I, II, III, GT6 I	£61.69
Front wing, original, GT6 II	£84.60
Front wing, SPITFIRE IV/1500, GT6 III (GENUINE)	£32.90
Front inner wheelarch, outer section, IV/1500, GT6 III	£27.03
<b>Sill, all SPITFIRE, GT6, as original</b>	<b>£17.63</b>
Door skin, SPITFIRE I, II, III, GT6 I, II	£19.98
Door skin, SPITFIRE IV/1500, GT6 III	£19.98
Full floor, ONE SIDE, front to rear, new improved	£51.70
Heelboard panel	£18.80
Heelboard bracket for radius arm	£18.80
Rear wing, SPITFIRE I, II, III, GT6 I, II, original	£76.38
Rear wing, SPITFIRE IV/1500, GT6 III, original	£111.63
Rear inner wheelarch, outer section, IV/1500, GT6 III	£38.19
Rear valance, SPITFIRE I, II, III, GT6 I, II	£44.65
Rear valance, SPITFIRE IV/1500, GT6 III	£36.43
Boot floor, all models	£65.80

## ALL CHASSIS AND OTHER PANELS STOCKED PLEASE RING

### MECHANICAL/SUSPENSION/STEERING

Front trunnion/swivel ORIGINAL STANPART	£13.98
Front lower w/bone assy. inc. bushes, all models	£44.65
Adjustment shims for above	£1.18
<b>Front wishbone bushes</b>	<b>£1.18</b>
Steering rack exchange	£35.25
Steering rack rubber mounting	£2.94
Driveshaft all models non rototex	£58.75
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NEW propshafts from	£88.13
Front vertical link VITESSE, GT6, original	£44.65
Front vertical link HERALD, SPITFIRE, original	£44.65
Front wheel bearing kit (inc. hub felt)	£12.93
Top ball joint all models	£11.16
Track rod end all models	£7.64
Universal joint, all models	£6.46
Front suspension bolt/nut kit, all models	£14.69
Rear suspension, non roto, bolt/nut kit, all models	£14.69
Front coil spring STANDARD, state model	£14.69
Front coil spring HEAVY DUTY, state model	£15.28
Front shock absorbers (inc. bushes), all models	£21.15
Rear shock absorbers (inc. bushes), all models	£19.95
Rear full wheel bearing kit rototex models	£17.04
Rear full wheel bearing kit non rototex models	£16.45
Rear leaf spring SPITFIRE IV/1500, GT6 III late NEW	£68.15
Rear leaf spring SPITFIRE I/II/III NEW	£59.93
Rear leaf spring GT6 I/II/III, rototex NEW	£59.93
Rear leaf spring HERALD, NEW	£75.20
Rear leaf spring VITESSE 1600/II NEW	£75.20
Rear leaf spring VITESSE II NEW	£72.85

### FUEL SYSTEMS & CARBS

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

FULL RANGE OF NEW AND FULLY RECONDITIONED CARBS AND SPARES AVAILABLE. PLEASE RING

### BRAKES ETC.

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

### MOUNTS & BUSHES

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

### CLUTCHES BORG & BECK 2 YEAR GUARANTEE (3 piece kit)

HER 1200, 12/50, 13/60, SPIT I, II, III, IV, DIAPHRAGM	£59.93
SPIT 1500	£88.13
VIT 2 Litre, GT6 all models	£82.25

## MARCH SPECIALS

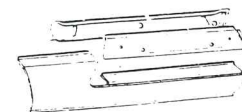
### 3 PIECE SILL KIT, ALL SPITFIRE GT6 — Outer as OE, diaphragm

inner

£26.44

6 piece sill

(both sides) £49.95



### HOODS, CARPET SETS AND INTERIOR TRIM

Hoods HERALD, VITESSE — original quality	£88.13
Hoods, SPITFIRE zip rear window — original quality	£88.13
Hoods, HERALD/VITESSE — double duck/canvas	£164.50
Hoods, SPITFIRE — double duck/canvas	£152.75
<b>Headlining, HERALD/VITESSE, saloon, Coupé</b>	<b>£44.65</b>
Pair of front seat recovering kits HERALD/VITESSE	£123.38
Rear seat covering kit HERALD/VITESSE	£123.38
Pair of door trim panels, HERALD	£47.00
Pair of door trim panels, VITESSE	£51.70
Pair of rear quarter trim panels, convertible HER/VIT	£56.40
Front scuttle side panel, HERALD/VITESSE	£9.99
As above, left hand for VITESSE, with pocket	£17.63
Under dash mill board panel HERALD/VITESSE	£17.63
Seat base diaphragm HERALD/VITESSE	£15.28
<b>Moulded carpet set, HERALD/VITESSE</b>	<b>£116.33</b>
Carpet set, SPITFIRE, tufted and bound	£77.55
Moulded carpet set, SPITFIRE	£158.63
Moulded carpet set, GT6 (state model)	£19.78
Car seat recovering kit SPITFIRE IV/1500 black (car set)	£94.00
Door trim panel SPITFIRE IV/1500 black	£24.68
<b>NEW, SPITFIRE IV/1500, GT6 III, dash top cover</b>	<b>£29.38</b>
Door trim panel GT6 — state model	£24.68
Glove box SPITFIRE, GT6 each	£15.28
Pair of sun visors SPITFIRE IV/1500, GT6 III	£29.38
Rad cowl GT6	£13.51
Rad cowl SPITFIRE	£11.69

### ALL OTHER INTERIOR TRIM STOCKED

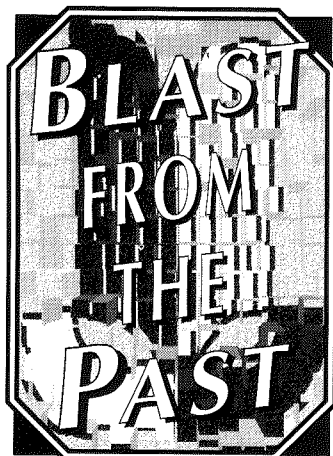
### LIGHTS AND MISCELLANEOUS

Side/Indicator light unit, Spit III, IV/1500, GT6 I/II/III	£17.63
Halogen headlight conversion set HERALD, SPITFIRE & GT6	£34.66
<b>Halogen conversion kit, Lucas Vitesse</b>	<b>£56.40</b>
Wood rim steering wheel all models	£49.35
Leather rim steering wheel all models	£32.90
Fibreglass tunnel covers, state model	£31.67
Overdrive column switch cowl	£17.63
Alloy rocker cover, 6 cylinder	£56.40
Alloy rocker cover, 4 cylinder	£42.30

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# From open Tourer to snug Saloon IN 30 SECONDS!

is the only British car to offer the family motorist open air motoring with all the other unique advantages of the Herald.

It is a convertible in its own right and is designed for safety and comfort in all weathers.

The open tourer coachwork is built on the robust Herald chassis and is basically similar in styling and construction to the bodywork of the saloon and the coupe models.

It is powered by the twin carburettor version of the Herald 948 engine developing 50 1/2 b.h.p. at 6,000rpm.

The all-weather hood is secured in the closed position by two 'over-centre' locking clips and when these are undone, the hood and its strongly braced frame fall back into the storage compartment behind the rear seat. The neat cover which

Neatly stowed away, the all-weather hood is completely hidden under a neat cover secured by press studs.



**L**ong months of sunshine have given the convertible abroad a sizeable slice of glamour not previously enjoyed in this country. Main objections seem to be that it takes too long to close the hood when showers threaten in the variable British climate.

Standard-Triumph have now produced the ideal convertible which can be changed from a sleek tourer to a snug saloon in 30 seconds without the need for the driver or passenger to leave the car. Conversely, the hood can be let down and stowed in a little over a minute.

The Herald convertible, the latest addition to the Standard-Triumph range,

is provided for the recess is secured by press studs so that the hood is completely hidden and there is no un-sightly bulge to spoil the smart lines of the car.

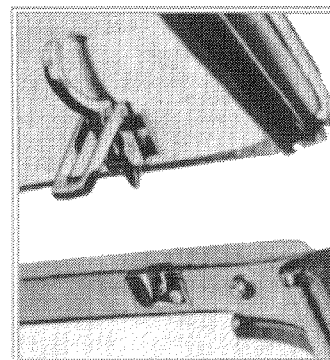
The Vynide hood has two quarter lights and a deep, wide rear window, so that the convertible has excellent all-round visibility, a feature already appreciated by Herald owners.

The boot gives 13 cu. ft. of luggage space and is separated from the hood compartment by a partition. A tonneau cover, an optional extra, can be zipped back to uncover the driver's compartment whilst still protecting the remainder of the interior.

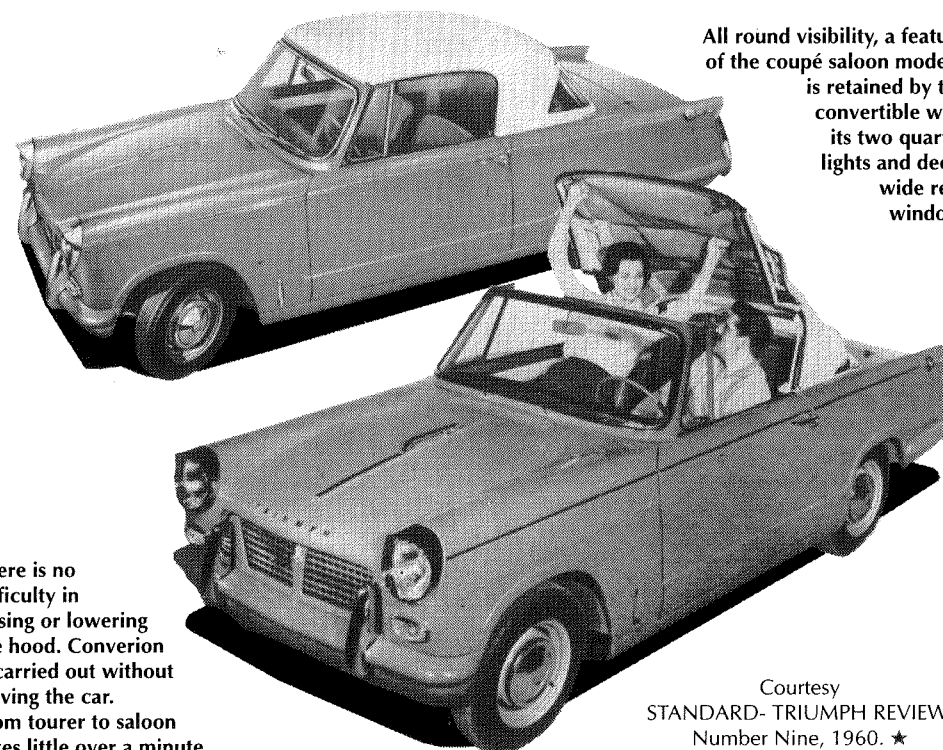
The new model has all the outstanding features of the saloon and coupe including the impactoscopic and adjustable steering column, collapsible fascia, a forward hinged bonnet providing the maximum possible access to the engine, easily detachable bolt-on body panels for quick repairs at low cost, and independent suspension on all four wheels.

There is no difficulty in raising or lowering the hood. Conversion is carried out without leaving the car. From tourer to saloon takes 30 seconds, and from saloon to tourer takes a little over a minute.

All round visibility, a feature of the coupe and saloon models, is retained by the convertible with its two quarter lights and deep, wide rear window.



Over centre locking clips secure the hood in the closed position. (above).



All round visibility, a feature of the coupé saloon models, is retained by the convertible with its two quarter lights and deep, wide rear window.

There is no difficulty in raising or lowering the hood. Conversion is carried out without leaving the car. From tourer to saloon takes little over a minute.

Courtesy  
STANDARD-TRIUMPH REVIEW,  
Number Nine, 1960. ★





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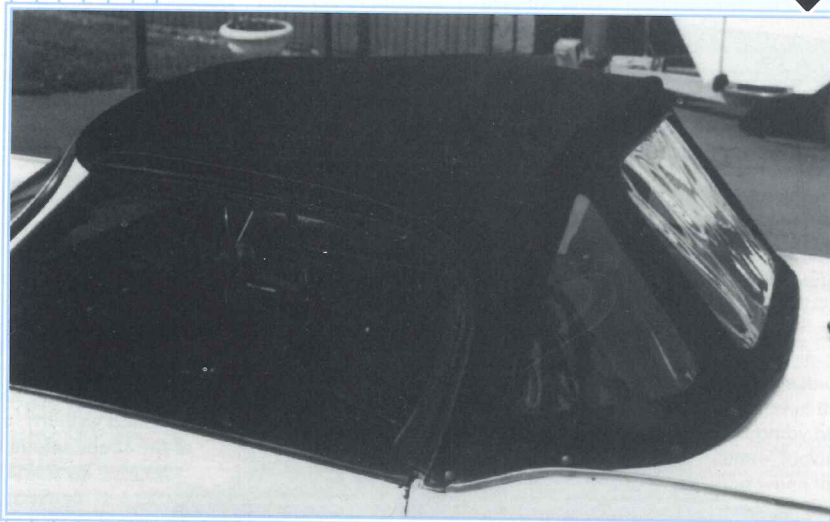
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ST100	H/DUTY VINYL	£95.00
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ALL HOODS SUPPLIED WITH H/DUTY VYBACK WINDOWS  
COLOURED PIPING AVAILABLE ON REQUEST. RING FOR DETAILS.

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### SPITFIRE

ST520	VINYL	£80
ST521	VINYL 1500 WITH HEAD RESTS	£90
ST523	CANVAS	£110
ST524	CANVAS 1500 WITH HEAD RESTS	£120
ST525	MOHAIR	£160
ST525A	MOHAIR 1500 WITH HEAD RESTS	£170

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**£4.95**

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### HERALD/ VITESSE

ST521	VINYL	£85
ST524	CANVAS	£110
ST526	MOHAIR	£160



## HOOD CARE PRODUCTS



**FREE**  
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## HOODBAGS

### SPITFIRE

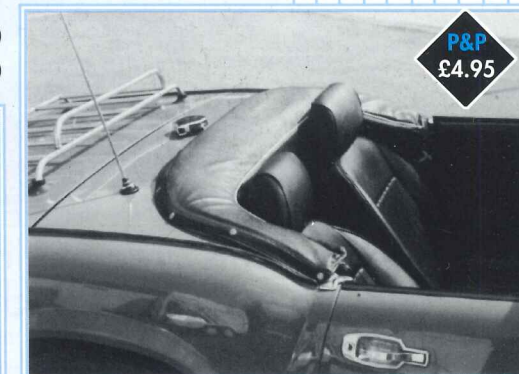
ST531	VYNIDE	£55
ST533	CANVAS	£90
ST535	MOHAIR	£125

PLEASE STATE MODEL & YEAR

### HERALD/ VITESSE

ST532	VYNIDE	£55
ST534	CANVAS	£90
ST536	MOHAIR	£125

**P&P**  
**£4.95**



**GR201 - MAXOL (1 litre) £11.95**  
Reproofs and cleans, available in black or clear. Black restores colour in faded Canvas and Mohair hoods.

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**£2.95**

**GR203 - SEAMSEAL - £3.50**  
Seals up leaking seams.

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Lubricates and protects zips.

**AG104 - AUTOGLYM - £3.95**  
Vinyl and rubber care.

**P&P**  
**£1.25**





# STAINLESS STEEL EXHAUST SYSTEMS MARCH DISCOUNTS



The comprehensive range of Bell exhausts and manifolds are offered at reduced prices for this month only with savings of upto £45 on selected systems.

All systems are held in stock at TSSC HQ and are usually dispatched on the same day.

In order to keep the prices of these systems as low as possible we are now buying in larger quantities to reduce the prices and to satisfy the demand that we get at this time of year.

**HAVE A LOOK AT THIS MONTH'S DISCOUNT BROCHURE TO SEE IF YOUR CAR IS LISTED. IF IT ISN'T PLEASE GIVE US A RING, WE WILL BE HAPPY TO GIVE YOU A PRICE.**



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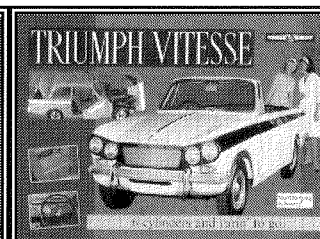
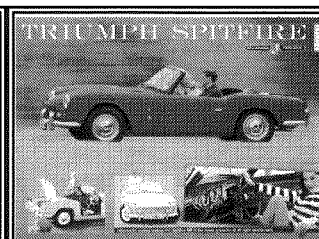
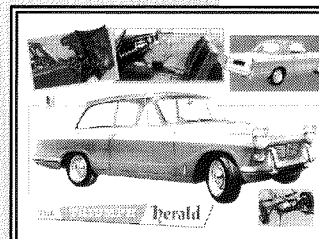
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## NEW PRODUCTS

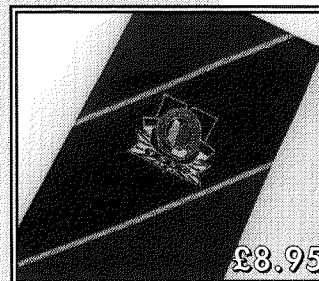


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#### NT100

A superb quality classic tie Navy/Burgundy with Gold pinstripe & woven Club logo.

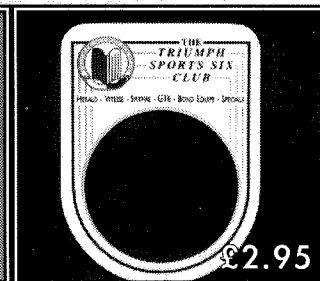
### CLUB MUGS



#### CM100

Dark Blue with Gold logo and rim.

### TAX DISC HOLDER



#### TD100

New design. White and Blue logo.

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We have back copies of the Club magazines dating back to 1980, far too many to list in this advert.

If you are still looking for that elusive technical article or wish to replace any missing issues - please call TSSC HQ and we will send you the full list of copies available.

**ALL PRICES INCLUDE P&P**

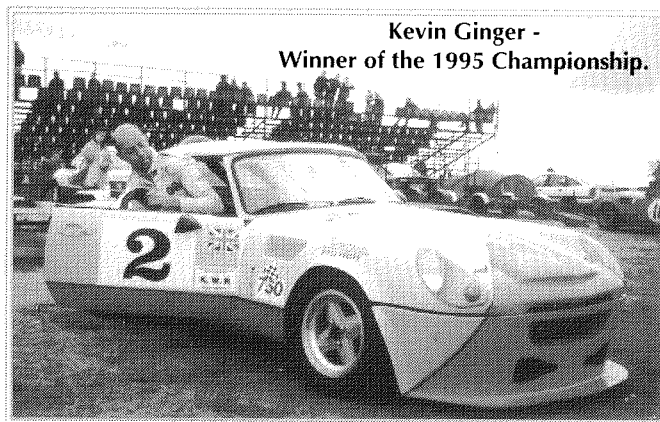
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# TSSC RACING CHAMPIONSHIP 1996



Kevin Ginger -  
Winner of the 1995 Championship.

**R**ound One of the nine race series begins at Mallory Park on Sunday 24th March. There are to be some new drivers out with those who you may have seen before and the championship looks set to bring another season of close racing.

Mallory is an excellent circuit for spectating. Access to the paddock is gained via the bridge on the start/finish straight and from the hill above the Devils Elbow, you can see virtually the whole circuit. The track is one of the shorter circuits used which means that laps are quick and frequent which keeps the action exciting all day.

Admission to events will be around £5 per head and for this you will see both morning practice and the afternoon racing, for not

only will the club cars be out in Roadsports, but the day will have a full programme of other races for Single Seaters, Kit Cars and Hot Hatches.

## HOW TO GET THERE

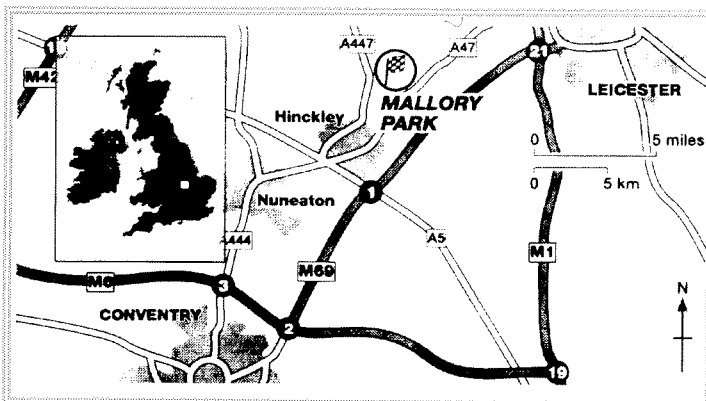
Mallory Park is in Leicestershire near Kirkby Mallory, just west of the M1, Junction 21.

If you would like to race your car in the TSSC Championship,

it is not as out of reach as you may think. Contact Jo Field on: **01858 431207** for a full information pack. Better still, come along to a race and talk to the drivers.

## CAN'T WAIT TILL THEN?

Club cars will be out for the first race of the 750 Motor Club calendar on March 16 at Silverstone. ★



DAVE BEARDSLEY

## TRIUMPH BOOKSHOP

ORIGINAL BRAND NEW LEYLAND PUBLICATIONS

Telephone: **01858 434424**

### Parts Catalogues

Herald 1200 (all models)	£19.95
Herald 13/60	£18.95
Vitesse 1600/2 Ltr MkI	£19.95
Vitesse 2Lr Mk II	£18.95
GT6 Mk I & Mk II	£18.95
GT6 Mk III	£19.95
Spitfire 4/Mk II	£19.95
Spitfire Mk III	£18.95
Spitfire Mk IV	£17.95
Spitfire 1500	£18.95
TR2/3	£22.95
TR4	£22.95
TR4A	£22.95
TR250 (TR5)	£22.95
TR6	£22.95
TR7	£24.00
TR8	£24.95
Stag	£25.95
Dolomite all models inc. Sprint	£33.95
1500 RWD	£15.95

### Workshop Manuals

Herald 1200	£24.95
Herald 13/60	£24.95
Herald (all models) German	£32.95
Vitesse '6'	£24.95
Vitesse 2Lr Mk I/II	£24.95
Vitesse/GT6 (all models) German	£33.95
GT6 Mk I/II/III	£24.95
Spitfire 4/II/III	£24.95
Spitfire IV	£21.95
Spitfire IV/1500 Dutch	£33.00
Spitfire 1500	£21.95
Spitfire 1500 German	£33.00
Spitfire IV/1500 French	£33.00
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TR6	£27.50
TR6 German	£29.50
TR7	£31.95
TR8	£28.95
Stag	£24.95
Dolomite Sprint	£32.95
2000/2500/2.5 PI	£27.95
1300 FWD	£15.95
1500 FWD/1500 T/C	£23.95
1500 R.W.D. 1500	£23.95

### Handbooks

Herald 1200/12/50	£5.50
Herald 13/60	£5.50
Vitesse '6'	£5.50
Vitesse Mk I	£5.50
Vitesse II	£5.50
GT6 Mk I	£5.50
GT6 Mk II	£5.50
GT6 Mk III	£5.50
Spitfire 4	£5.50
Spitfire Mk III	£5.50
Spitfire Mk III German	£7.00
Spitfire Mk IV	£5.50
Spitfire Mk IV German	£7.00
Spitfire 1500	£5.50
Spitfire 1500 German	£7.00
TR4/TR4A	£5.50
TR250 (TR5)	£5.50
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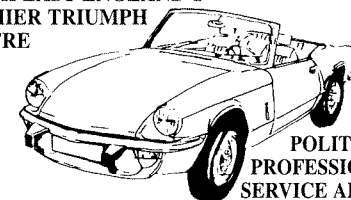
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**H**ello everyone. No my Vitesse isn't complete yet, but it's getting nearer day by day and costing the proverbial arm and leg. Stafford, here we come!

I've recently seen an electronic representation of my Herald in full colour on the Internet/ Word Wide Web:- does this mean that my car is now the fastest Herald in the world, since it's now travelling at the speed of light. And while it's bouncing off the satellites, I suppose that also makes it the highest mileage Herald on, or off, the earth!:- I guess the answer is 'virtually', and long may it continue to cruise that information superhighway!

Today, a man from the BBC came round to interview me about classic car security and took some Hi8 video film of my Herald, as it is apparently fairly

unusual to own a convertible classic and have it parked out in the street for some 15 years, and indeed not have it stolen!

I'm not yet sure that the Beeb'll actually be interested in coming back to film it, (and me!), properly for use on the TV programme itself, but if they do, it'll be good publicity for the TSSC.

The programme is apparently a new series of 'Crimestoppers' to appear on BBC TV some time soon. If they don't use it, never mind, perhaps my input during the interview may help someone out there to keep their classic Triumph from the evil clutches of some unmentionables?

I've received New Years greetings from the Triumph Club de France, namely, Marc et Sophie Baudier – their President and his wife.

They wish one and all in the TSSC a very happy new year. Furthermore, they inform me of their club's major event for 1996, which will be taking place in Contrexeville (Vosges) in a three star hotel called Hotel Cosmos, the dates are, as in earlier years, on the Ascension weekend of 16th-19th May, 1996.

If any members are interested in participating, please write directly to Marc and Sophie Baudier at Triumph Club de France, Siege Social, 29 Allee du Forgeron, 78310, Coignieres, France.

Next along comes news from the Jersey Classic Vehicle Club (Fig.2) about their Spring show taking place on May 6th at the Howard Davis Farm, Trinity, Jersey, Channel Islands. Please contact The Hon. Chairman, Garry Priest at 01534 47100 or write to him at 'Guildford', Bradford Avenue, St. Brelade, Jersey. JE3 8DP, CI.

Long standing TSSC members Michael and Mary Cohen tell me that they would love to see some mainland TSSC members attend this special event, and a special travel/accommodation package is available.

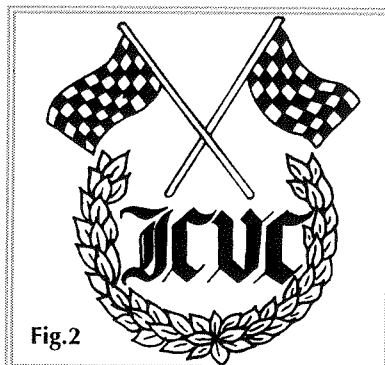


Fig.2

There are at least 24 trophies to present this year and you can expect many different marques of classic cars and bikes from the 50s and 60s etc. plus military vehicles from WWII up to the present day.

There will be a BBQ as well as childrens' activities to keep all amused. They also point out that the show weekend is also on a special week on Jersey as May 9th

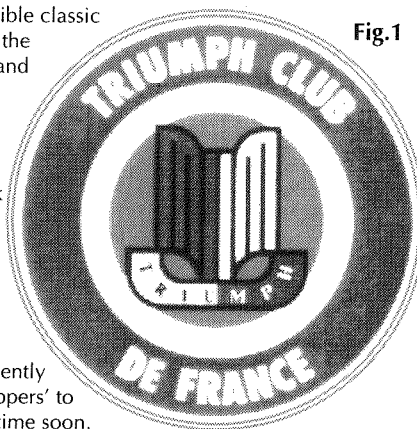
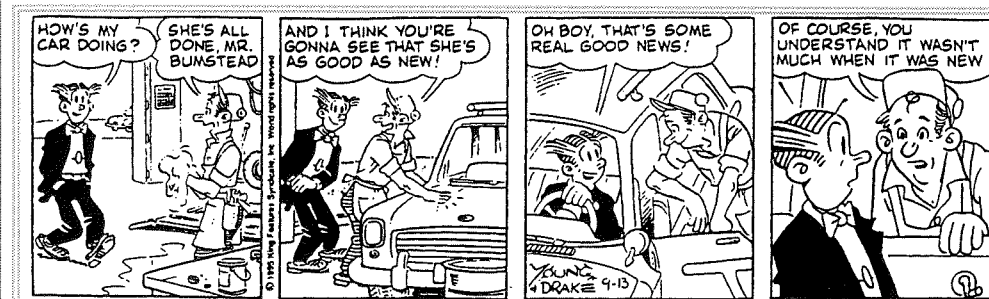


Fig.1

is Liberation Day, a very special day on the islands. Any TSSC member is very welcome to contact the Cohens on 01534 615873 for any further details they may require!

And now, it's cartoon time again! Courtesy on P.T.O.A. of Oregon, USA:



Before this report continues to muddle along, here's a couple of pictures of French Triumph owners enjoying themselves with their favourite cars! (Fig.4&5) Kindly supplied by Amicale Spitfires of France – merci bien!

Regular readers may care to cast their minds back to my November 1995 report (Courier 185, pgs. 64-68), where I reported on a certain US Spitfire belonging to Vicki Hart. The story originally appeared in 'Auto-X' magazine of April '86, related to Vicki's Spitfire and her adventures with that little car from new on 15th August 1977 through to April 1986, and at the end of the story I wondered what had become of both Vicki and her Spitfire since then. Well, now I am able to relate

if we didn't live with each other and called it quits after nine years of marriage. It was quite amicable as such things go and the only thing we couldn't agree on was the custody of the Spitfire. Initially he was to take it, but as the appointed day grew near, I found myself literally feeling ill. Losing the car was like losing a best friend. Although I wouldn't admit to anyone outside the car club for fear of the little men in white coats, I was emotionally attached to the mass of British steel, Lucas electrics and Whitworth fasteners. Fortunately, a very dear friend of mine happened by one day as I sat in the Spits driver's seat crying over our impending separation.



Fig.4

part two of the story, because with the help of TSSC member Dave Bayliss, Vicki Schlierer, nee Hart has been kind enough to exclusively relate to us, the story of her Spitfire from April '86 up to date. PS, an amendment to the last article, the mysterious abbreviation "CSP" meant "Class C-Street Prepared" and is part of the SCCA (Sports Car Club of America) Autocross classing system and is the class that the Spitfire runs in, and now, back to the story, entitled 'From Bomb to Beauty' pt 2 . . .



Fig.5

He said simply, "If you feel that strongly about it, don't let him





area. Because of this, Rik and I thought we would do very well. We chose to take the Spitfire rather than the TR3 because the Spit's odometer worked! Rik drove and I navigated. Just as payback for being cocky, I missed an instruction in the first leg of the rally. When we got back on course, we were over one minute late! But the speed was only 37mph and the road was well paved and straight, so rather than take a time allowance, we decided to go for it. I did my calculations and gave Rik updates every half mile as to how we were doing. We were just getting back on



time when a checkpoint came up. I knew we weren't too far off, and was excited when I got our control slip and learned that we had a "10", meaning that we were about 6 seconds off from perfect time. We were congratulating ourselves when it hit me, we weren't six seconds LATE, we were six seconds EARLY! Rik never did admit to me how fast he was going.

The autocross had to be squeezed onto the roof of the hotel parking garage. Not an ideal situation but one made very enjoyable by the fact that Grassroots Motorsports editor Tim Suddard was running the event.

Tim's magazine was the one that featured part one of this article in April 1986. He used the Spitfire and my husband's 1958 TR3 to check the course. Finishing his run in the TR3, Tim allowed that there was "just a slight difference" in the handling of the two cars!! The tight course was ideal for the Spitfire and I held FTD (Fastest Time of the Day) until late afternoon, when once again, a fully modified TR8 came along and beat our time by 0.02 (that's two hundredths) of a second. The driver of that car was less than sportsmanlike in his victory, writing "FTD Autocross" in red letters on his name badges and taking every opportunity to tell anyone that would listen how he beat the 'Autocross Magazine cover car'. Given that the TR8 had twice the number of cylinders and a lot more horsepower than the Spit, a margin of 0.02 seconds was not much to be bragging about. Justice was served, however, as the host club didn't announce the FTD winner or award a trophy for it. And just one month later, I learned that the Spit was running on only two good cylinders at the time. On our way to the Vintage Fall Festival at Lime Rock race track in nearby Connecticut, an ominous noise from the engine was followed by even more ominous steam from under the hood. We nursed it back home to learn that the number one and number four pistons were severely burned and scored. So it was after thirteen years and over 100,000 miles, the Spitfire had its first engine rebuild.

That project took most of the winter of 1990. The next summer brought a trip to the 1991 VTR National Convention in Fort Mitchell, Kentucky and another first place in the autocross there (open class). In 1992, the New York state regional autocross championships were held in Utica, only an hours drive away. So in the company of long-time friend and fellow Spitfire enthusiast, Bob Bownes, we headed off to try our luck playing with the big boys. We'll never know how we

would have done. During the second run group, the dark clouds that had threatened us all day opened up with a vengeance, bringing golf-ball sized hail. We made a scramble for cover. When I realised it was hailing, I tried to go back out to cover the Spitfire, but Bob and my husband literally restrained me saying it wasn't safe. It also would not have done any good. When the onslaught finally was over and we could survey the damage, the tarp covering Bob's race car was torn to shreds. The Spitfire had four major dents in the bonnet and chipped paint everywhere. We fared a lot better than some. A brand new \$60,000 aluminium bodied Acura looked like the surface of the moon, and several motor homes on site had broken windows. The good news was that our insurance paid a nice sum to have the Spitfire repaired. With a little judicious shopping we were able to get the bodywork and paint done and have some left over to do new upholstery and carpets. One of the best shops for that work around here is George's Auto Upholstery. George is from Greece and takes great pride in his work. "you no worry, I make it-a nice for you". Rather than wrestle with one of the "ready to fit" carpet sets that really doesn't, we decided to let George custom make a set of carpets. So after the paint was all done, we brought the car to him with the interior completely removed. When it came back, there were nice new black carpets . . . glued

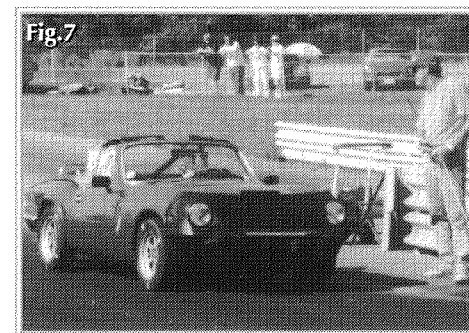
securely. Glued over the transmission tunnel (which needs to be removed to bleed the clutch cylinder), glued over every drain hole . . . well, you get the picture. George apparently wasn't familiar with British engineering. Putting the interior in place at best is a slow painful process . . . searching for holes totally obscured by carpet and plugged with super industrial strength adhesive makes it nearly impossible.

Nevertheless, the Spitfire with new paint and interior made its debut that summer and won "Most Improved Vehicle" at the Adirondack Triumph Association annual show, British Motofest. That was just before we made a trip to the Roadster Factory's summer party and just after I learned that I was pregnant with our first child. With my doctor's approval, we set out on an eight hour trip, intending to autocross, drag race, rally and generally have a British car blow-out before the arrival of the baby in February of 1994. The trip was uneventful, but long, given that I had to stop every two hours to use the "loo". We were within two miles of the hotel and looking forward to a meal and a rest when I heard an ominous noise from the rear of the car. Something like a squeak, but with distinctive metal-on-metal sound . . . .

We nursed the car to the hotel and set about to find the source of the problem, hoping that it was fixable with the few tools we had in the car. The first task was to pinpoint the exact source of the noise, which we couldn't do from the driver's seat. The solution was obvious, in a scene worth of Monty Python's Flying Circus, Rik lay on his stomach across the boot lid, clinging to the roll bar, with his ear in the driver's side rear wheel well while a pregnant woman drove this little brown car in circles around the only working light in the parking lot.

About this time, hotel security showed up. We tried in vain to explain what we were doing, but the complexities of British car ownership were lost on him. Fortunately he decided we were either harmless or too far gone for his taste, and let us go about our business. Through the process of elimination, we decided that the universal joints were the culprit. We took a chance that someone would be manning the Roadster Factory's phones and were rewarded with a friendly voice who listened to our plight and promised to call back. And the call came . . . from none other than Charles Runyon, founder, owner and person in charge. Charles assured us that he had all the needed parts in stock and even offered to send someone down to the hotel the next morning to help us fix it. Thinking that we would need access to a shop press, we opted to attempt the 20 minutes drive to the Roadster Factory the next morning. After agreeing on a time and route, so help could be sent if we didn't show up, we thanked Charles and headed out for a long-awaited dinner.

The Spitfire made it without incident, and after five hours and lots of



help from Roadster Factory employees and our friend and fellow Spitfire enthusiast Russ Moore, we were ready to roll. The drag racing was almost over, but we decided to drive out to the track to see what was happening. As it turned out we got there just in time for the final run before eliminations started. So I gave it a try. And kept winning. All the way down to the final elimination run, which put me up against a TR8. The horsepower wasn't a major disadvantage since I would get a head start based on the cars previous times. The TR8 came screaming past at the finish (I'd never seen anything move that fast) but was too late by a rubber bumper. The little brown Spitfire was 'top eliminator' for the day.

We decided to skip the rally the next day to concentrate on the autocross and catching up on much needed sleep. When our runs were over, Rik and I held first and second in the class, with only 0.1 seconds separating us. When all was said and done, not one but two Mini Coopers split that 0.1 second, leaving me in first place and Rik in fourth. All in all, a good showing for the brown Spitfire.

The real fun came at the awards ceremony, where, as I collected the trophy for top eliminator at the drag race, it was announced that I was three months pregnant. The ladies cheered, most of the men groaned.

I'd be severely remiss if I didn't mention here the birth of our beautiful daughter, Emily, on February 8, 1994. Her first ride in the Spitfire came that April. While she likes the Spitfire just fine, she really prefers Rik's TR3,



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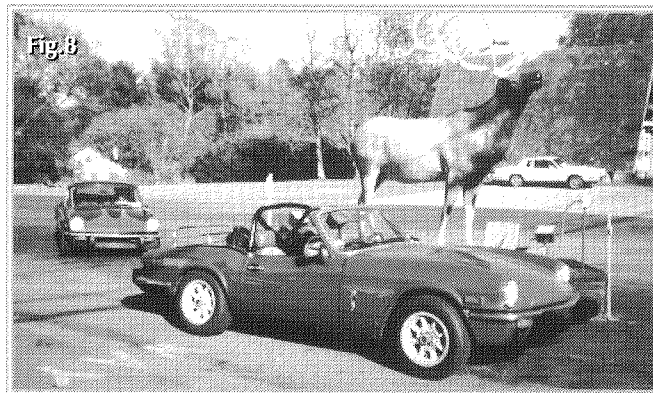
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making a straight line for it every time she's in the garage. In August of that year, we left Emily with a sitter and took off to North Carolina for the 1994 VTR National Convention. An ill-fated trip at best. The autocross was held on the city street, and on my first run, something went badly wrong and the car spun

to November. The Spitfire is in the garage for the winter. Rik and I are busy as co-chairs of the 1996 VTR National Convention, with the Adirondack Triumph Association who are hosting the event at Albany, New York from 10th-14th July 1996 - with the concours being held in Central Park in Schenectady, further details from the A.T.A., P.O. Box 2207, Albany, N.Y. 12220, USA, or phone Rik or Vicki on 00-1-518-356-5244 before 10pm Eastern Standard Time.

It's been a long, interesting journey since August 15th 1977, when I took the Spitfire home from Gran Prix Motors in Jacksonville, Florida.

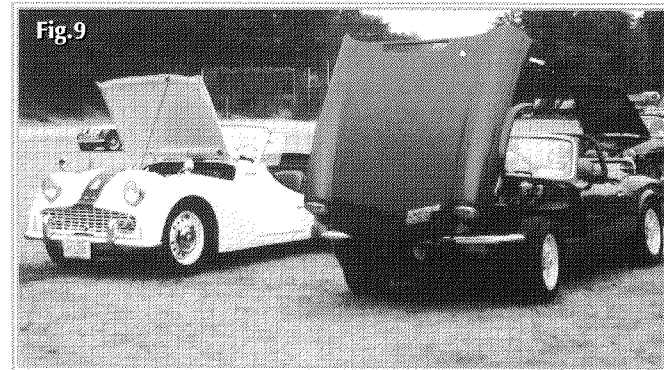


I often think of the other two Spitfires on the lot that day, a red one and a white one, and wonder about their fate. Certainly they were not as fortunate as FM65194U. And their owners were not as fortunate as I, to have come into such a wonderful hobby, and meet such wonderful people, on both sides of the Atlantic. And here I'll digress a bit. I've never met such generous and friendly people as I have in the British car hobby. When we had the accident in North Carolina, we were overwhelmed with offers of help, even in the parking lot at

and hit the curb, hard. Hard enough to snap the right front brake caliper, break the tie rod, bend the rear half shaft and the steering rack and an assortment of other nasty things. But a Triumph Convention is one of the best places to have a problem and Steve Eckerich, a wonderful local chap who raced Spitfires had all the parts we needed. The accident happened about three in the afternoon. At 1am, after replacing most of the suspension and steering bits on the right side, we were taking it out for a test drive. And the next morning, washed it and drove it onto the concours field to the applause of all the spectators. And it took us all the way home (over 1200 miles). It did take several months to sort out all the little problems, and for me to get my courage back after such a major incident, but the next summer we were winning autocrosses again.

And that just about takes us up

midnight. One person even offered to drive his concours winning TR3



home and let us use his trailer and tow vehicle. People called the next week to be sure we got home safely, and people I've never met, in a country across the ocean, read an article in Autocross magazine and wonder what happened to a little brown Spitfire. British car owners are truly a special breed and I'm proud to be one of them. Thank you for letting me share my experiences with you (by Vicki Schlierer).

Our grateful thanks to Vicki for the above, hey, how about some more stories from other International Triumph people like that, with photos please!

Until next month, it's back to the Vitesse! All the best . . . Leon. ★

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HOODS. SUZUKI 413, 410, DAIHATSU, STRADA, SCIMITAR 2 CV, F20, F70, F75, ROCKEY AND F80.



## COUSIN SVEIN

A plea from one of our TSSC Norwegian members. Can anybody help me to locate a source for 'Perspex' light lenses for a Lenham bonnet.

If you can help, please contact me via Angie at the club headquarters.

**Svein Johannessen**

## RESULT!

I thought I would just drop you a note to tell you that I have just transferred my RAC cover to the TSSC RAC scheme.

If I had renewed outside the Club it would have cost me £74.00 renewal of cover plus £17.00 for an extra card for my wife, a total of £93.00.

Renewing through you I paid £63.00 and the wife is covered if she can quote my membership number so I do not need that extra card. Nearly enough saving to pay my Club membership!

**George Walker**

## OUT-RIGGED

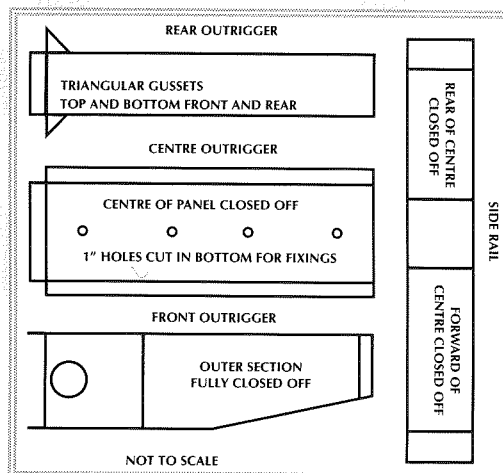
I wrote to HQ back in September, about the problems I had experienced with my Vitesse chassis. So I thought now was a good time to give an update. Having sorted out the various problems I turned my thoughts to improving the rigidity of the frame.

It already had heavy duty side rails and out-riggers, but still seemed to flex too much for my liking. I had a chat to my sheet metal worker friend and he fabricated some closing panels for the side rails and out-riggers (see diagram). I fitted these to the chassis and was surprised at how much it had stiffened the structure. In addition gussets were fitted to the rear outriggers, as there is very little in the way of contact between the main rails and the rear out-riggers, and a lot of forces are transferred here by the trailing arm.

After all this work the chassis was grit blasted and sent off to be galvanised, including the front turrets.

It's back in the garage now, awaiting reconstruction! If anyone is interested in the bits I had made up, please send a SAE to S. Newbury, 87 Tower Road, Epping, Essex. CM16 5EW.

**S. Newbury**



...PEN TO PAPER

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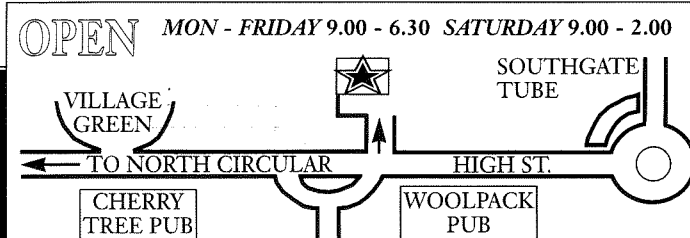
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## YOU NEED STABILISERS!

Prior to the 1964 Le Mans and after the April practice, Kas Kasther sent me an E.M.P.I. Camber Compensator and asked for it to be evaluated and fitted to the Tollius/Rothschild race car if possible, as you can imagine development time was at a premium so I had the bar fitted to a standard Spitfire to get some experience and to be able to evaluate the car out-side working hours.

This evaluation was just of a 'Bolt-on-goody' fitted as per instruction sheet. The improvement was marked, both on the road and under test conditions at M.I.R.A. when the vehicle was driven HARD. Observers following during the tests noted that the 'tuck under' tendency was not as pronounced as normal and that cornering stability was improved. By this time I was finalising the rear suspension settings on the race cars and as part of the final programme we tested the E.M.P.I. set up.

Results showed marginal improvement when the fuel tank dropped below 3/8 full but otherwise nothing appreciable was noted.

The minus side was that ground clearance was appreciably less as the stabiliser pivot and pivot bracket were mounted on the bottom of the differential housing and on the race car, rapid wear of the pivot bolt and rubber bushes. Certainly a lot of development and design time would have been needed to adapt it for use on the race car.

The sequel to this is that the evening after the '64 race I had

a phone call from the Le Mans Hospital asking me to visit Mr Rothschild urgently. On being shown into his room his first words were, "I told you we should have fitted that stabiliser!" He actually wanted me to drive him to Paris the next morning to catch a plane back to America to consult his own doctor about the injuries he sustained during the race.

With reference to an article earlier in the year illustrating a choke cable with outer casing in two parts joined by a rubber tube and two circlips.

The reason for this was to stop noise being transmitted up the cable into the cockpit area, ie 'buzz' up the cable.

The idea was to leave a 1/4in. gap between the two pieces of outer cable to stop the noise and then join the cable with the rubber tube 'isolator' and hold it on with a circlip either end.

**Fred Nicklin**

## BACK TO THE FUTURE

I thought I'd share this recently re-discovered negative with everyone. The first photo was taken in 1972 (before our marriage) and the second in 1992 (after the Herald's restoration as detailed in previous Courier articles). The Vitesse is currently off the road awaiting rear axle drive (coupling) repairs, etc. Anyone else got a set like this?



P.S. There are 3 children missing from the second (1992) photo!

**Graham Holt**  
(NE Area Organiser.)



## WHERE ARE THEY NOW?

I wonder if any of my old Triumph's have survived, as I would be very interested to know.

The first one being a 13/60 convertible in valencia blue, REG JJT 311F owned from 1981 to 1986.

The second, a 1962 Triumph Vitesse 6, Reg 537 RAE owned from 1982 to 1983.

The third, a 13/60 saloon in Damson REG UNK 211J owned briefly in 1989.

**John Birch**

# TRIUMPH TUNE

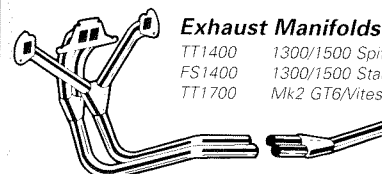
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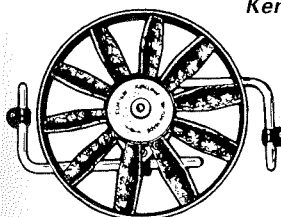
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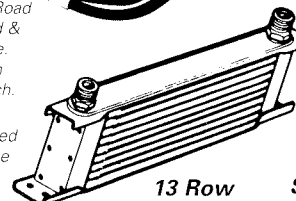
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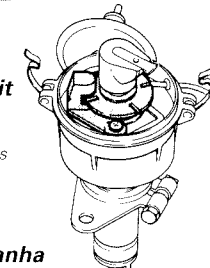
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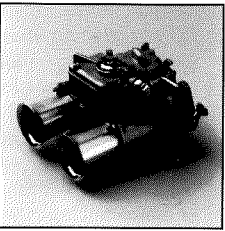
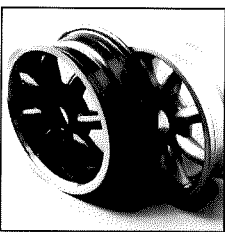
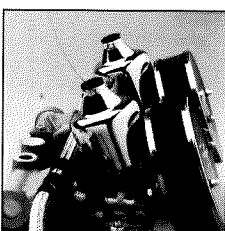
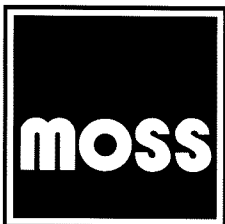
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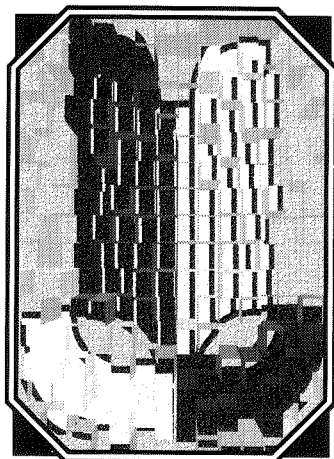
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# Poetry in Motion

## Part 2

the most sensible investment. When fitted my hopes were fulfilled: it looked beautiful, the shiny twin pipes giving a powerful finish to the rear, and a new exhaust note – rich and deep without being noisy. Indeed it sounded as expensive as it was, if not more so. Since the system went on, however, certain country roads have had to become ‘out of bounds’ owing to a severe reduction in ground clearance: a point to note for anyone contemplating the heavy and inevitably low-slung system.

(Of course there is no problem on most normal road surfaces, but I have to watch for those RAMP signs on roadworks). A few years later I saved up for the appropriate stainless steel manifold downpipe, the gleaming coupe de grace for THAT HORRIBLE JOINT! The steel has discoloured slightly with time, heat, and road dirt, but it still polished up brilliantly with Autosol cream, an old-established product but arguably still the best medicine for poorly ‘shiny bits’.

Next came chrome bullet mirrors, the result of another long-pondered decision to replace the original 1970s style mirrors which had always seemed too big. The new ones are beautiful pieces of streamlined sculpture – although fiendishly difficult to fit over the existing holes high up in the doors – and they lend even more grace to the car’s flowing lines. At the same time I stripped off the factory-applied paint from the bonnet levers revealing Michelotti’s delicate ‘M’ on the perfect chrome.

These remain the only modification to the car’s external appearance, the interior is totally original too (apart from the compass), to the perennial delight of concours judges. Careful use of rubber mats

has preserved the original black carpet, and the seats have survived countless picnic lunches in the car. (The trick is to spread a travel rug over your knees to catch the inevitable crumbs and spillages – it’s warmer too!). The wooden veneer of the dashboard responds well to Pledge furniture polish, while the interior vinyl benefits from Armor-All which ‘protects and beautifies’ as the Americans say.

More changes have taken place under the bonnet than anywhere else on the car – but these developments have evolved slowly over the years. The cardboard engine valances

which again made a dramatic difference to looks and cleanliness. When eventually backed by a stainless steel heat shield – fitted to combat the well-known overheating problem on Spitfires – the carburettor side presented a tidy face to the world while the engine breathed clean and free and ran cooler than ever, especially when it became assisted by an oil cooler. This has kept temperatures noticeably down on long summer runs. Apart from the alterations mentioned here and the addition of a stainless steel rocker cover, the engine is as original, but the underbonnet view is very different from the day it came out of the factory. Everybody likes the polished brass radiator, the flash of chrome and steel, the polished jubilee clips on the hoses, and of course the gleaming copper brake pipes with their brass unions.

All this and much more nearly came to a bad end in 1987 when there was a fire in the garage caused by the negligence of a painter using a fearsome blowtorch and allowing glowing balls of paint to drift under our garage door and on to the car. By the time the alarm was raised it looked very serious, the garage was filled with dense black smoke and a wicked red edge of flame was advancing up the boot lid eating that lovely Russet Brown paint as it went. One rear light cluster was a nest of fire. Although a cherished vehicle was being destroyed the thought did occur to me, “Just let it go and get the insurance”, but in a split second I realised the petrol tank was brim full, so was that of my mother’s car, parked ahead of the Spitfire in the smoke-filled garage. If those petrol tanks blew, the whole garage would go up, if the gas pipes round the garage walls blew, the whole house might explode, taking us and a few neighbours with it.

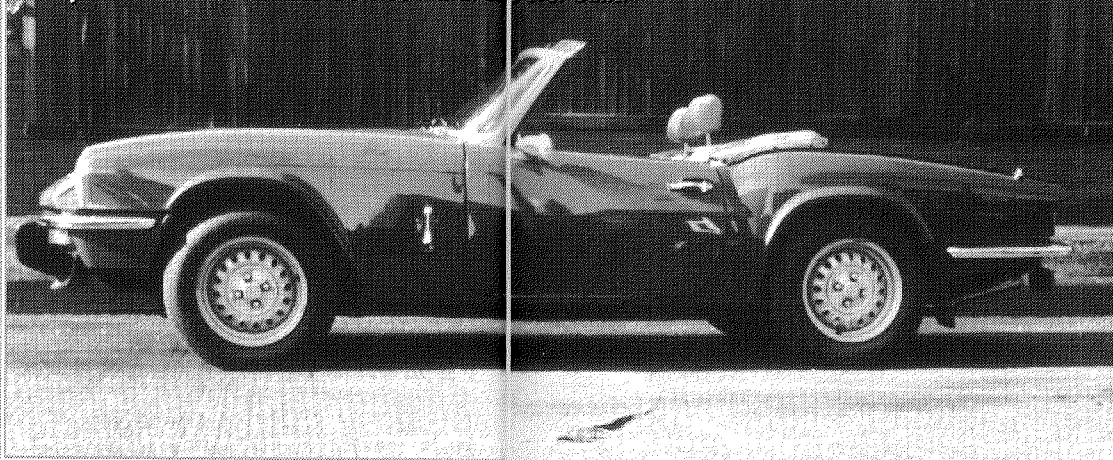
I had to put out the flames before they reached the Spitfire petrol cap! I dived into the car and had to reach into the well behind the seats with a full petrol tank between my nose and the advancing flames in order to get hold of the fire extinguisher – which fortunately worked like instant magic. The firemen who later rushed into the garage with hoses at the ready told me

looked shabby from the outset, and little better after several coats of black paint, so it wasn’t long before I had the idea of removing them altogether. It’s a step away from originality of course, but the difference really is amazing, already superb accessibility is improved even further, and there are fewer traps for dirt and corrosion. Next to go were the untidy breather tubes running back from the radiator to the air filter box. I changed that to twin pancake chrome filters

I had averted a major disaster in the street and saved the lives of at least five people – including that of the hapless painter who sat quaking on the wall waiting to be sued. The moral of this story is: keep a fire-extinguisher in the car AND in the garage. Once cleaned up, the damage was revealed as much less serious than it had looked. The car needed new light cluster, number plate, and a rear end spray. My worst fears of a ruined electrical system and heat-buckled body panels were not realised. Paul and his team at Triumphscene in Darlington did a superb restoration job making the paintwork and underbody protection more solid than it had ever been.

I now work from home and do have the use of another car, my mother’s very attractive Mini – another classic in the family – so the Spitfire is spared much of its former drudgery in bad weather. It has been maintained in, rather than restored to, concours condition and

The Spitfire 1500: One of the most beautiful cars ever built.



I have always believed the Spitfire 1500 to be one of the most beautiful cars ever built, but one feature of its design I never liked was the rear silencer box, hanging lumpily under the tail like an embarrassing piece of unwanted luggage. Purists may disagree, but in my opinion whoever approved it seemed to have done Michelotti a gross disservice. So, after a few routine exhaust replacements on CCU 722V, I decided on a stainless steel system which would not require the ugly black box. At that time it was something of a struggle to afford a full sport system, but I knew it would be



regularly carries off a rosette or a cup to prove the point, yet it remains a fully working car and I'm determined to keep it that way. It has been taxed summer and winter for all of its sixteen years (now, of course I'm looking forward to its twenty fifth birthday).

It is driven every week and tackles urban motoring or long holiday cruises with equal gusto. It does receive a thorough clean and polish before a holiday or a show, but it certainly doesn't spend its life as a museum piece. It is, however, regularly worked on to combat weather corrosion and keep the dreaded rust at bay, and that is the key to my very simple maintenance schedule.

Its essence is oil. Everyone knows rust can't live in oil, and it doesn't like regular doses of polish and elbow grease either – so I reckon this simple maxim rules, if you don't polish it, oil it. This translates as Waxoyl on all underbody surfaces, wheel arches, transmission and suspension components (except those black Hammerited for good looks at the front), and any old brand of motor oil elsewhere. The Waxoyl first, some people hate Waxoyling but I find it a very satisfying job, going round with the pump spray and a coarse paintbrush and in my opinion you can never be too liberal with it. Bathe in it, wallow in it, spray it around like a Grand Prix winner with a spare magnum of Champagne – and get plenty on the car, too. Don't forget that in addition to rust-proofing, Waxoyl has a lubricating effect, so there's no harm in really soaking all those hard-to-reach areas around the rear suspension including the leaf spring, handbrake cables, and UJs. The use of the other oil I regard as the most crucial of all maintenance operations. I keep a flexible-nozzled pump can of oil (any brand will do, however undistinguished) and after every wash I liberally dose a rag and take it round the car's edges. This covers all bonnet edges including front wheel arch edges, the sills, rear wheel arch edges, boot lid edges, and the trough onto which the boot lid fits. I pay particular attention to the door hinge and treadplate areas and the front, bottom and rear edges of the doors themselves.

It's a job which takes about five minutes – but it has kept these areas completely rust free for sixteen years.

I must have tried most makes of wax polish and I believe Autoglym is the best. Turtle Wax Color Magic Dark Red comes a close second, and has the advantage of colouring the minute chips and scratches to which a Spitfire nose is prone. Even the most recent paintwork has been on for at least seven years and has taken all weathers. When fully polished it gleams magnificently but – quite rightly – doesn't look brand new. It's difficult to say exactly how without going into a chemistry lesson, but Autoglym seems to preserve and enhance this deep and lustrous patina with particular ease and long-lasting effect.

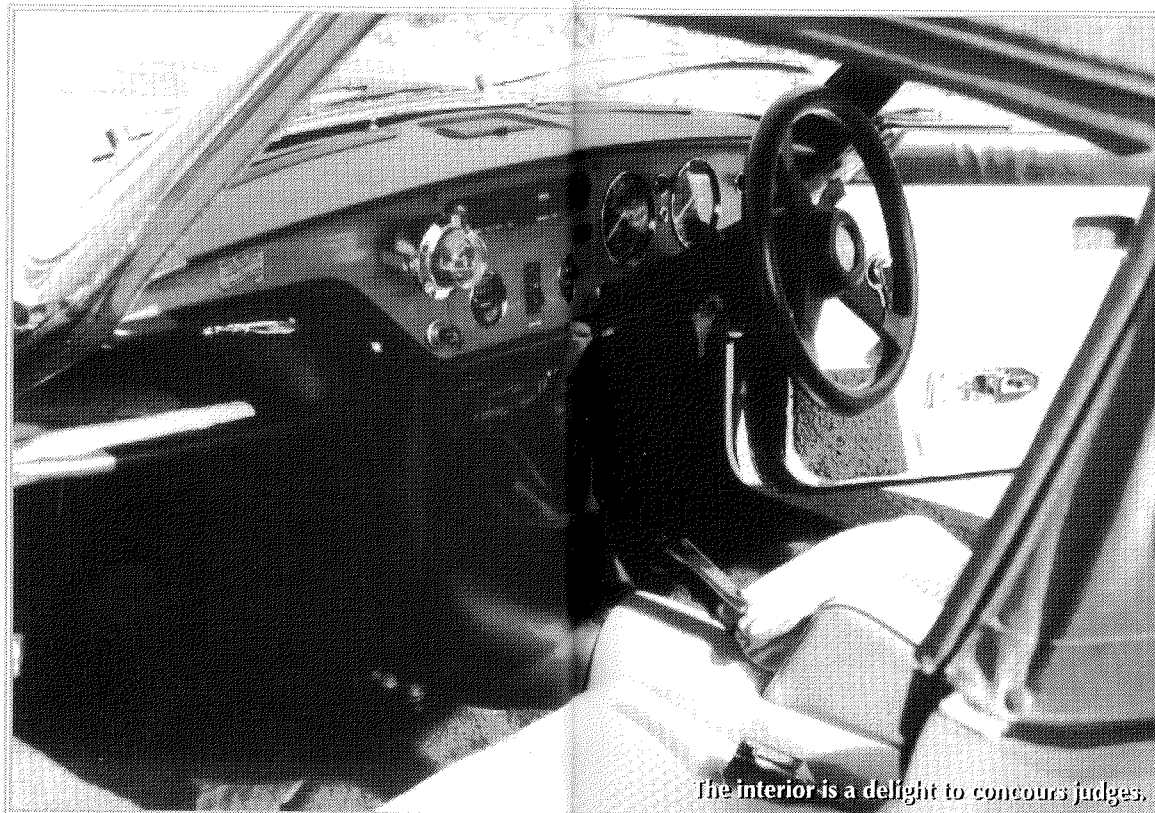
Armor-All goes wherever there is plastic, rubber, or vinyl. This includes number plates, spoiler, fan blades, hoses, interior trim and of course the hood. It even keeps the exterior black finish on wiper arms and door handle trims rich and dark. Armor-All and products of that ilk were just appearing in the UK shops when I made my reading and lecturing

screens (okay you guys, wind-SHIELDS). I asked how he kept his interior vinyl so rich and black and he produced a bottle of Armor-All with the advice to "put it everywhere except the steering wheel". I'm very glad I took it. It has been particularly effective on the hood, maintaining its colour and a suppleness better than when new. The original

parts. In sixteen years the car has had one new clutch, one new diff, one new radiator and one new water pump, two sets of shock absorbers, a new set of UJs, new brake pipes, and a screenwasher unit – not bad for 93,000 miles. The engine has never been stripped and I'll stave that off as long as I can. Of course there have been a few sets of plugs and endless gallons of Duckhams. I firmly believe that oil is the life blood of an engine and always keep it very fresh and very full. It also helps to live just up the hill from an establishment which must be known to almost all TSSC members: Sports Car Supplies of Swalwell, regularly featured as TSSC Top Traders and deservedly so. Andy and his colleagues run a superb business and can always find that elusive grommet or tackle a complex job beyond my DIY skills. The job is always done exactly as specified and the car returned unscathed, the mark of a true enthusiasts' workshop.

The Spitfire is wonderful to drive, although – vulnerable to rough or careless treatment – it requires a steady hand and a gentle foot. Its progress through a journey is a long, smooth, comfortable w h o o o o o s h: exhilarating, but relaxing too. The 1500 was never a car for boy racers, now it is an undisputed classic, even less so. It was and remains a surprisingly comfortable and thoroughly elegant open touring car which survived against the odds of marketing into an era where elegant open touring cars were neither highly prized nor readily available. It never wore nor needed the much-derided GT badge of the Sixties and Seventies, but embodies *gran turismo* in an earlier, more gracious, post-war Italian sense – of which Michelotti was indeed a prime creator. Such ideas were rankly unfashionable when the first Spitfire 1500 rolled off the line, and we are lucky the model survived in production so long. Now, of course, we all know better, and by rather cruel irony a whole new market for such cars has come into existence. I'm not alone in supposing that if a Spitfire were in production today it would find itself in keen demand.

The Triumph is at its best on a mild Sunday morning, new Duckhams in the engine, picnic in the boot, with a hundred mile run over country roads beyond the polished bonnet. The hood is down, fresh air and bird-song waft above us, the throttle is light and fluent, with a sure grip we swing through sun dappled bends, snort through flowered villages, cruise at forty with the engine scarcely audible. Spirits are light, hopes are high . . . and on the homeward run, we will slide into that delicious limbo of road and cockpit, luxuriously comfortable, snugly relaxed yet wide awake, bathed in the green glow of the instruments, lulled by the car's contralto while summer stars twinkle in the perfect blue. The lights of home ride up over familiar hills, we will do it all again for as long as we are able. That really is poetry in motion. ★

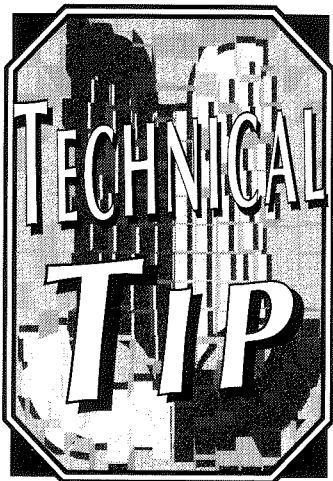


The interior is a delight to concours judges.

trip across America and it took a Las Vegas car enthusiast to convince me to use it on the Spitfire. I remember a ride in his splendid Mercury Cougar across the Nevada desert, an environment which dulled the paintwork of most cars and wreaked a havoc of cracking bleaching and crazing on dashboard tops and rear shelves even through tinted wind-

Vyback plastic rear window has suffered some discolouration and a few scratches down the years, but Armor-All restores that to clarity too. I do it once every summer, very gently, making sure there is no grit on the cloth.

. . . . And that's it really, apart from the occasional but inevitable replacing of worn



# Herald/Vitesse Heater OVERHAUL

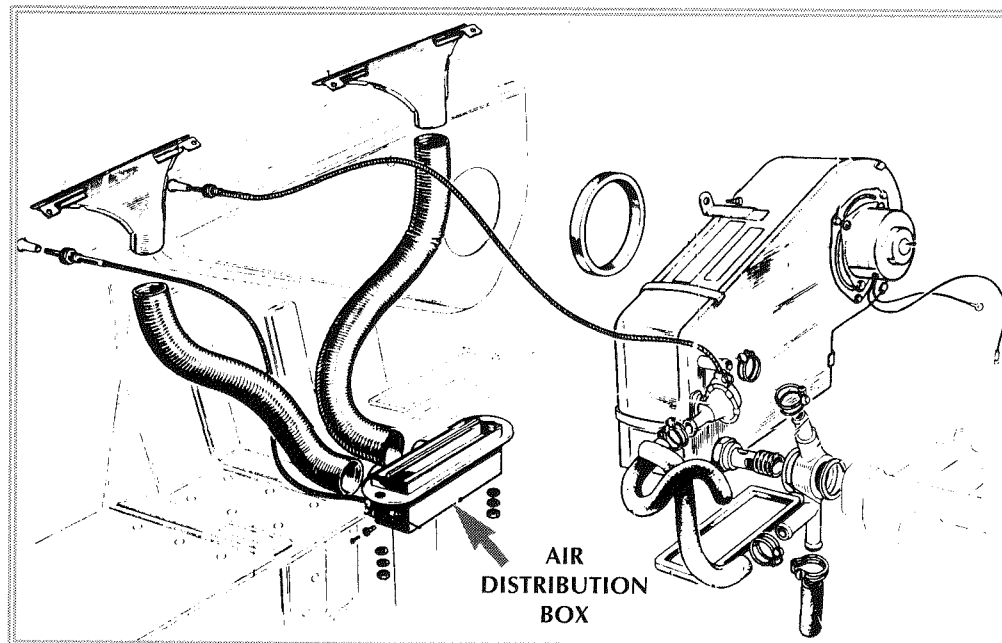
**W**inter is here and for those of us that do not have the luxury of taking our pride and joy off the road, thoughts turn to pondering whether we will be able to coax anything approaching warm air from the heater.

I had noticed that with my Herald's heater on windscreen demist, the air blown from the vents was not enough to blow out the candle on a one year old's birthday cake, let alone demist a windscreen. I decided to investigate!

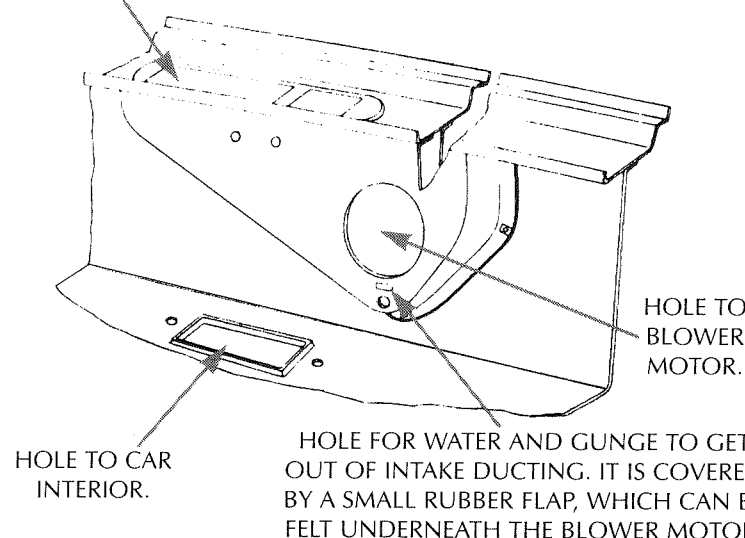
I started by dismantling the air distribution box inside the car.

This is a rectangular box with a large rectangular hole on one side for air coming from the blower. On one adjacent side are two circular vents that connect the pipes taking air to the screen vents. In the ends of the box are irregular holes that allow air to flow over your feet. Inside the box is the diverter valve which directs the flow of air as required.

The air diverter valve consists of two plates with a strip of felt-like material around the outside edge to form a seal. It works in a very similar way to the butterfly valve in a carburettor. When I tested the mechanism, I couldn't get the valve past half way as it caught on



AIR INTAKE DUCT.



the box side. What seems to happen is that over a period of time, the felt strip is pulled out from between the two plates, and fouls on the bottom of the air distribution box. This prevents the flap from moving more than half it's proper travel. This means that the flap never gets to the correct position to divert the airflow onto the windscreen. No wonder I wasn't getting any air blown up onto my windscreen!

The flap can be released from its spindle by undoing the two retaining screws. Withdraw the spindle and remove the flap from the distribution box. Using a screwdriver I gently persuaded the felt back into place and replaced the flap in the box. It should rotate 90°, and feel slightly stiff as it passes the mid point of its movement.

I thought "While I am here I may as well just whip the heater box off and check it over!" The heater is easily removed. The two nuts that hold the air distribution box in place also hold the heater on the bulkhead shelf. By removing the water control valve cable, two heater hoses and a further retaining screw, the whole assembly is ready to be lifted away.

I completely stripped the heater box and repainted it. The heater matrix was flushed out by connecting it to the garden hose and allowing it to run. Don't think that when the water runs clear that the job is done. Give the matrix a good shake and a load more sediment will be dislodged. You will need to do this

several times before all the gunge is flushed out.

This is obviously a good time to consider replacement of any worn hoses. I had bought new hoses at Stoneleigh early last year, knowing I would need them sooner or later. It was fortunate that I had, because the original hoses crumbled in my hands as I removed them!

Hands up all of you who knew that there is a small rubber flap in the heater intake ducting tucked away below the heater blower motor? It is there so that the crud which accumulates at the bottom of the duct can be cleared out without the need to remove the heater, and to prevent water lying there. When I got my heater out of the way, it became obvious that none of the previous owners of my Herald had known of it's existence, either. When I had finished digging out the muck of ages I found that it had been hiding a non-standard additional



air intake, in the form of a rust hole. The flange between the intake duct and the bulkhead is an excellent moisture trap, and the rust was developing nicely. I dealt with it by means of a glass fibre patch (Shock, Horror!! - I don't start my welding night school until next week).

Having cleaned the gunge out, I gave the inside of the heater ducting a good squirt of Waxoyl. I also took the opportunity to strip down the bulkhead and shelf area, wire brush all the rust and repaint. Having overhauled all the various components, reassembly is quite straight forward.

Remember to use a mastic around the seal that sits between the heater and bulkhead. Adjust and secure the control cables, refill the cooling system and away you go! It was quite a shock to have HOT air BLASTING out at the wind screen after so long with an ineffective system, but I, for one will be warm as toast in my Herald this winter.

## SEAT BELTS

I have been the proud owner of a Herald 13/60 saloon for just over a year, now, which I bought with the intention of using as every day transport. With this in mind I decided that there are a number of modifications that I wanted to make the car a more practical proposition for everyday use. The first of these was to fit inertia reel seat belts.

I attended the Stoneleigh show last year and asked advice on the matter from one of the major Triumph parts suppliers. You may have noticed that they all advertise two types of inertia belts, one suitable for Herald/Vitesse, and the other for the Spitfire/GT6.

I wasn't too keen on the idea of mounting the belt on the front of the rear seat pan as suggested, as this would mean that the belt would be rubbing over the front edge of the rear seat, and would make sitting in the back seat very uncomfortable. I offered up the belt to the mounting points in my Herald, and found that

1) the lower anchorage point is at an angle to the vertical, because of the shape of the floor plan, and  
2) the upper anchorage point is some 10 inches to the rear of the lower anchorage point. This means, that to get the belt to run smoothly, the reel has to be fitted tilted slightly to the rear. Even if fitted in this way, the belt would still be rubbing on the front of the seat.

Unfortunately the belt I was sold as 'suitable for the Herald', has to be mounted absolutely vertically or horizontally (depending on the vehicle), in order for the inertia reel device to function correctly.

A number of brackets are supplied with belts, but even these would have had to be modified to mount the belts correctly. I decided to contact Securon direct for some advice.

Their answer was to use a different model of belt. The type 514/30 for "sport/coupe vehicles without door pillars" has a inertia reel which is designed to be fitted at any angle. I duly bought a pair of these belts and fitted both without modification in half an hour! The resultant installation is a lot neater than the original style of belt would have been. The reel is mounted on the window rail, and the end of the belt is secured to the lower anchorage point. A buckle on a rigid stalk is fitted to the transmission tunnel. The "/30" of the seat belt type number refers to the length of the buckle stalk in centimeters. Securon also can provide 5 and 15 cms stalks. The 30 cms version is ideal for the Herald, but the 15 cms type may be more appropriate to the Spitfire/GT6.

I contacted the company who had originally supplied me with seat belts. When I gave this information to them, they said that they were unaware of the belt I am now using. They agreed to refund the cost of the belts to me and said they would be contacting Securon.

The only disadvantage I have found to these belts is the price. At £44.89 each, including VAT, they are about £15 more expensive EACH than the belts I bought in the first place. I suppose it depends what price you put on your own safety, ease of use, ease of fitting, and ease of conversion to original spec, if necessary.

For convertible Heralds/Vitesse and the Spitfire/GT6 models where the upper anchorage point is located on the rear wheel arch I would suggest that this model of belt could be used, but I stress that I have not had the opportunity to try this out on these models of car. ★

# Herald/Vitesse Seatbelts



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### HERALD/VITESSE INTERIOR TRIM

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### HERALD/VITESSE WEATHER EQUIPMENT

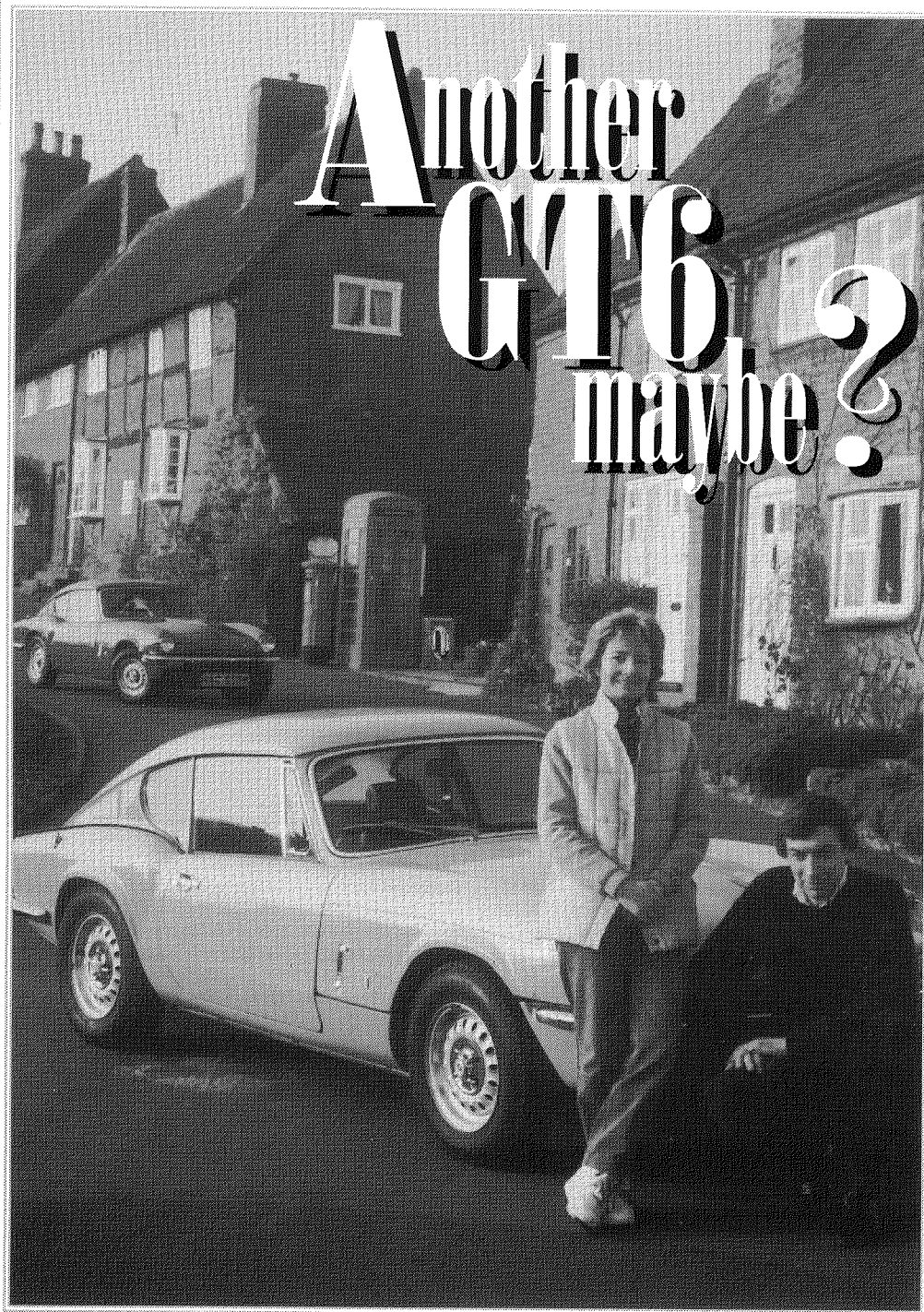
Hood DIY (Black Vynide) .....	£76.00
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ANGELA & ANDREW MCGOWAN

**So why do we own three GT6s? The answer is very simple, we like them. It was never our intention to end up with three, it just seemed to happen.**

I bought my first GT6, RAC 558M, in early 1974 just after they went out of production. It was Carmine Red and one of the few GT6s still in stock and at my local garage, Ryton Motors, Coventry, which was the country's smallest BL Dealership. I had always liked the GT6 and as there was no way I could find the extra £200 to buy a TR6, I decided to buy it while I had the chance.

RAC was a great practical sports car and tremendous fun to drive. It was very quick but if only the gearboxes could have lasted a bit longer! At four years old there was already 100,000 miles on the clock. However, a company car came my way and RAC, now with some rust patches appearing and a smoky exhaust, was very nearly sold. Somehow I just could not bring myself to do it and the GT6 went out only at weekends until 1981 when Angela and I were married and it became her everyday car. I told her many times that the car was on borrowed time and not to be surprised if the engine gave up but somehow, it managed to keep on going until in November 1985 the MoT proved too much and with a rotten chassis RAC was no more.

The car sat on the drive for a few months while we decided what to do. Eventually I just started to take it apart just to

see how bad it was, not really knowing if it would ever go back together again. Little did we realise in the years to follow we would complete four GT6 rebuilds and nor did we suspect that it would be the start of our concours career.

Stripping it down was by far the largest task I had ever undertaken on a car. During the next eighteen months I learned an awful lot about restoration and made many mistakes as well. We were not too sure what standard we were trying to achieve, we just wanted our GT6 back on the road and by August 1987 it was. The final car was nice but by no means perfect. Mechanically it was virtually a new car with a paint finish that was well above average, but the body had lots of patches and plates and the chassis was hand painted Hammerite. However, none of this mattered to us, it was just fantastic to have RAC 558M back on the road again.

I had been a Club member since 1982 but we had not been to any rallies until we went to Leicester in 1987. As the judges went round looking for the cars to call forward to the concours judging, they looked at the body colour Cibie spots mounted on the bonnet and you could almost hear them thinking 'No, we don't want boy racers in our concours, thank you very much!'

So ended our first attempt at concours competition.

Having spent every spare moment working on RAC 558M for over a year, now that it was finished we were both at a loose end. What to do next? I quite fancied building another car although Angela was not quite so keen. In the end we came to an understanding that we would rebuild another GT6 on the condition that it would be sold as soon as it was completed. We could not possibly want to keep two GT6s so it seemed a fair compromise. Our search for a suitable restoration project started and in December 1988, UGC 283M arrived. It was Mimosa



Norwich Union Classic Run  
Castle Coombe Circuit, May '95.





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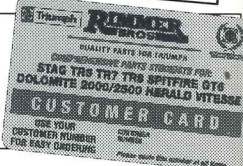
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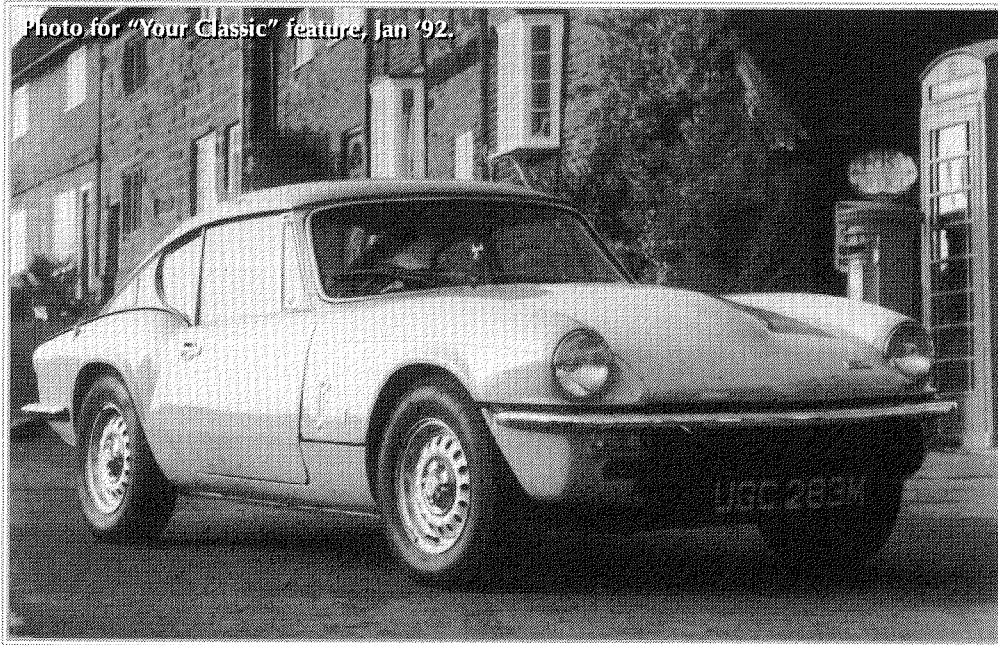
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Photo for "Your Classic" feature, Jan '92.



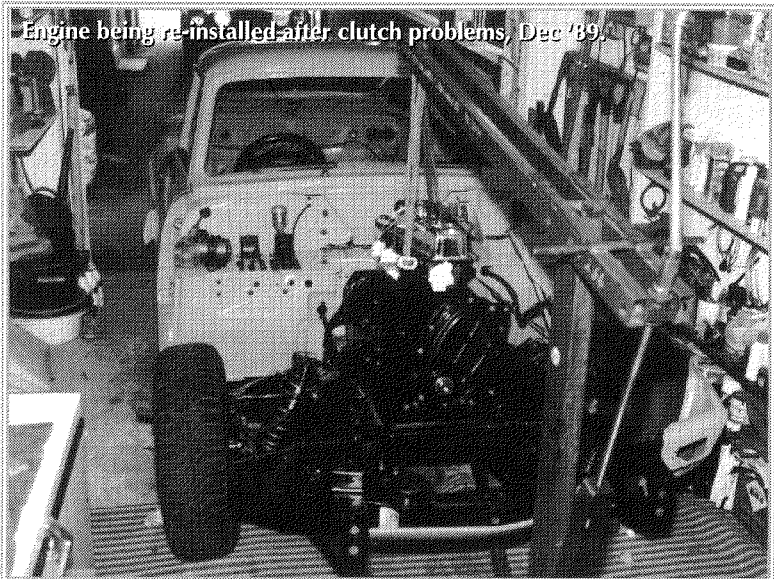
Yellow and as it stood on a cold wintry afternoon under the lights of our car port Angela remarked to me that it looked just like a bowl of custard – and so the name 'Custard' stuck.

'Custard' had been in store for six years following a partial repair after a minor accident. The body was pretty good but mechanically the car was in a sorry state. I thought this rebuild would be a lot easier and quicker but it still took nearly sixteen months to complete.

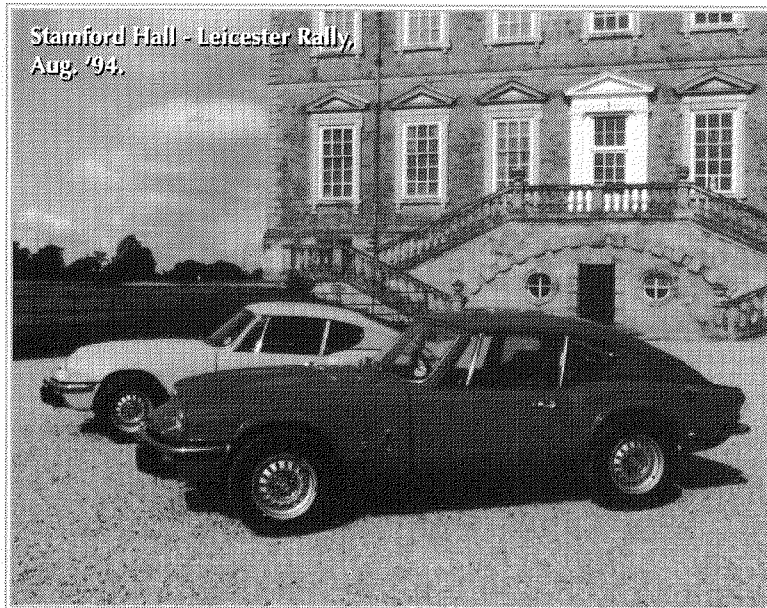
Custard was finished in May 1990 so we decided to enjoy running it for a while and go to the Leicester Area Rally in August with both GT6s.

We really had no idea what this 'concours' lark was all about and we were absolutely over the moon to be called forward for the concours judging. To say that we were surprised at the results would be one of the understatements of the decade. Custard won the GT6 class and the Best Interior Award, something that was particularly pleasing as it was only the second car that I had ever trimmed. Bob and Sue Notley talked us into taking Custard to compete at Stafford the following weekend.

Engine being re-installed after clutch problems, Dec '89.



Stamford Hall - Leicester Rally, Aug. '94.



The idea was that this time this would be an easy rebuild, as the mechanical parts were all OK and it was mainly a question of sorting out the body, trim and other cosmetic items. We learned, however, that there is no such thing as an easy rebuild . . . . .

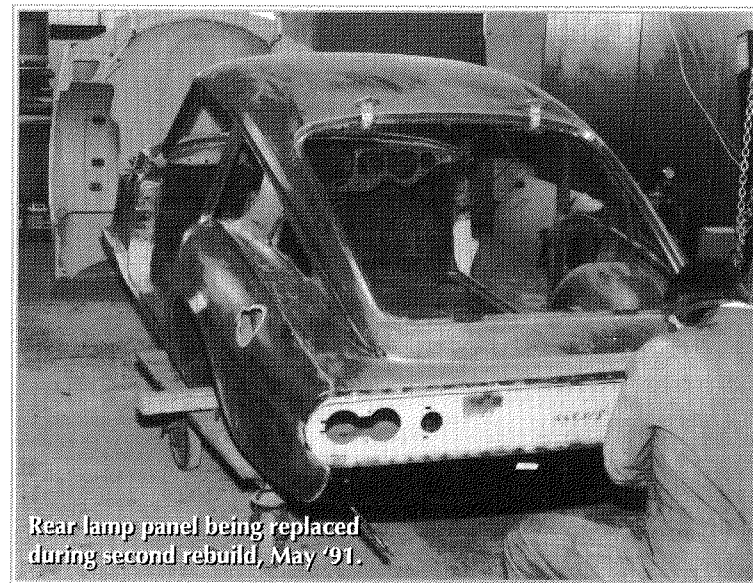
1991 was the 25th Anniversary of the GT6 and we aimed to have the car finished ready for the International GT6 day in July. During the early part of the year the painter gave us lots of promises but not much else.

At Stafford we looked around and saw that everyone else was busy polishing and preparing their cars so we started doing the same. The result was first in the Modified GT6 class and we were now well and truly bitten by the concours bug. By this time Angela was using Custard every day and there was no way she was going to let me sell it!

We now found ourselves in the situation where RAC 558M which had all the sentiment attached to it, was not the best one. Mechanically both cars were good but cosmetically, RAC was definitely second best.

The solution to this was obvious. We would have to make it even better! In September 1990 we took the car off the road and stripped it down completely again.

In the end, we took the bare body off him and set out to find another painter who could give us the standard of finish we wanted, at a reasonable price, and get the body back to us quickly. This time we struck lucky and found two brothers who were thinking about setting up their own business having just been made redundant. They did us a very good re-spray at short notice but we only got the body back on to the chassis two weeks before the Show. These were to have been our summer holidays but instead we spent the time building and trimming the car.



Rear lamp panel being replaced during second rebuild, May '91.



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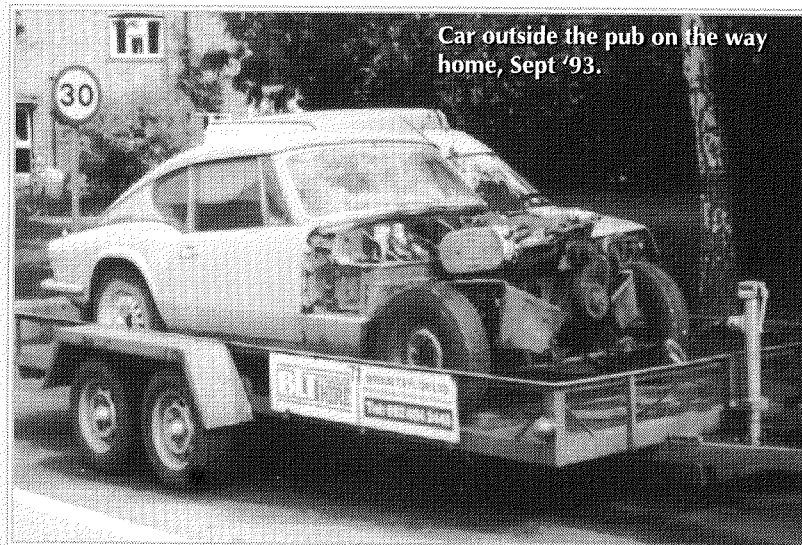


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Car outside the pub on the way home, Sept '93.

The sun shone on the International GT6 Day and all our hard work was rewarded with a first in the MkIII class for Custard and Car of Show for the just finished RAC. Over the next two years we went to many shows and were rewarded with over forty awards, often first and second in our class. Both cars won the Master Class at Stafford, RAC in 1992 and Custard in 1993. The highlight of 1992 was a class win at the Benson & Hedges Concours at Margam Park and an invitation for the International Final at Nottingham that autumn.

We went to the final knowing that we were definitely out of our league but it was great fun and our humble GT6 was not disgraced. We came 6th out of a class of nine. The real outcome of the weekend, however, was that we decided to build another GT6 that whilst not perhaps being a contender for a top award, would at least give the

just begging to be saved. I tried to buy the car from Eric on more than one occasion without success but at last, in September 1993, 'Eric's car' was trailered from his pig sty home to join RAC and Custard. With only a single garage and a car port, space was exceptionally tight, but we knew that we could make it work somehow.

The plan was to finish the car to show it in the summer of 1994 and we very nearly made it. The GT6 (OVO 871M), its name now shortened to 'Eric' was almost complete by July but the paint finish was not what we wanted.

'Discussions' with the painter ended in disagreement and with a fair amount of disappointment we were forced to strip the car down again and re-paint it ready for the 1995 shows. As it turned out, the extra time allowed us to locate further rare parts and improve a lot of the detail.

Judging at the Autoglym series  
at Knebworth, June '95.



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Front competition road sprags 209033	£25.00 each
Hard top rear screen 819959/KKC3641	£45.00
Door skins	£22.00
Dash top cover 706569	£23.00

## SPIRE MKIV & 1500

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Hard top rear screen 819959/KKC3641	£45.00
Stainless steel tread plate finisher, Triumph logo	£12.50 pair
Transverse rear suspension spring 159640	£55.00
Wheel arch to bulk head (613666)	£17.50 each
Front susp. vertical link & frunnion ass.	£55.00
Front bumper	£7.50
Caliper repair kit inc. piston	£15.00
Bonnet hinge pivot box RKC362/3	£23.50
Spirofire rear lamp panel 716182	£60.00
Stainless steel overkill kit	£39.00
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Early/late rear drive shaft	£52.50 each
Wscreen rubber chrome insert 917248/9	£32.50 per set
Windscreen aperture panel drip channel	£7.50 pair
Water pump 216939/GWP 128	£23.50 each
Handbrake front cable 121766	£22.50
Wishbone bushes 119451 (set of 8)	£9.00
Brake master cylinder	£35.00 each
Dash top cover 815281	£22.50
Brake caliper offside/nearside 159130/1	£53.00 each
Rear valance 908970	£19.50 each
Nearside/offside sill 903097/8	£25.00 each
Sill reinforcement panel L/H and R/H 806634/5	£45.00 each
Inner sill L/H and R/H 806638/9	£9.00 each
H/lamp support panel ass. L/H & R/H 818871/2	£17.50 each
Bonnet hinge tube R/H 911108	£17.50 each

Rear inner/inner wheelarch L/H & R/H 725563/4	£35.00
Front 1/4 valances o/side & n/side 815391/2	£45.00 each
Seat cov. set, black cloth h/hoth, material comp. car set	£95.00
Seat cov. set, brown cloth h/hoth mat. comp. car set	£65.00
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Steering joint 142140/FAM1718	£16.50 each
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Steel boot lid 911327	£130.00 each
Front wings 909663/4	£23.00 each
Door skins	£22.00 each
Sill end plate (front) 706422/3	£3.50
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Rear footwell l/hand & r/hand	£23.00
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## GT6

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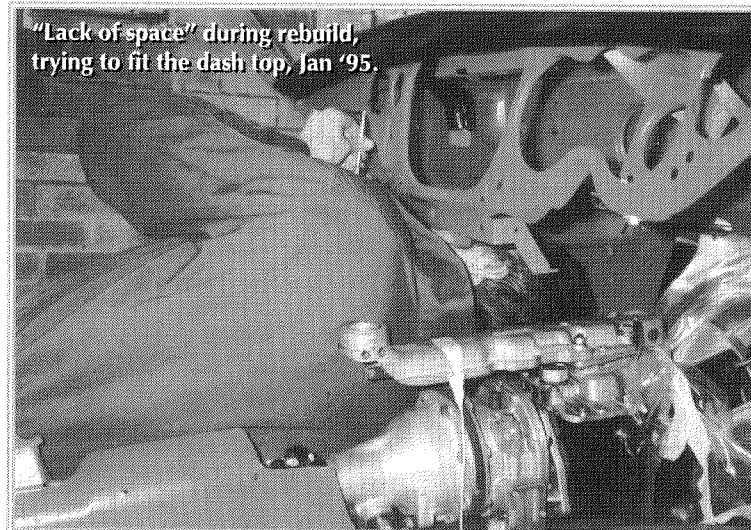
The first show was the Autoglym Inter-Club Concours at the BBC Top Gear and Classic and Sportscar Show in May where to our complete surprise, Eric was the Car of the Show. We were absolutely thrilled.

Eric's next outing was at the Autoglym Concours Series heat at Knebworth in June where we were overall winners and gained our place in the Autoglym Final. At Stafford in July we were rewarded with Car of Show, but at the Master Class Club

Concours in August we had to make do with second place behind the show winning MGB GTV8!

Now our main aim was the Final of the Autoglym Series at the Classic Car Show at the NEC in November. A tremendous amount of work went into preparing Eric for this show trying to address all the minor details that we were not happy with, but in the end, a few items

"Lack of space" during rebuild, trying to fit the dash top, Jan '95.



could not be sorted out in time. The weekend of the Show was tense to say the least! We hoped for a placing of some sort but the standard of the cars was so high that it was almost impossible to separate them. Eventually a winner was decided and Eric was proclaimed Autoglym National Concours Champion 1995.

Over many years our GT6s have given us enormous pleasure. They have been driven as everyday cars, competed in concours events, in classic rallies and taught us about restoration. We have made many mistakes, but we have learned by them too. The trouble is there is always so much more to learn . . .

. . . another GT6 maybe? \*

OVO, finished and roadworthy,  
Dec '95.





# TSSC TOP TRADERS — March 1996

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A high position in this list reflects a recent favourable report and does not necessarily imply that the Trader is any better than a company lower down.

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1. John Kipping	Coventry	Parts
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The Top Traders scheme is intended to help guide members towards successful dealings and avoid pitfalls whilst giving exposure to firms which members recommend, regardless of company size or other criteria.

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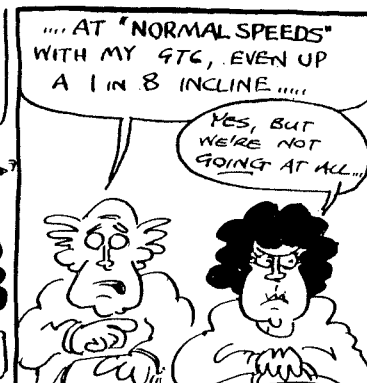


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# Tommy THE Triumph





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