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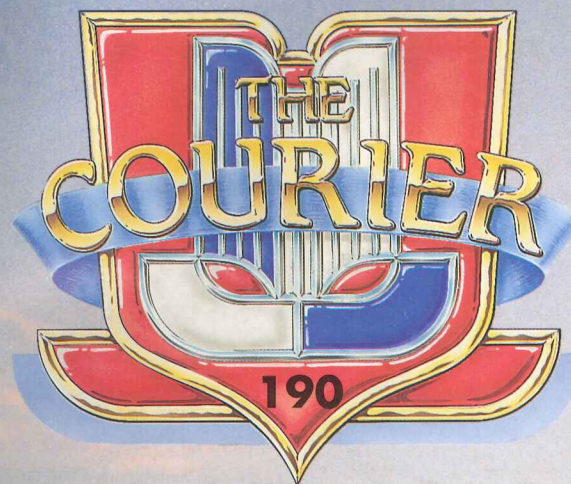
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APRIL 1996





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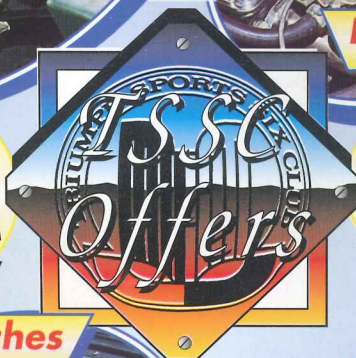


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THE COURIER

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB
Vol 16. No.190. April 1996.
Price £1.75 Free to Club Members.

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9.00am - 1.00pm Saturday

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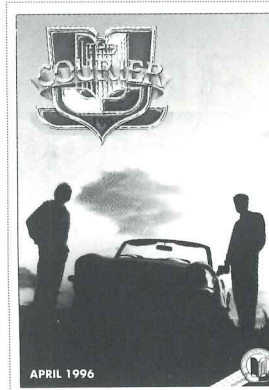
COUNCIL MEMBERS 1996

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

For a full list of TSSC officials see page 82.



TRIUMPH SPORTS SIX CLUB LTD 1996



Cover Photo:
Spitfire 1500
Long summer days and balmy
evenings approach!
Photo: Andrew Murphy.

CONTENTS april 1996

Events calendar	4
Comment	5
Autorama	6
Car Values	8
Cop shop	9
Early Herald Register	11
Racing News	12
Specials Register	14
GT6 Trim	18
Early Spitfire Register	20
13/60 Register	22
Vitesse Register	26
Spitfire IV / 1500 Register	31
Bond Register	35
Tourer's Talk	38
Exclusive News!	42
TSSC Offers	44
TSSC Regalia	47
Technical Tip	48
Pen To Paper	51
International Liaison Secretary	57
Midnight Sun Honeymoon	62
Teddy Bears Rule	66
Duxford '95	76
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

CALENDAR

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

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

TSSC ORGANISED EVENTS

APRIL

SUN 28th North Yorks Area 1996 A64 Run & Teddies Christmas Party. Contact: Paul Pickles 0113 279 7920

MAY

FRI/SUN 3rd-5th 7th ISLE OF WIGHT CAMPING WEEKEND. Contact: Adrian Nigh 01983 863649.

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) Tel: 0191 3711577

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

SUN 26th NORTH EAST AREA 'HOLY ISLAND RUN' Tel: 0191 3711577

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. Contact: Nigel Penistone 01405 720857

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.

FRI-SUN 16th-18th N.EAST AREA BEAMISH CAMPING WEEKEND. Tel: 0191 3711577

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

SUN 18th ANGLIA TRIUMPH SHOW Contact: Darren Powell 01223 369144

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, Works.

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

OCTOBER

SUN 6th ESSEX AREA PRESENT 'DUXFORD '96' ALL TRIUMPH DAY Contact: Chris Twigg 01245 442788 or Andy Cook 01277 214184

JANUARY 1997

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

NATIONAL & LOCAL TSSC INVITED

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

SUN 19th DOUNE TRADE FAIR & CLASSIC RUN, Doune Motor Museum, Nr Stirling. Contact: Ian Robertson 0131 539 1402

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

JUNE

SUN 2nd BVAC MOTORING EXTRAVAGANZA, Mellerstair House, Kelso, Borders. Contact: Ian Robertson 0131 539 1402

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 LE MANS 24 Hr RACE, Meeting Point organiser, Pierre North, Tel: 33 40 33 46 09, Fax: +33 40 34 12 86.

SAT 16th ROYAL MILE RUN & OLD TOWN THEME DAY, Royal Mile Edinburgh. Contact: Ian Robertson 0131 539 1402

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

SAT/SUN 2nd/3rd FIFE HISTORIC VEHICLE CLUB, Dunfermline Civic Week Motoring Cavalcade, Pittencrief Park. Contact: Ian Robertson 0131 539 1402

SUN 30th BROMLEY PAGEANT OF MOTORING, Norman Park, Bromley, Kent.

JULY

WED/FRI 3rd/5th TR DRIVERS CLUB NATIONAL MEETING, Cosgrove Leisure Park, Milton Keynes.

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

SUN 14th CLASSIC WHEELS EXTRAVAGANZA, Northwood Stadium, Keeling Rd, Northwood, Hanley, Kent.

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, GUILDFORD 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 Painchault Phone/Fax: 0033 14602 9412 or Club H.Q.

NOVEMBER

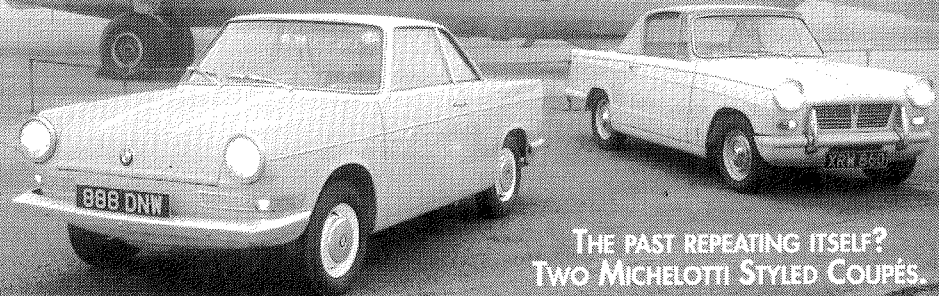
SAT/SUN 23th/24th THE NATIONAL CLASSIC MOTOR SHOW, NEC, Birmingham.

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

"COMMENT"

Bill Sunderland

It's NOT JUST NOSTALGIA



THE PAST REPEATING ITSELF?
Two MICHELOTTI STYLED COUPÉS.

PIC: POPULAR CLASSICS

News that BMW intend to bring back the Triumph name to compliment Rover, is surely great news. Just after purchasing Rover, BMW announced the possibilities of using other BL names and the Triumph name was obviously also going to be a front runner.

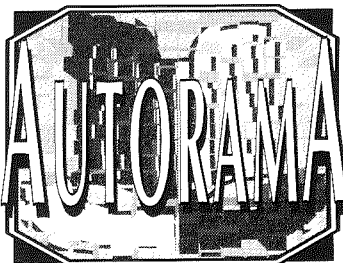
If we look at the early 70s, it was the Triumph range of cars that dominated the BL stable with so many good models but in the days of rationalisation all models suffered to leave us with cars like the Marina and Allegro!

Things are now very different with Rover a changed company, re-introducing the MG name brought back some flair, bringing back the Triumph name will give width and excitement from the driving point of view. BMW, the strongest of owners, can give us the future that BL could not. Let's hope the models of the future take with them something from the past, styling of which many of us surely hanker for.

EVENT SEASON GETS UNDER WAY

Having recently attended the Competition Dinner and Club's AGM, much talk centred around the many races and Area events taking place this year. Support is what is needed and by past experience support is what we will get. Take a good look at the Events Calendar and look at the News Review Events adverts along with the Area News, as much is contained there. Area Organisers are always striving to make life more fun, they work extremely hard and your attendance at local meets makes their job more rewarding, benefiting yourself and all who love Triumph.

1995 was a vintage year for the Triumph Sports Six Club, support us in 1996 and we will endeavour to exceed all that has gone before.



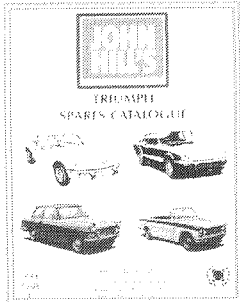
NEW CATALOGUE!!

John Hill's all new '96 Triumph Catalogue is now finally available. Please phone or send an A4 SAE to reserve your copy.

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TRIUMPH SPITFIRE & GT6 NEW PRODUCTS FROM **moSS** EUROPE

Mk III Pushrod

An essential part of any thorough rebuild and especially important for modified engine builds.

Pushrod	111874	Retail Price £2.29 inc VAT
---------	--------	----------------------------

SPITFIRE Mk IV and 1500 Door Lock Clip

Just to prove that Moss care about those little parts of your car, not just the large expensive ones, this lock retaining clip (illustrated on page 68 of our parts catalogue) has been resourced due to popular demand. Always replace this clip when fitting a new lock barrel.

Lock Barrel Clip	520045	Retail Price £0.29 inc VAT
------------------	--------	----------------------------

Spitfire Hardtop distance Tube

Crucial to give the correct spacing between screen frame and leading edge of the hardtop when clamping the hardtop into place. Omit at your peril!

Hardtop Distance Spacer	624825	Retail Price £3.29 inc VAT
-------------------------	--------	----------------------------

Spitfire Hardtop Bracket

The bracket used to hold the hardtop in place when the hood frame is fitted, it attaches to the tapped holes in the frame. Polished and chrome plated to our usual high standard.

Hardtop Bracket	624720	Retail Price £9.11 inc VAT
-----------------	--------	----------------------------

GT6 MkII & MkIII Rotoflex Type Shock Absorber and Bump Stop Bracket

Fitted to the inner wheel arch, this component is prone to fatigue over the years and do not respond to repair particularly well, so replacement is the solution.

Damper Mounting/ Bump Stop Bracket, LH	714655	Retail Price £19.09 inc VAT
Damper Mounting/ Bump Stop Bracket, RH	714656	Retail Price £19.09 inc VAT.

MOTORSPORT Concours d'Elegance Saturday, June 15th 1996, Silverstone

Now in it's seventh year, the **MOTOR SPORT** Concours will be BIG for 1996. With a new date for warmer weather, more cars, and more action, this year's gathering coincides with the 30th Anniversary meeting of the Historic Sports Car Club - a day packed with classic racing and sports cars, on track, on display and in the car parks.

For the first time, owners clubs are being invited to assemble their own displays to promote their clubs, recruit new members, sell regalia and spares, and to enter up to 12 members' cars in the Concours d'Elegance.

There is no charge to clubs for stand space, though entry for the concours is **£12 per car**, including two circuit entry tickets. Individual entry tickets cost **£4**.

MOTOR SPORT will judge and award trophies in the Masters Class, while each club will nominate it's own expert judges, and supply trophies in it's own classes. And every entrant will enjoy the rare chance of an exciting TWO - LAP PARADE around the FULL Grand Prix circuit.

Book NOW to secure Club space or individual concours entries. For those travelling from further away, we also have negotiated special rates at a local hotel, the Cranfield Conference Centre, **£37.50** for a single room or **£55.00** for a double room, both include a full English breakfast and VAT. To book, please phone Claire at the hotel on: **01234 751077**.

Contact John Deverell or Tara Wood at **MOTOR SPORT** to book your place at the Concours d'Elegance 1996. Tel: **0171 294 8000**

Club Contact, **Chris Mills: 01494 463422**.

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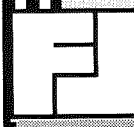
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CAR VALUES APRIL 1996

	BODY	PROD	CC/Cyls	Concours	A1+	A1	A2	A3
Triumph Herald	sal	1959-61	948/4	3000	2200	1400	600	250
Triumph Herald	fhc	1959-61	948/4	3500	2300	1700	1000	400
Triumph Herald	dhc	1960-61	948/4	4200	2900	1900	1200	500
Triumph Herald "S"	sal	1961-64	948/4	2800	2100	1500	800	350
Triumph Herald 1200	sal	1961-70	1147/4	3200	2400	1400	700	300
Triumph Herald 1200	fhc	1961-64	1147/4	3600	2400	1800	1100	450
Triumph Herald 1200	dhc	1961-67	1147/4	5000	3800	2200	1500	700
Triumph Courier Van	van	1961-64	1147/4	3300	2700	1700	800	400
Triumph Herald 1200	est	1961-67	1147/4	3500	2300	1700	1000	400
Triumph Herald 12/50	sal	1963-67	1147/4	3300	2250	1600	1000	450
Triumph Herald 13/60	sal	1967-71	1296/4	3600	2400	2000	1300	450
Triumph Herald 13/60	dhc	1967-71	1296/4	5800	4300	3000	1800	800
Triumph Herald 13/60	est	1967-71	1296/4	3800	2500	2200	1300	500
Triumph Spitfire 4	sp	1962-64	1147/4	4700	3800	2500	1500	700
Triumph Spitfire II	sp	1965-67	1147/4	5000	3800	2700	1600	700
Triumph Spitfire III	sp	1967-70	1296/4	6200	4300	3400	2000	600
Triumph Spitfire IV	sp	1970-74	1296/4	5300	4300	3200	1800	700
Triumph Spitfire 1500	sp	1975-78	1493/4	6400	4600	3700	2400	800
Triumph Spitfire 1500	sp	1979-81	1493/4	6800	4700	3800	2400	900
Triumph GT6 Mk I	fhc	1966-68	1998/6	6800	4600	4000	2000	800
Triumph GT6 Mk II	fhc	1968-70	1998/6	9000	6700	4900	2700	1100
Triumph GT6 Mk III	fhc	1970-73	1998/6	10,000	7300	5000	2700	1100
Triumph Vitesse 1600	sal	1962-66	1596/6	4800	3200	2600	1300	500
Triumph Vitesse 1600	con	1962-66	1596/6	5300	4100	3000	1600	600
Triumph Vitesse 2L Mkl	sal	1966-68	1998/6	4800	3200	2600	1400	600
Triumph Vitesse 2L Mkl	con	1966-68	1998/6	7200	5300	3500	1900	800
Triumph Vitesse 2L MkII	sal	1968-71	1998/6	5800	4300	3400	1800	700
Triumph Vitesse 2L MkII	con	1968-71	1998/6	9000	6400	4200	2200	900
Triumph Vitesse Estate	(all)	1962-71	1596/1998/6	6300	4500	3500	2000	700
Bond GT 2+2		1963-64	1147/4	3000	2600	2200	1400	600
Bond GT4S		1964-67	1147/4	3000	2200	1900	1200	500
Bond GT4S 1300		1967-70	1296/4	3300	2700	2400	1350	550
Bond Equipe 2L	sal	1967-70	1998/6	3600	3300	3000	1500	650
Bond Equipe 2L	conv	1968-70	1998/6	4000	3700	3500	1800	800
Amphicar		1960-63	1147/4	12,000	8000	5000	2500	1000

Convertible GT6's: Valued at Spitfire 1500 prices, only on proper conversions otherwise Mk IV Spitfire prices.
Fibreglass panels: Highest value A1 in car category (except Bonds!)

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

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

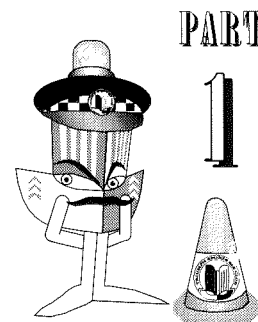
- Values above are averages.

NOTES ON COMPLETING THE VALUATION FORM:

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

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

CHANGES TO DRIVING LICENCE ENTITLEMENT



On 1st July 1996 there will be changes to Driving Licence Category entitlements. If you hold a Full Licence for any Category prior to that date, that Category will be unaffected.

If you require extra entitlements or only have Provisional entitlement in any Category things will change. There are a lot of changes and it becomes quite complicated, but I will try and explain. If you still don't understand then please write to me.

MOTORCYCLES.

The current position. New learner motorcyclists must successfully complete a CBT (Compulsory Basic Training) course before riding any motorcycle on the road. The only exception to this is for those who hold a full car or moped licence issued before 1st December 1990 who may forego CBT to ride a

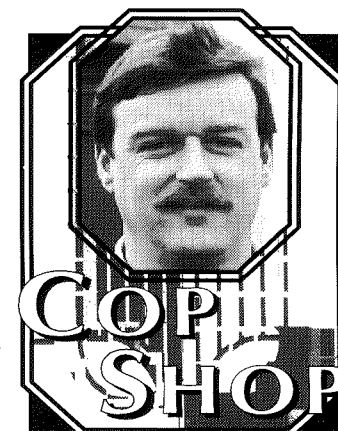
learner motorcycle on L Plates, but must still complete CBT to qualify to take a motorcycle test. Details of CBT courses are available from Local Council Road Safety Officers, Motorcycle Dealers and the Driving Standards Agency.

At age 17, and after completing CBT, you may ride a learner motorcycle (up to 125cc, 9kW/12bhp) on a provisional licence with learner restrictions (L Plates, no pillion passenger, motorway prohibition). If you do not have a full car or moped licence a provisional motorcycle licence is valid for two years. If you fail to pass the motorcycle test within two years you will lose your motorcycle entitlement for one year.

By passing your test on a learner motorcycle you will then obtain a full motorcycle licence which permits you to ride any motorcycle without L Plates, carry pillion passengers and use motorways.

The position after 1st July. There is no change to the CBT requirement, but the introduction of a new Category, A1 light motorcycle, will mean an emendation to the specification of learner motorcycles. A learner motorcycle will become 125cc, 11kW/14.6bhp.

At age 17 and after successfully completing CBT you may ride a learner motorcycle on the road on a provisional licence with learner restrictions (as above). If you do not have a full car or moped licence your provisional motorcycle entitlement is valid for two years. If you do not pass a test



during this period you will lose your motorcycle entitlement for one year. You will have two types of full motorcycle licence which you can aim for - the new Category A1 light motorcycle licence or the standard Category A motorcycle licence.

To gain a full A1 light motorcycle licence you must pass a test on a vehicle between 75 and 120cc. A full A1 light motorcycle licence permits you to ride any motorcycle up to 125cc and a power output up to 11kW (14.6bhp) without L Plates, you may carry pillion passengers and use motorways (on motorcycles over 50cc).

To gain a full standard Category A motorcycle licence you must pass a test on a motorcycle over 120cc but not larger than 125cc and capable of at least 62.5mph (100kph). A full standard Category A licence permits you to ride any motorcycle with a power output up to 25kW (33bhp) or a power to weight ratio not exceeding 0.16kW/kg without L Plates, you may carry pillion passengers and use motorways. You are restricted to motorcycles up to 25kW for two years (not counting any periods of disqualification). After two years you

may ride any size of motorcycle without L Plates, you may carry pillion passengers and use motorways. If you reach the age of 21 before the two year qualification period is complete you may opt to take a further test on a motorcycle with a power output of at least 35kW (46.6bhp) to gain immediate access to all motorcycles. You can practice for a large motorcycle test on motorcycles above 25kW on L Plates only if you are accompanied by an approved instructor on another motorcycle. Learner motorcyclists aged 21 or over may take either of the two routes to a full licence open to riders under 21 - the A1 light motorcycle licence or the standard Category A licence, with the two year restriction to motorcycles up to 25kW, but there is a third option called Direct Access. Direct Access is open only to learner riders aged 21 or over to take a special large motorcycle test which immediately qualifies them to ride any motorcycle without learner restrictions. The test must be successfully completed on a motorcycle of at least 35kW. So that learners aged 21 or over may practice for the large motorcycle test they may ride a motorcycle on a road which exceeds the UK learner specification, but only when accompanied (on another motorcycle) by an approved motorcycle instructor. When learning on a much larger motorcycle the usual learner restrictions will apply.

MINIBUSES.

The current position.
If you have entitlement to drive cars at the present time which is shown as Group A (B for automatics) on an old style licence or as Category B and D1 on a new style licence you can drive a minibus provided you are 21 or over, the minibus has a maximum of 17 seats including the driver's and it is not being used for hire and reward. If you drive a minibus which has 9 or more seats for hire and reward you will normally need passenger carrying vehicle entitlement (Category D). To obtain this you must pass a medical and a further driving test. Hire or reward encompasses any payment in cash or kind by (or on behalf of) passengers which gives them a right to be carried. However, if you drive a minibus for an organisation under the Minibus or Community Permit Scheme, you will not need a Category D licence even if a charge is made to the passengers.

The position after 1st July.
Existing drivers who hold full entitlement to drive a car before 1st July 1996, including those who drive for voluntary groups, will continue to be able to drive a 17 seat minibus in Great Britain. Drivers who pass their car test to obtain Category

B entitlement after 1st July 1996 will only be able to drive vehicles with no more than 9 seats. To drive vehicles between 9 and 17 seats (Category D1) drivers will need to pass a medical and a further driving test.

For voluntary drivers to be able to drive a minibus with up to 17 seats without having to obtain Category D1 the:

- vehicle must be used for social purposes by a non-commercial body;
 - driver must be aged 21 or over and held a car (Category B) licence for at least 2 years;
 - driver is providing his or her service on a voluntary basis; and
 - minibus maximum weight must not exceed 3.5 tonnes excluding any specialist equipment for the carriage of disabled passengers.
- There is no specified method of calculating the weight of specialist equipment such as tail lifts or wheelchair security fixings, but an allowance of 750kg is proposed to allow for the extra equipment for minibuses which have been designed or substantially and permanently adapted for the safe carriage of passengers with disabilities. This means that a minibus adapted to carry disabled passengers may have a maximum weight not exceeding 4.25 tonnes.

If you need more details regarding the driving of minibuses under a Permit Scheme please write to me. I have some details and may be able to find out more.

Well there we have it, although this is new for the UK it has been law in the rest of Europe for sometime. Next month Part 2 and the changes to Category E (trailers) which may affect a lot of us who tow trailers over 750kg (like caravans).

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. Please enclose a stamped address envelope if you require a reply.

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Doors	£50 - £85
Chassis	£125 - £175

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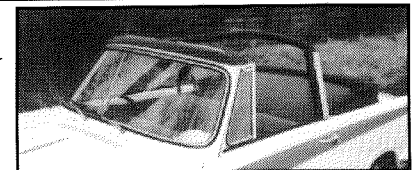
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Mr. P. Read has just recently acquired an early 1948 Herald coupé. The car was last used in 1968 and has only 15,000 miles on the clock.



The chassis bonnet and bulkhead are in excellent condition but the rear body section was scrapped because of accident damage.

Mr Read would like to restore this early car to concours standard and if anyone can help with a body shell please contact him (25 Vaughan Road, Harrow HA1 4DD). The commission number of this black and white car, registered on the 17th June 1959 is 423 - One of the first! ★

Chris Longhurst



1996 Championship Dates

Date	Venue
28th April	Pembrey
12th May	Cadwell (Club)
15th June	Oulton (Island)
14th July	Lydden Hill
4th August	Cadwell (Full)
31st August	Brands (Indy)
14th September	Pembrey
28th September	Snetterton

The 1996 race season has begun. Our first out was Mallory Park on Sunday 24th March, however our grid was somewhat reduced with cars still in the preparation stage, but it looks promising for later in the season.

Regarding dates for the rest of the season, I list below those which are to form our championship, as in previous years we are racing with the 750 Motor Club, competing in the Road Sports Championship. We are also arranging an individual series of three 'All Triumph' races, these we hope will include all makes of Triumph. The first race will be at Croft, nr Darlington, during the first May Bank Holiday weekend, courtesy of Darlington & District Motor Club, for more information, please give me a call. There will be two other dates during the year, but these still have to be finalised.

We look forward to seeing you during the year, it is truly a good day out, and worth a visit. ★

1996 T.S.S.C. CHAMPIONSHIP

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Rear wheel cylinder Vitesse/early GT6	£9.00
Rear brake shoes from	£9.00
Brake pads Spitfire/Herald from	£9.00
Brake pads Vitesse/GT6	£7.00
Engine mount 4 cylinder	£4.50
Engine mount 6 cylinder	£7.00
Overdrive gearbox mount	£14.00
Standard gearbox mount	£1.95
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Clutch kits 1500	£46.00
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Front vertical link Spitfire	£42.00
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Anti roll bar link	£10.50
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Rear suspension nut/bolt kit	£13.00
Front shock absorber	£22.00
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Rear wheel bearing roto	£16.00
Rear wheel bearing UNIPART	£18.00
Rear leaf spring MkIV/1500	£59.00
Rear leaf spring Spitfire I, II, III	£45.00
Rear leaf spring Herald	£65.00
Rear leaf spring spring Vit MkII	£65.00

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Seat covering kit Spitfire/GT6	£105.00
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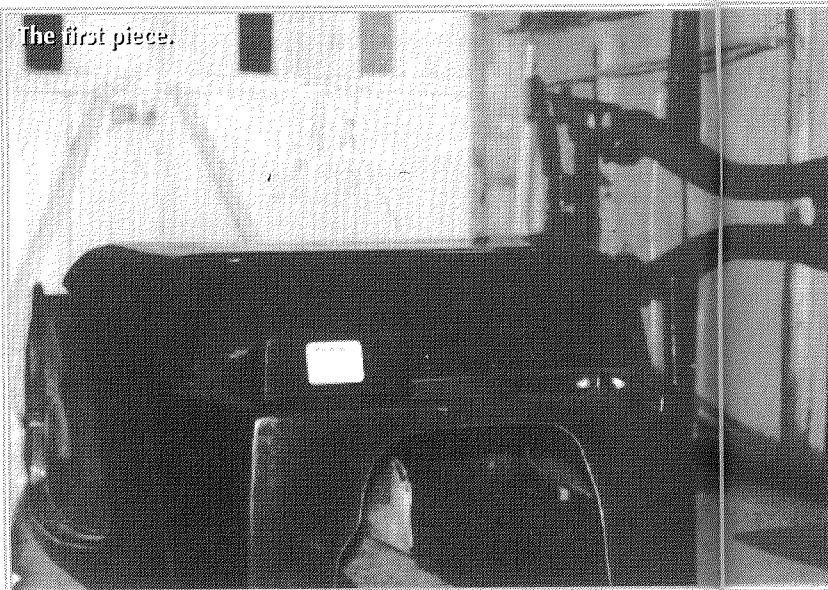
I don't know about you but with me it still hasn't quite sunk in. What has 1st April meant to thousands of classic car owners since time immemorial? Yes, the trip to the post office with ones vital documents and that painfully large cheque to get the dreaded road tax disc.

Never again for most of us. Of course some of you Spitfire or GT6 people will have to keep paying for a few years yet. Even some of us with Heralds have one more year to wait. One of my Heralds comes into that category. My 13/60 Convertible left the factory, according to the BMHIT, on 15 February 1971 and was registered in May 1971.

Classic Bonus?

IT'S A QUESTION OF SPACE

The first piece.



Even though the car is, or soon will be, 25 years old our government has decided to treat classic cars like racehorses, they will only get a year older on 1 January. Still mustn't complain. It's nice not to have to pay tax for the Moss, it is treated as a 1969 car. The old disc ran out at the end of December and when Jackie went to our local post office to get the new one it was the first time they had to give it out for free.

The situation on free road tax for those of you with Q plates is not so good is it. I understand you will have to wait till 25 years after the number was issued. Oh dear. If, however, your Kit or Special uses an original Triumph chassis I reckon there is something you can do.

IT'S A QUESTION OF SPACE

Are you thinking about building a kit car? Here is a very potted version, with emphasis on some of the logistical problems involved, of how I built my Moss Malvern all those years ago. The first job was to find a suitable Herald to work on. As everyone knows buying any second hand car is fraught with problems. One tip which has served me pretty well is to try and avoid looking for a car when you really need one! You know what I mean, if you're desperate for a car you'll overlook all the faults of the one you're looking at and you'll pay the full asking price so as not to lose it. The right way is to be blasé, if the car's got problems walk away, if you don't like the seller, forget it and if it does actually suit your purpose offer the price you think is

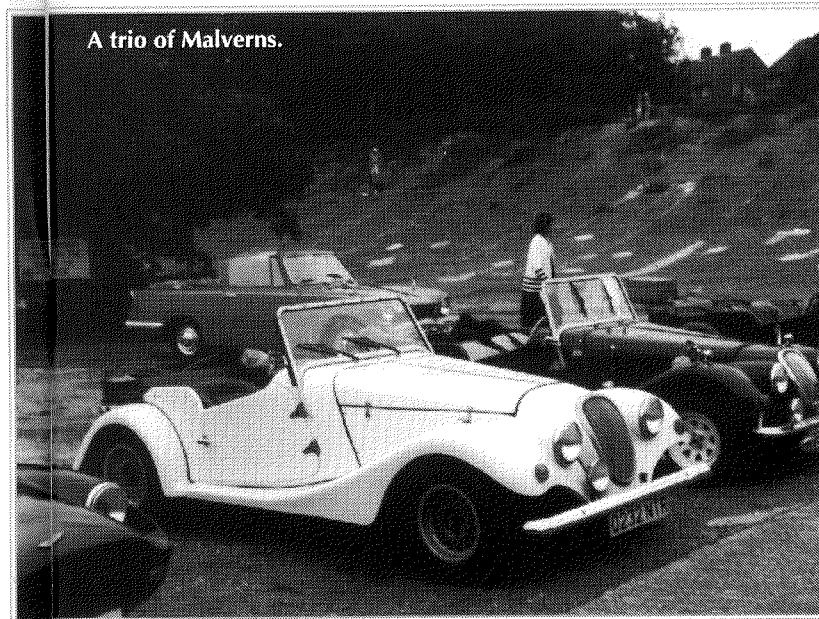
right. I played this game in 1983 with the Herald 13/60 saloon that was to become the Moss. I was in no hurry to buy a donor car and when an MOT failure was advertised I waited a week before phoning. I gave it as thorough a check as possible when it was parked out on the street; I drove it round the block - it actually had 5 days MOT left. It would do. The lady owner asked me to make an offer. I thought fast and decided to start right at the bottom, "£20," I said. "OK," she said. You could have knocked me down with the tear off slip from a V5.

For my £20 I also got a pristine Haynes manual, worth over £5 at the time. To say I was pleased with my new Herald would be an understatement.

The first step in construction of the kit car was the deconstruction of the Herald. I started to dismantle it in about August and by Christmas all the bits that were to be reused were renovated, painted and tucked away around the garage. I remember one day my brother-in-law came into the garage, I was telling him about progress on the project and he said "Where's the car then?". The funny thing was, looking around there didn't seem to be a car at all. The bare chassis was leaning against the wall and all the myriad suspension parts, mechanical bits and pieces were hanging from the rafters or dotted about on the shelves.

It was now January and the actual kit was ready to be collected from Sheffield. This is where the apparently empty garage came into its own. The Moss body comes in many bits and has to be drilled and bolted together. The build instructions (a few sheets of photocopied A4 to be exact) suggested that the body be assembled on a flat surface. I understand that a lot of other builders ignored this advice and built the body directly onto the chassis.

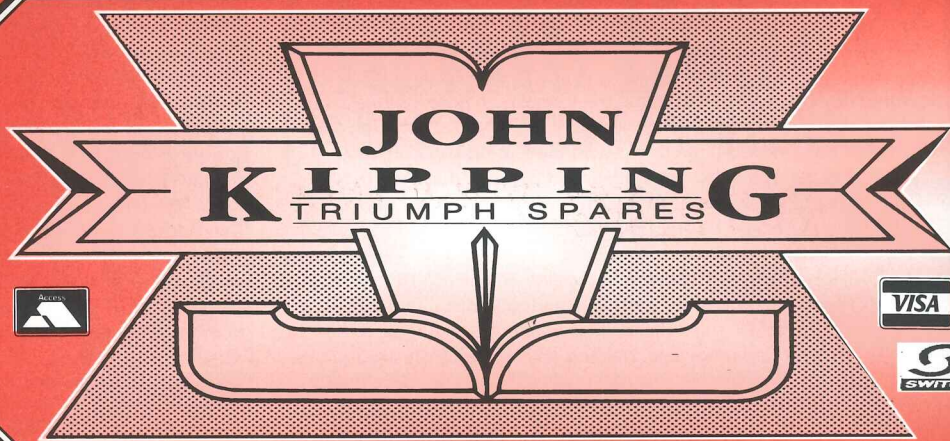
A trio of Malverns.



With the body complete I now did have something that looked a bit like a car in the garage. This meant I had nowhere to build up the rolling chassis. This problem was solved by moving the body outside, putting it on trestles and covering it with a car cover. Now I had the garage floor back to work on the chassis. Assembling all the freshly painted or new bits onto the chassis was the best bit of the whole project and soon I had a sparkling rolling chassis ready to receive its new body. Fitting body to chassis wasn't so much fun as they didn't seem to touch in any of the places they should. This prompted my one and only call to the factory - they said I was worrying too much - just bolt it up. The next day it didn't look so bad, I bolted it up. The rest of the process involved wiring, lights, instruments, seats and a thousand other things until one Sunday in June 1984 the new creation was reversed out of the garage and up the road for its first test drive. The start of a beautiful relationship.

If you've got this far in this article, if you're reading this I suppose you must have (philosophy or what?) you will have realised that me writing about my own car means that I have run out of stories and pictures from you out there. Come on guys and girls send me your Special stories and pics.

Don't forget about the Moss Cars open day I told you about last month, to be held on Sunday 21st April. For details contact Dave Pegler on: 01225 331509. ★



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In Progress - Due MAY

Spit I / II / GT6 Mk I Front Overriders

GT6 Report

If you've read the article in this month's *Classic Cars* magazine, you'll have noticed how they've all just woken up to what we already know – that the old GT6 is really rather special, and greatly undervalued.

There weren't many of them made, in the context of production sports-cars, and there are even less around now, so every single one needs preserving and kept in use as much as possible, if not just for our own fun, then for the future collections of classics.

So if you're the lucky owner of one of them, it's well worth remembering that you're probably sitting on a good, long-term investment . . .

But on the other side of the coin, if your car is looking a bit tired and tatty and the lottery hasn't come up with the goods again this week, one of the easiest and least expensive

IS YOUR GT6 IN NEED OF A GT6 TONIC?

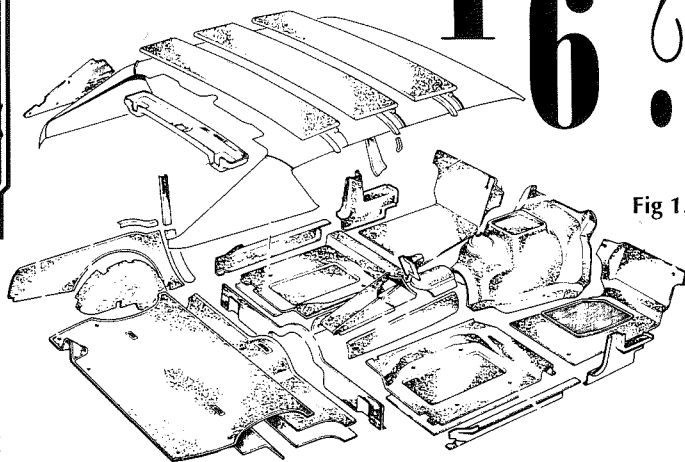


Fig 1.

jobs that really brings the car to life again is some interior trim. Two items – a new carpet set and a new headlining, although they don't make the car go round the corners any better, certainly give a whole new feeling to driving it (fig.1).

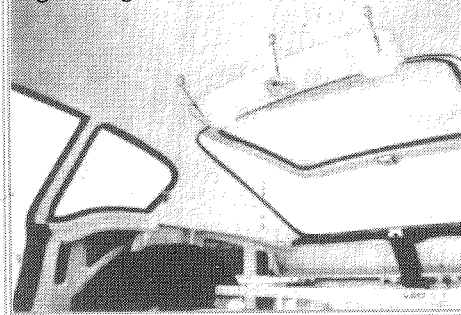
Carpet sets are fairly straight-forward, they come in all shapes and sizes (and prices), and they're self explanatory to fit. But headlinings are a bit more complicated, so here are a few tips.

First, get your new headlining kit. They're all the same basically and consist of a main square of vinyl with side flaps to go down the back wings and B posts, and a few extra strips for under the quarterlights etc.

This is a fairly big job, since you have to take out quite a bit of the other trim, and there's no way of fitting a lining properly unless you take the windscreen out. Check the centre bottom of the screen, if it's blank then it's toughened glass and you can go ahead and remove it. But if the marker shows it's laminated then it will crack when you remove it, so you MUST cut the rubber away first (ie it's cheaper to buy a new rubber than a new screen). If you're unsure about doing this job yourself, it's worth getting a windscreen company to remove it and refit it again after you've fitted the headlining.

You also need to remove the sunvisors, the RV mirror, the rear wing vents, the tailgate assembly (only take off the main cover plate and essential bits of this (fig.2), no need to dismantle the whole works), and the black vinyl rear side trims. Then lastly, unscrew the quarter-light catch-plate from the headlining and swing the window open (fig.3). Then pull out the velvet seal – this is a bit of a squeeze but it saves having to take out the whole window.

Fig 2. Hinge cover attachment points.



Now, peel off the old headlining around the edges and around the hardboard panels in the back wings. You'll now find the headlining is 'hung' onto the roof on metal tubes which slide into pockets in the headlining. Start with the rearmost bar and push one side forward until you can unspring one end and take it out of the roof. (Check how it comes out so that you can repeat this in reverse when you're refitting). Now repeat this towards the front of the car, then take the whole lining out and lay it out flat – you'll find it a useful reference to keep track when you're putting the new one in.

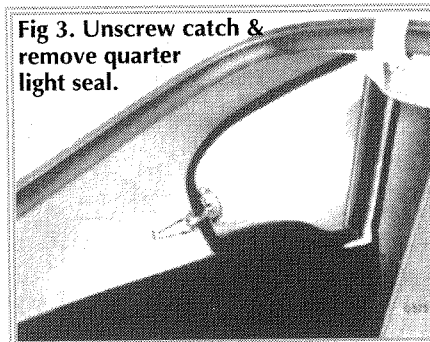
If you have a sunroof, you may not have the support bars but you will have the edge of the opening to glue the lining to, which helps to keep it stretched straight. But at this stage don't cut any material out, leave it till you've got the main section more or less lined up. If you've got an original Webasto, you'll need to remove the side runners at this stage.

And now you're back at the halfway stage, and time to start putting everything back.

Lay the new lining out flat, and slide the support bars out of the old one and into the new. Have a bagfull of cloths pegs ready, together with your tin of Evostick and a small paintbrush.

Lift the new lining and fit the front support bar first, using the reverse procedure as mentioned. Hook it in and then lean it back. Then put the back one in and lean it back also. Then go back to the front and pull the vinyl evenly towards the screen surround and peg it across the front. Gently pull the back section towards the tailgate and put it, and the side edges over the doors and quarterlights.

Fig 3. Unscrew catch & remove quarter light seal.

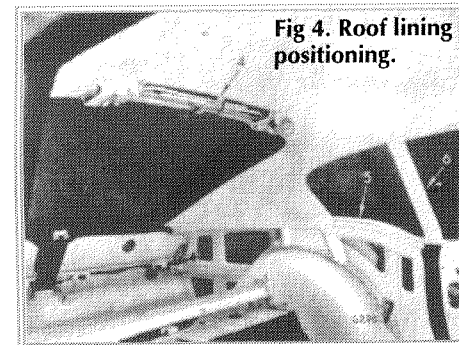


The two side flaps should line up over the B posts and the rear wing sections can be pegged roughly in line at the back of the car. Don't worry if these don't seem to line up at the moment, and don't cut any spare material off yet.

Now, peel off the old headlining around the edges and around the hardboard panels in the back wings. You'll now find the headlining is 'hung' onto the roof on metal tubes which slide into pockets in the headlining. Start with the rearmost bar and push one side forward until you can unspring one end and take it out of the roof. (Check how it comes out so that you can repeat this in reverse when you're refitting). Now repeat this towards the front of the car, then take the whole lining out and lay it out flat – you'll find it a useful reference to keep track when you're putting the new one in.

Having got it pegged evenly in place all round, start at the front and cut it about 1 inch too big, then glue it across the front of the screen. Now work backwards around the door apertures, quarterlights, B posts and tailgate opening. The back can only be glued around the two corner edges as the light fitting takes up most of the centre, but glue wherever you can get across the back to get a snug fit. Now pull the rear wing sections towards the back and down around the hardboard sides, gluing down the sides of the tailgate edges as you go. You'll need to cut out the rear vent holes at the end, but keep these to a minimum and don't do it until everything else is glued – an inch too much cut out here and the whole headlining is ruined! (fig.4)

Fig 4. Roof lining positioning.



The last minor bits are under the quarterlights, where you have to stick the ends over and fit them neatly against the main lining, and a couple of inches at the front corners where they join the black vinyl trim down the screen pillars.

Lastly you can put the components back – sunvisors, RV mirror, vent covers, trim panels, tailgate light etc.

Then you can stand back and admire your work, a beautiful headlining with no creases . . . no sags . . . no grubby fingerprints all over it . . . and have a beer and congratulate yourself! ★

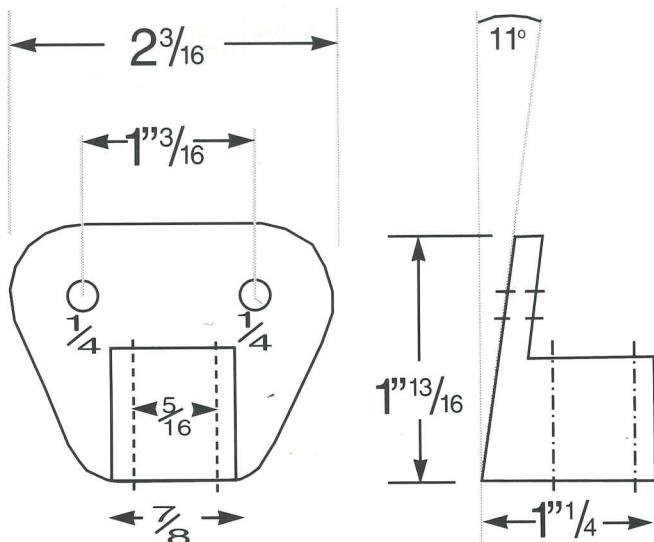


That bloke named Dennis has wrote to me on the cadge again. He has recently purchased a steel hard top for his MkIII Spitfire but without fixings. After a quick phone call to J. Kipping and although listed in his catalogue, they now seem to be obsolete.

So would it be possible to send him a drawing with the dimensions so that he might have some made.

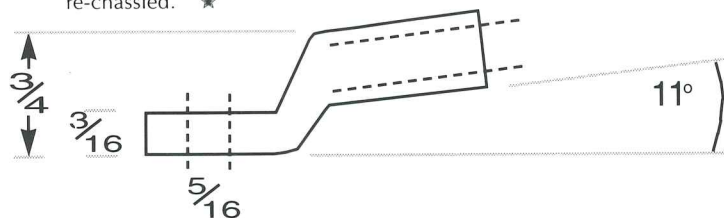
I know that this is quite a common problem, as parts get lost or trying to fit a MkI hard top to a MkIII and finding the side fixings are different.

The tapped retaining plates on the sides of the hard top are the same for all models, it's the actual fixings that are different.

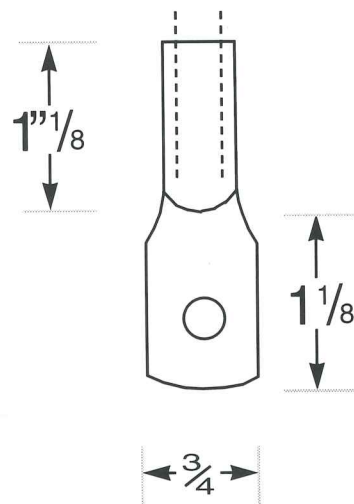


The two brackets you will have to make but the two tie-bars can be made from the tie-bars for a MkIV / 1500 Spitfire with only the length having to be altered. These are available from Rimmer Brothers, Pt. no. 624720 (soft top fitments), all the dome bolts are as per MkIV / 1500 including front header rail.

Bad news, Simon Coles's excellent MkI Spitfire which is featured in Classic Cars is wrecked having taken off over a hedge and landing in a field on an unmarked T-junction near Diss, Norfolk. His car being the fourth in a month. Two of the other cars snapped in half! The only reason his Spitfire survived so well is the separate chassis. The car is now at Anglian Triumph Services waiting to be re-chassied. ★



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Another massive article specially for the April issue, and, as usual, I'll begin by showing you a member's car. It's an estate (obviously) and is unusual in that it doesn't appear to have a name!

It belongs to a family of known Herald enthusiasts, the Kempshalls of Sussex. Eric has written many a letter to The Courier and to me about his car and it's good to see an image of it at last. Eric's son John sent the photos in following the completion of about 800 hours of hard labour on its restoration and I must say it's looking very respectable. So it should – its first two owners were a judge and a doctor before it was purchased by John's sister about 6 years ago for £600. It looks to be finished in Valencia Blue which is



one of my favourite colours, probably because my first Herald (R.I.P.) was similarly attired.

I think this is the car that caused Eric a few problems a year or two back due to some absolutely awful wiring modifications carried out by a DPO (Dreaded Previous Owner in Internet slang. Actually, if you think about it, we're probably all guilty of passing on some horror to the next unsuspecting owner) which, I believe, are now cured. The rear view shows a sports exhaust but I have no information on any other modifications from standard specification. The family liking of Heralds apparently stems from John (refers to himself as a 'nut') who has owned a '63 1200 for 23 years.

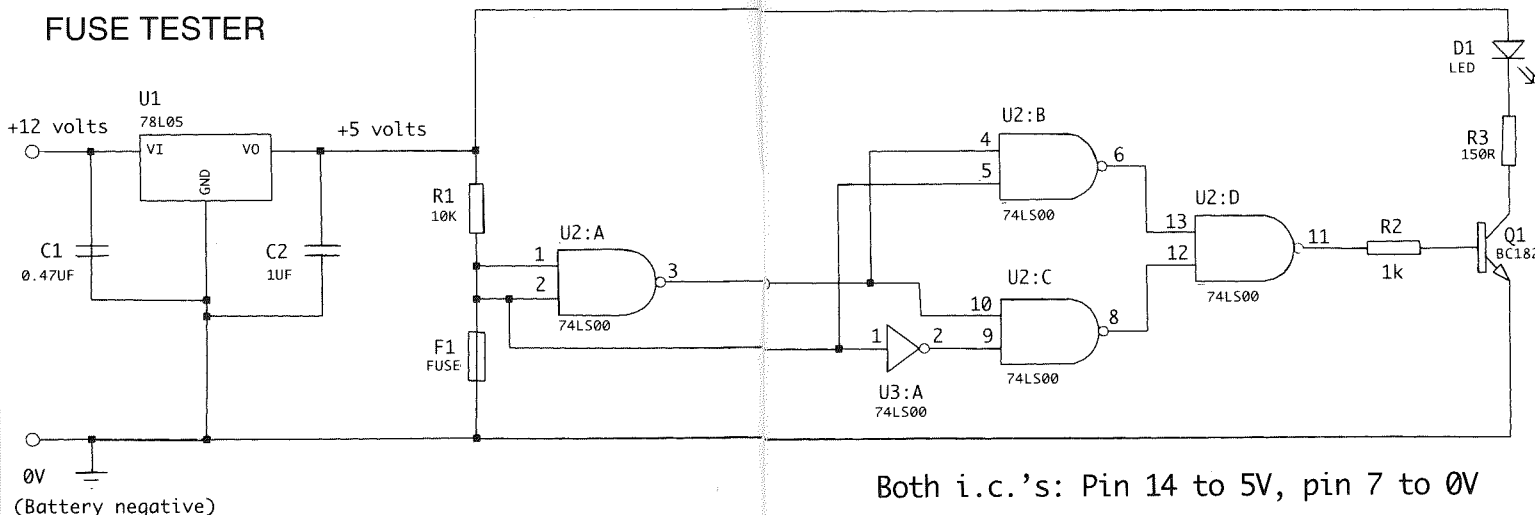


Next up, a member has enquired about his old Saffron 13/60 convertible registration number TJA842) which he sold a few years ago. If anyone has any information about this car, then he would be very pleased to know that it survives. Ideally, he would like to buy it back if possible but, failing that, he has a set of photographs of when he carried out some restoration work about 10 years ago which he would be willing to pass on

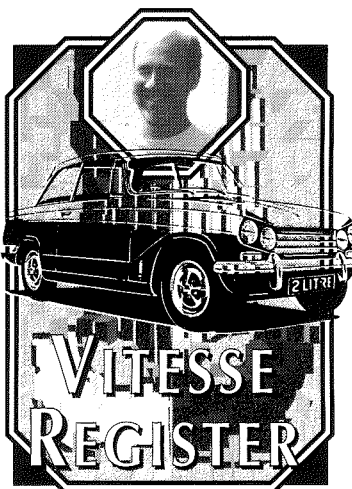
to the current owner. Information to me please. Thanks.

Also, does anyone anywhere know if Herald or Vitesse convertibles ever had their hood frames chrome plated? One, actually a Vitesse, exists in the US and we are wondering if it was done specially for a show car or just at the whim of another DPO. The owner, Dan Parslow, seems to be of the opinion that it was done professionally in the factory judging by the apparent originality of the various fixings.

Finally in this section is a fuse testing gizmo for you electronic wizards out there. It is intended to be made up on a board and to connect to the car's own battery. Its operation is very simple in that if the LED lights up, the fuse is OK. OK? However, as with all things auto-electrical, get it made or checked by someone who understands electricity if you are not sure what you are doing. If there is enough demand, I could even get printed circuit boards made up so, if you are interested, write to me. I am now working on a more advanced model that plugs into the parallel port of a PC and will operate under Windows 95. That should be ready by the same time next year. I reckon.



Now to servicing. Having checked the operation of the bell, the next thing to look at is the fluid flywheel which should have its oil level checked. This is reached by undoing the cover at the front of the lower deck passenger cabin, just under the heater controls. Oops, wrong manual! And my times run out. Sorry about a further hiccup, but the time has just evaporated. Normal service resumed next month, I promise. ★



SMITHS Radiomobile

Hi! . . . April already! Where do the months go? . . . Another sort of Apology to make this month before I continue . . . due to life's rich pageant (!)

I have been rather busy this past month and have therefore 'cheated' a little with the register!! . . . The following is a complete copy of the 'Radiomobile' installation instructions . . . Actually they are very informative and very nicely 'Period' . . . (it's also one of the most asked questions, where/ how can I fit my radio?) . . .

Introduction.

This instruction covers both right and left hand drive cars .

Warning.

Before connecting to power supply, ensure that the polarity of the radio is made "POSITIVE GROUND".

DAMAGE TO TRANSISTORS IS INEVITABLE IF POLARITY IS INCORRECT.

The radio and speaker assembly is mounted under the centre fascia.

A rear aerial may be mounted on the right side above the luggage compartment lid on the Saloon and Coupe, and on the right side tail fin on the Estate Car.

An alternative position for a front aerial (non-retractable) is on the drive side wind-screen scuttle.

A rear speaker may be fitted to either the Saloon, and Coupe, or Estate car, but not to the Convertible as the folding hood occupies all available space when stowed.

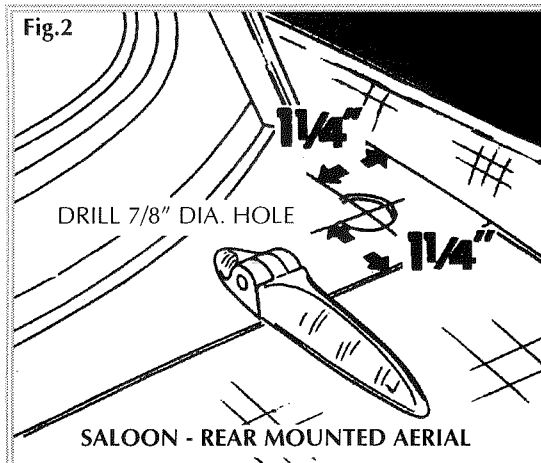
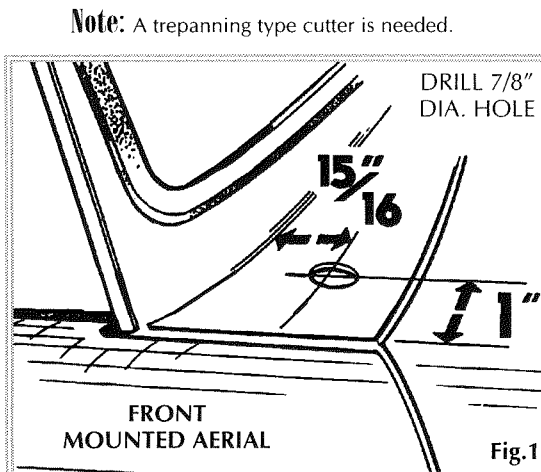
Note:

All cars are now fitted with suppressed ignition H.T. cables and suppressed distributors. These cables are marked "Suppressed" or "Resistive". On NO account should these cables be cut or screw-in type suppressors used, as ignition circuit failure will result.

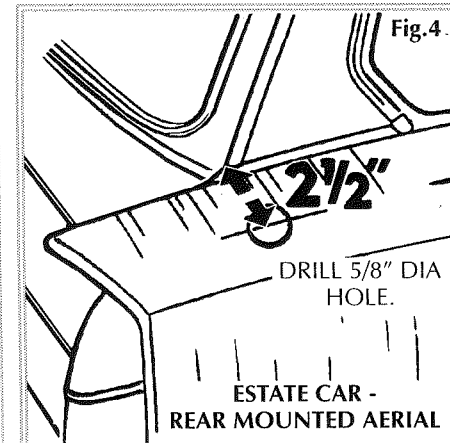
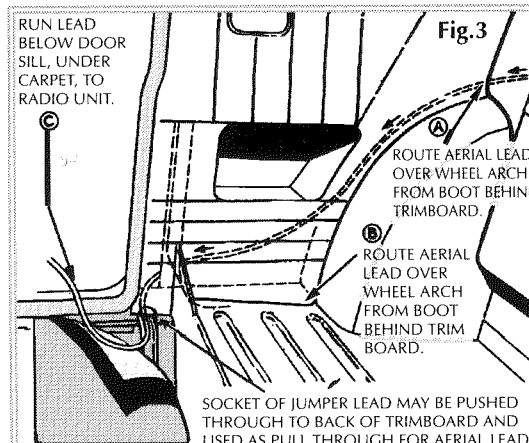
Front Aerial Mounting.

All vehicles and all models of radio, (except model 530 T).

1. Drill a 7/8" dia. hole as shown in Fig.1.



Note: A trepanning type cutter is needed.



2. Fit aerial to panel, ensuring aerial lead is routed into vehicle under fascia through circular hole which is below and slightly forward of aerial position.

Rear Aerial (Saloon and Coupe).

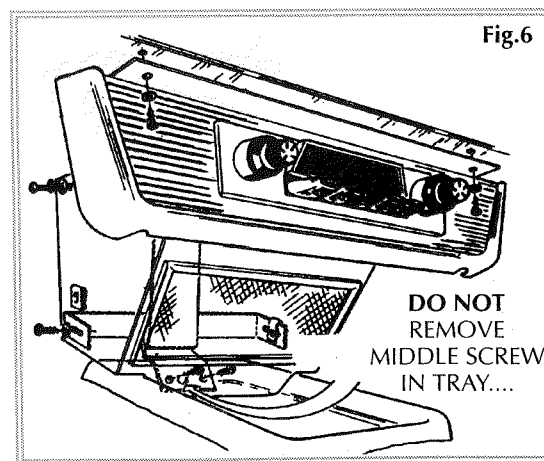
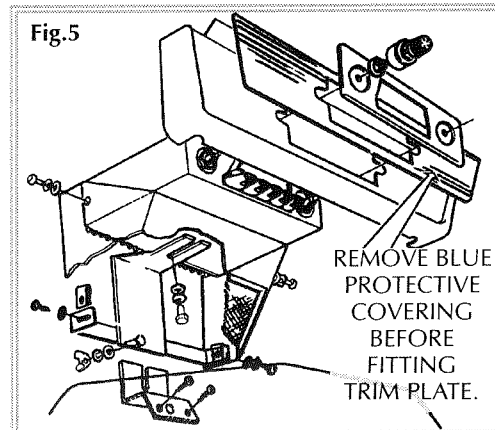
1. Cut a 7/8" dia. hole at position shown in Fig.2.
2. Assemble aerial to body.
3. Route aerial lead over wheel arch.
4. Remove rear seat and route aerial lead as shown in Fig.3.
5. Replace seat.
6. Refit carpets.

Aerial Mounting (Estate Car).

1. Remove the two trim panels inside the right side tail fin and over the wheel arch (held at top by spring clips).
2. Mark off and cut a 5/8" dia. hole in tail fin at position shown in Fig. 4.
3. Clean to bare metal area around hole inside car.
4. Remove screw and lead, and fit aerial assembly to hole. Adjust mast to vertical position, remove assembly and lock mast in position by tightening grub screw found under rubber washer.
5. Assemble aerial to fin.
6. Route aerial lead over wheel arch as shown in Fig.3.

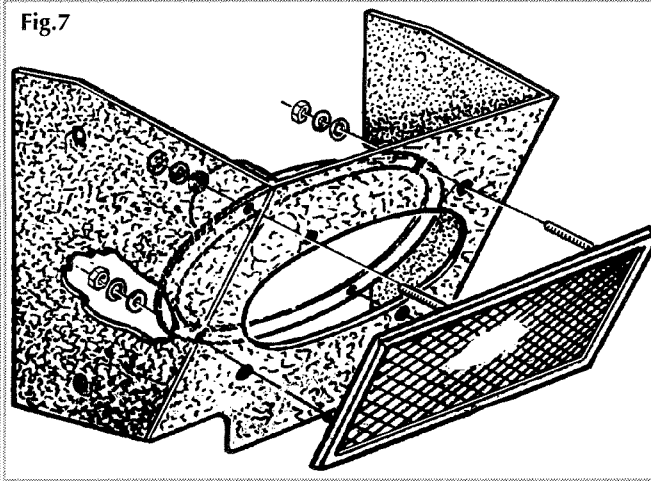
Radio Unit Mounting.

1. Fit front mounting and trim finisher plates (remove blue protective covering) between front of case and radio escutcheon, secured by nuts under pull off type knobs, see Fig.5.
2. Fit lower support bracket to rear of tray on gearbox tunnel using the two outer PK screws.



Note: The middle PK screw holds the backing plate and should not be removed.

Fig.7



- Loosely assemble the upper support bracket to the lower bracket using the wing nut, plain and shakeproof washers.
- Unscrew the two PK screws from the underside centre of the fascia, ensuring that the two flat spire nuts above the fascia stiffener brackets are retained.
- Secure radio assembly to fascia using these fixings. See Fig.6.
- Secure upper mounting bracket to under-side of radio using hexagon screw, plain and shakeproof washers.

Speaker Mounting.

- Assemble speaker and bezel to speaker housing with 4BA fixings See Fig.7.
- Connect speaker lead to speaker and radio.
- Route battery lead through main wiring harness grommet in bulkhead and connect to A.1 terminal on regulator box.
- Connect battery and Aerial leads to radio.
- Switch on radio, tune to a weak signal on medium wave 1.2 Mc/s (250 metres) approximately and adjust aerial trimmer (located on model 530T, adjacent to aerial lead entry point underneath radio, access on all other models is alongside of tuning spindle), for maximum volume.
- Mount assembly as shown in Figs. 5&6.

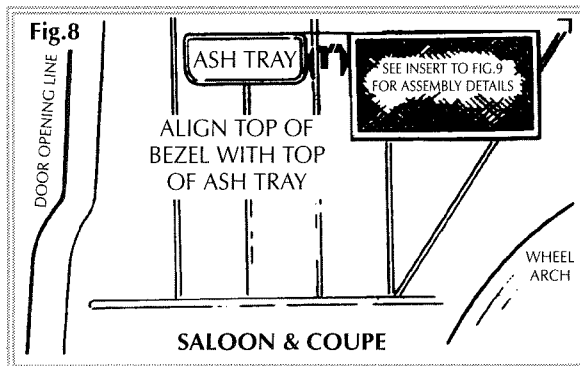
Rear Speaker Mounting - Saloon & Coupe.

- Lift out rear seat cushion.
- Detach right hand rear side trim pad and cubby box, spring clips on rear.
- Position speaker bezel to dimension shown

in Fig.8. and drill four holes for bezel studs 5/32" dia.

- Mark with soft pencil outline of bezel on trim pad and cut a rectangular aperture 3/8" less all round inside the marked area.
- Fit bezel to front of trim pad and speaker to rear, secure with fixings provided.
- Connect speaker lead to speaker, routing to radio location as shown for the rear aerial lead, in Fig.3.
- Refit trim panel and seat cushion.
- Connect leads from front and rear speakers, also speaker lead from radio to the balance control, as shown on the attached label.
- Secure control to the hole provided in right hand side of speaker board.

Fig.8

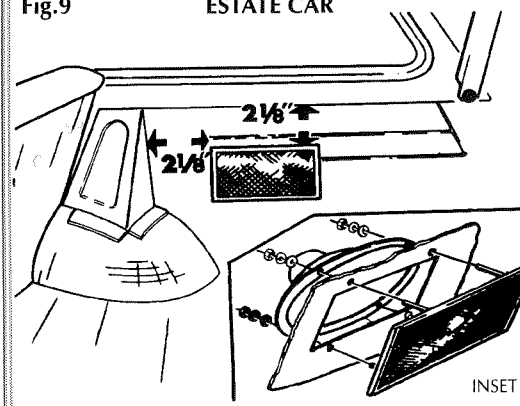


Rear Speaker Mounting - Estate Car.

- Detach side trim pad from luggage compartment, spring clips on rear. See Fig.9.
- Position speaker bezel to dimensions shown in Fig.9. and drill four holes 5/32" dia. for bezel studs.
- Mark with a soft pencil the outline of bezel on trim pad and cut a rectangular aperture 3/8" less all round, inside the marked area.
- Fit bezel to front and speaker to rear of trim pad, secure with fixings from kit.
- Connect speaker lead to speaker and route over wheel arch behind trim panel to the underneath of rear seat.
- Refit side trim pad to luggage compartment.

Fig.9

ESTATE CAR



- Unscrew two screws from flexible flap on heel board in front of rear seat cushion and drill a 5/16" dia. hole through metal heel board. (This will prevent lead being trapped when seat is folded down).
- Route speaker lead through from below rear seat fitting grommet provided, secure seat flap.
- Route speaker lead forward under floor coverings and up to radio location.
- Connect leads from front and rear speakers, also speaker lead from radio to the balance control, as shown on the attached label.
- Secure control to hole provided in right hand side of speaker board.

Suppression all models.

In the interests of sufficient suppression it is essential to scrape to bare metal each point at which an earth connection is made.

- Connect a 1mfd. capacitor to the 'SW' terminal on ignition coil. Earth to coil mounting bracket.
- Connect a 1mfd. capacitor to the large terminal (brown lead/ yellow tracer) on the dynamo. Earth to dynamo mounting bolt.

MODEL 530T Additional Suppression.

- Connect the voltage regulator suppressor to the regulator unit as indicated by the lead colour coding. Note that the brown/ yellow suppressor lead is merely added to the regulator terminal. The voltage regulator on the Herald Models

is mounted at the side of the battery in the engine compartment. The regulator on the Vitesse models is mounted in a recess behind the left hand kick panel inside the body. Mount suppressor alongside of regulator with the two PK screws from kit, drill .136" dia. holes (No.29 drill).

That should give you all plenty to think about! (If you are installing a radio that is) . . .

Only one featured Vitesse this month . . . belonging to Ian Perry (King's Lynn). . . the car was originally owned from new by Ian's father, who purchased it new from Fry's Garage, Otford, Kent, on the 12th of February 1968, it was passed on to Ian in 1995, although he does comment that it was the car he learned to drive in, and also his (then) fiancé and himself had a long weekend in Suffolk (from Kent) to buy their first house in it. Ian has photo's going back to 1969, and the original folding Logbook, it's covered only 73,000 from new . . . and is used for 'High days and Holidays' . . . but as Ian says 'Always creates interest'! . . .

A final interesting question this month. . . why do some (and not all) Mk II Vitesse's (and 13/60's) have an escutcheon labelled 'air' fixed behind the heater blower switch (recessed in the dash) I have seen many with and many without, why? . . . It's interesting to note that it is not pictured in the driver's handbook . . . anyone know the reason?? Thanks . . . take care . . . cheers . . .



P.S. I owe Hugh (yes, that Hugh!) Roberts a large 'thank you' for all the help and work he recently did on my Mk II saloon to get her 'well again' after her period of resting . . . Thanks Hugh, (and thanks Chris, for the excellent meals), . . . much appreciated!! . . . ★



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Hot & Cold



ERRATA:-

In last months article, tightening the rocker adjustment nut can alter the rocker gap 0.001 inch to 0.0005 inch, not 0.001 inch to 0.005 inch as printed last month.

In response to my request for more photos of your cars, Adam Elsdon of Carterdon, Oxon sends in this picture of his dazzling white Spitfire 1500, reminding us all of warmer things to look forward to this summer. The car is in excellent condition, as I am sure you would agree, winning best Spitfire at Brean Camping weekend last year.

The cooling system of the Spitfire receives a lot of publicity, particularly in the summer, but the heating system in comparison receives little mention. This may be because the heater system on the Spitfire is fairly effective or is it because few Spitfires are used in the winter and the heater is only used in the summer as a secondary radiator to help cool an overheating engine!!

Fig. 1 shows the arrangement on the earlier cars. As can be seen hot water for the heater is tapped off a connection at the rear of the cylinder head and returned via steel return pipe to the inlet side of the water pump housing. This way, until the thermostat opens, hot water recirculates around the cylinder head and heater, allowing faster warm up of engine and occupants!

Notice that the steel return pipe incorporates a small 'restrictor' hole fig. 2, which limits the flow of hot water through the inlet manifold, providing a constant, pre-determined amount of manifold heating.

If your heater is not performing satisfactorily, check that the hose connections to the steel return pipe, shown above, have not been reversed. If they have, then the flow through the radiator is going to be seriously limited by the restrictor hole.

Obviously the cooling and heating systems are inseparable and I covered the cooling systems in detail in The Courier. However, with the cold spell we are currently enduring (hopefully it's a little warmer by the time this article is published) a little information on the heating system may be useful.

One of the few problems with the heater system occurs when the heater hoses are connected incorrectly. There are 2 layouts, those used on the Spitfire MkIII and Spitfire IV up to FH 60,000 (1974) and then changing on late Spitfire MkIVs and 1500s.

Another problem can occur when owners drill out the small restrictor hole, believing it will increase flow. It will increase flow, but only through the manifold, OK in winter, but providing for too much manifold heating in the summer.

Fig. 3 shows the arrangement on the later Spitfire MkIVs and the Spitfire 1500. The essential differences between this and the earlier arrangement is:- a) hot water is no longer taken from the cylinder head, the tapping being plugged on MkIV heads and on the 1500 head there is no tapping at all.

b) A steel T piece is added to the inlet manifold, which now provides the hot water to the heater. Obviously the late MkIV and 1500 inlet manifolds are different, but both incorporate this T piece.

The adoption of this T piece allows a degree of variable inlet manifold heating to be introduced. In the summer (hot days!) when minimal manifold heating is required, and the heater unlikely to be switched on, manifold heating is minimised by the restrictor hole limiting flow through the manifold. Fig. 4. However, in the winter when manifold heating is increased and the occupants are cold and turn the heater on, water flow through the manifold (and hence its heating) is increased as water is also now allowed to flow around the 'unrestricted' path of the heater, fig. 3.

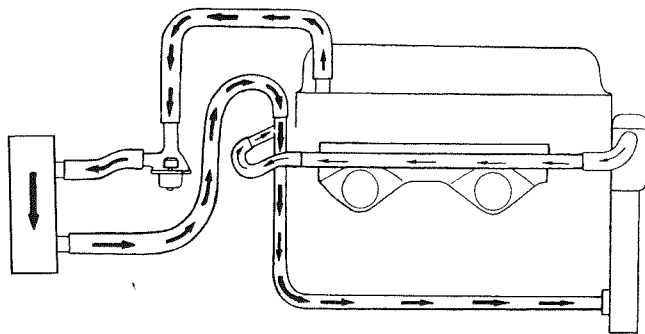


Fig.1 Spitfire IV (upto FH 60,000) heater hose layout Note restrictor hole limiting flow through inlet manifold.

It could be argued that the later arrangement provides hotter water to the heater, tapping it off at its hottest point, ie, it having just flowed past all the hot exhaust ports, as opposed to at the back of the head where it has not yet picked up heat from the exhaust side of the head. On the other hand it can be argued that the earlier tapping at the back of the head encourages water flow in this area, preventing silting up and overheating, more common on the longer, 6 cylinder heads.

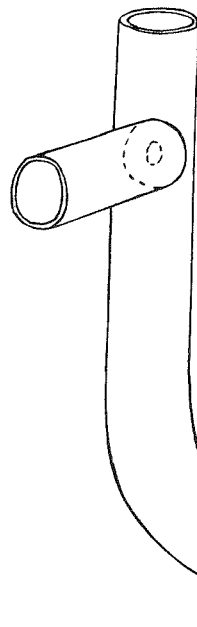


Fig.2 Location of restrictor hole in heater return pipe.

HEATER IMPROVEMENTS

1. Obviously blockages aren't going to improve the situation and reverse flushing the heater core will help. It is also possible to run the car for a while with the heater hose connections reversed (hoses should be long enough) and hence reverse the flow through the heater matrix to prevent / loosen any sludge.

2. Check for any 'free play' in the heater valve Bowden cable and that it opens the valve fully. Flush through the valve when flushing the heater.

3. Other blockages can occur in the steel pipes, in particular:-
a) the short pipe exiting the thermostat / water pump housing. b) the heater return pipe, which is very susceptible to blockage / rusting due to it laying horizontally. The stainless steel replacements now available are a worthwhile investment.

4. Unlike the Herald / Vitesse heater box unit, the Spitfire unit is pretty good.

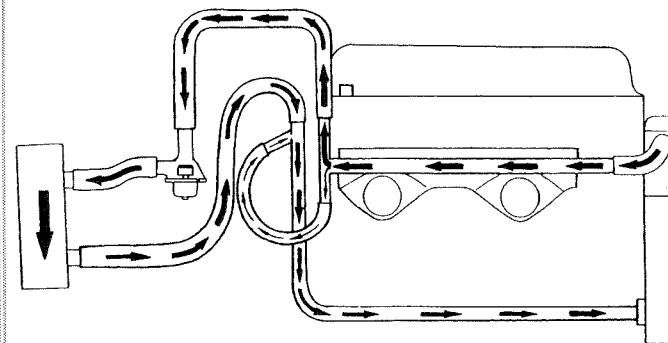


Fig.3 Spitfire Mk IV (after FH 60,000) and 1500 Heater Hose Layout Heater Valve Open increases inlet manifold heating.

An improve-ment in demisting can be achieved by masking off with tape, the large gap that exists between the 'fish tail' duct outlets under the dash and the actual outlets on the dash. By the way, just to remind you that the heater fan is 2 speed. Check it's it not stuck in the 'low speed'!

5. A 'winter' thermostat of is specified for the Spitfire, allowing faster engine warm up, not to mention the occupants! Fitting aKenlowe fan will have a similar effect.
KEEP WARM! ★

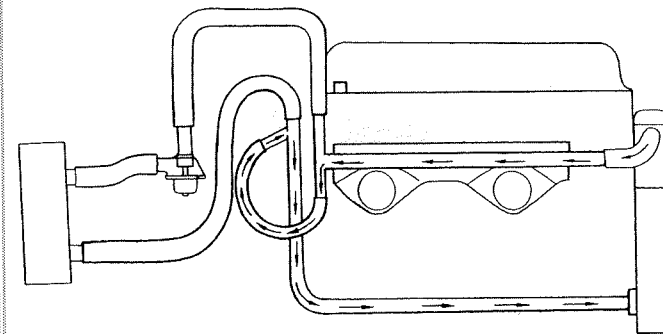


Fig.4 Spitfire Mk IV/1500 heater hose layout. Heat valve closed limits inlet manifold heating due to retractor hole.

TRIUMPH

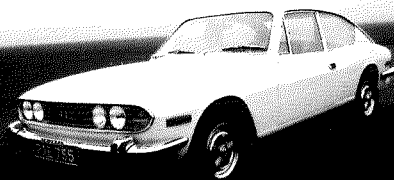
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Triumph World Issue No.7 (April/May 1996) goes on sale at all good newsagents from 21st March and is bound to be in great demand. Firmly established as the authoritative magazine that every Triumph owner and enthusiast wants to read, *Triumph World* features contributions from the very best automotive writers and photographers.

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A short time ago I was contacted by a staff journalist from one of the monthly classic car magazines. He had received a letter from a reader requesting some advice about a Bond Equipe.

It seems this reader wanted some guidance regarding an engine swap, not much of a problem you might think, but the car was one of the remaining 30 odd Equipe 2+2s (fewer than 10 of these are in road-worthy condition) and its owner wanted to fit a GT6 engine and overdrive gearbox.

My first reaction was that I would recommend the conversion for a number of reasons. Firstly, with so few of these cars left, I would think twice about such an engine swap, but I suppose the original engine and any other parts could always be retained and the work could be reversed. This conversion has been done before, and it can work well provided it is thought through thoroughly, so what needs to be done?

The engine will fit under the bonnet without the need for 'power bulges', but there's not a lot of room to spare, of course there would need to be other modifications too. The cooling system would need to be upgraded, and it might be 'fun' fitting an adequately sized radiator for an engine nearly twice the capacity of the original all under a bonnet that only just clears the existing radiator. The brakes would need to be upgraded to at least the same specification as a Vitesse, both front and rear. At the rear this is easiest achieved by changing the driveshafts complete with brakes. Why bother changing the complete driveshaft? Well, the bolts in the driveshaft flanges are larger on the Vitesse and the existing diff on a car which started life with a smaller engine is really not strong enough for the power from a two litre engine. The (slightly) stronger 4.11 diff from the Vitesse and the much stronger 3.89 diff from the Vitesse and the strongest of them all, the 3.63 diff from the Spitfire 1500 all have the larger size driveshaft flange bolts. The need to change the differential unit is the main reason that the driveshafts should be changed as a complete unit.

At the front, the right thing to do is change the vertical link complete with the stub axle, wheel bearings and discs (all of these are larger diameter on the six cylinder cars).

The suspension is going to need some work. The heavier engine will need supporting by stronger front springs. The rear suspension will also need some work, but this is where it will get complicated. The reason? Well the Equipe 2+2 is very light at the rear in standard form, put the much heavier two litre engine in this car, the balance will be changed. If the handling of the car is not to degenerate into initial understeer which will switch with little warning to drastic (POSSIBLY TERMINAL) oversteer, it would need some careful and probably professional sorting out.

To connect the gearbox to the rear axle, a Vitesse overdrive propshaft would also be required and some wiring work to provide the switching of the overdrive. All in all, not quite as straightforward as it might have seemed at first.

I have yet to hear what the owner decided to do, but I sincerely hope that he listened to the warning NOT to neglect the suspension and braking upgrading.

Some very hot news. There is available free (to someone who will guarantee to rebuild the car), the earliest known surviving GT4S. It is the fourth built and comes with a wealth of documented history. If you are interested, contact Nick Wotherspoon on 01254 265036.



And finally, the **ELEVENTH BOND EQUIPE WEEKEND** (still the event that gives you more Equipes per pound than any other) will be held at the same venue as last year (The Plough at Eaves, Eaves Lane, Woodplumpton, Preston) on **JUNE 8/9th**.

There is a new licensee (much more helpful than the last one), who has given the OK for us to use the barbecue on Saturday evening and Sunday lunchtime if we wish. There is space for a few tents and a caravan or two, if you want to stay overnight (let me know if you intend to stay overnight on-site), or alternatively if you want a list of local hotels and B&Bs, or just more information / directions etc, send me a SAE. The provisional timetable will be the same as last years, and will be published next month. Last year the average distance travelled to reach the Bond Weekend was 137 miles and the distance award was 300 miles, so if you live within these distances of Preston, that's where you should be at some time over the second weekend in June. If you are restoring an Equipe, here's a deadline to work towards, or if there is no chance of completing your car by then, come and have a look at other people's cars, it might just help to see them and chat to the owners. Remember, your car doesn't have to be a 'Concours winner' to be welcome, if your Equipe is good enough to get you to Preston, you will be welcome.

Just a minute, it's an April issue, where is the April wind-up? Well, I know you were all expecting one, especially after my double wind-up last year, and I've probably got you again 'cos there isn't one! ★

Bruce Pilbrough



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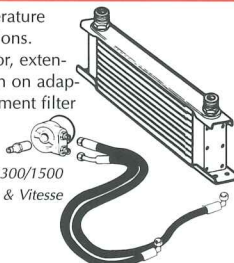
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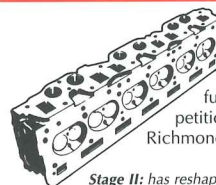
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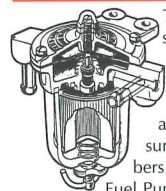
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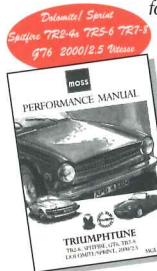
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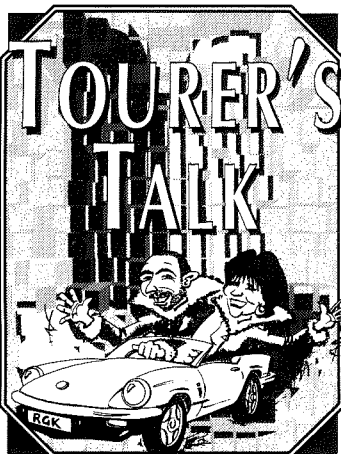
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Holdino Holding

would look on the back of a car of the same vintage.

I don't know how heavy the Mini Motel is but you will see from the photo of it folded that it is tiny, in the background you will see a Combi Camp trailer tent and that is even bigger. If you are interested I am sure Ben can give you the weight but my guess is

No not lots of dosh, but two caravans of two different eras. After camping in a little two man tent at various kit car shows it was obvious to me and my bones that more comfort was required. So when a friend of the family decided to part with a neat little trailer caravan and



that it could be towed by a 948 Herald (and I would like to see it).

The Marlin, like a lot of specials takes its design from motor cars of a vintage preceeding that of the donor car, that said I think Ben's car still manages to look modern and as such the Gobur really suits it. Over to you Ben. . .

awning I jumped at the offer. It even had the original (57) spec sheet as he was the second owner from the second year. I can even remember the Jowett Javelin that normally towed it in the early sixties.

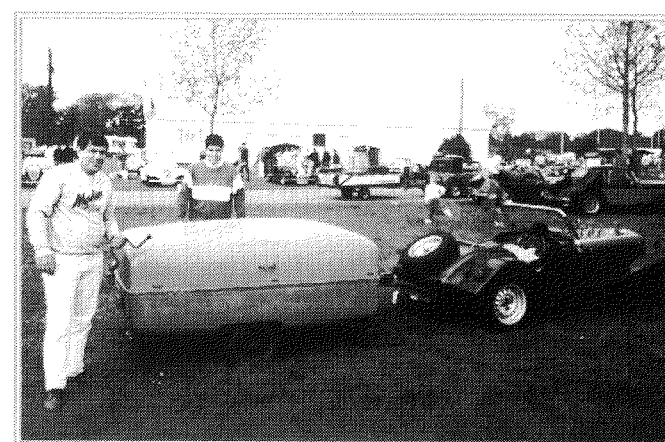
The trailer becomes the bedroom with ample locker space under the bed and the awning provides a kitchen and sitting area. You can even have a bath in the footwell according to the spec sheet, plug hole included.

Henly Craft of Portsmouth supplied the "Mini Motel" back in 1957. I'm only the 3rd owner and towed it to the shows with my Marlin Roadster Hybrid, the six didn't even blink and pulled the load easily. It wasn't long before a friend's child renamed



it the "Soap Dish" due to its appearance when folded down, a name that's stuck.

Well after a few excursions the camping bug grew. Some fellow Marlin owners had Esterel folding vans which looked very nice, but I felt they were too wide to tow with a roadster plus my sideways wasn't that big. However whilst on a trip to Norfolk we popped into Gobur Caravans, just to have a look, not to buy anything! As we looked around and in some lovely home from home vans we noticed that some were quite a bit narrower than the norm. This is the slimline model and we bought one - a second hand example with all the mod-cons. The Marlin knows it's on the back but has no problems towing and has been to Stoneleigh, Newark and Norfolk on the back of the roadster as well as trips to Scotland, Southern France and Germany



electric service (all be it dangerous) have anything to do with the police. But I would suggest that Andrew Webb's "Heravan" looks extremely nose heavy. If this is so he may be in trouble, as this could affect the overrun brake and be over the hitch loading for the towing vehicle. Happy Camping,

Ben Caswell.

In regard to the Devon & Cornwall police check Ben mentions faults from a blown tail light bulb to completely defective braking systems, no gas pressure tests or mains electric tests were made.

The Heravan does look nose heavy but is in fact within the noseweight limit for the Jaguar which is used by Andrew as a towcar.

If in doubt simply place the jockey wheel on a pair of bathroom scales to find the weight, ideally when your gas bottles are in place.

Finally talking of noseweight you probably realised that there were some printing errors in the February issue. Noseweight for a GT6 is 84 lbs not 841, the Spitfire 1500 can take a weight of 67 lbs on it's tail not 671 and I have not changed my number plate, it was done by the type-setters (I think). ★

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

Rick Roberts,
55 Shelbourne Rd,
Cressex, High Wycombe,
Bucks HP12 3NQ.



with my everyday car. Oh if anyone is interested, the Soap Dish is for sale, so give me a ring on, 01322 553354.

Also while I'm writing I would like to comment on November's Tourer's Talk. How many of the 70% defective caravans were actually illegal to tow? I can't see that defective gas and mains

I received Ben's letter at the end of January so I think there is a good chance that the Soap Dish is still for sale, if so and you are the one to give it a new home, let me know who you are and what the towcar is. I really think this is an opportunity for a unique piece of history to be displayed and of course you could even use it for touring, that is what it was designed for.



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'B' post striker catch SPITFIRE, GT6	£11.46
Boot hinges (pairs) HERALD, VITESSE, SPITFIRE I/II/III	£21.15
B post strikers, less slider, HERALD/VITESSE, pair	£23.50
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
Rear overrider HERALD, VITESSE, fully pressed (each)	£32.90
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Front wing VITESSE	£82.25
Front wing HERALD 1200	£88.13
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Sill, HERALD, VITESSE	£18.80
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Door step/tread panel (not aluminium finisher) as original	£7.05
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Rear wing arch repair	£12.93
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Rear centre valance, VITESSE, original pressing	£42.30
Rear centre valance, HERALD, original pressing	£45.83

PANELS — SPITFIRE/GT6

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Front quarter valance, SPITFIRE IV/1500, GT6 III fibreglass	£24.09
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SIH, all SPITFIRE, GT6, as original	£17.63
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Door skin, SPITFIRE IV/1500, GT6 III	£19.98
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Rear wing, SPITFIRE IV/1500, GT6 III, original	£111.63
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Front vertical link HERALD, SPITFIRE, original	£44.65
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Front coil spring HEAVY DUTY, state model	£15.28
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Rear leaf spring SPITFIRE IV/1500, GT6 III late NEW	£68.15
Rear leaf spring SPITFIRE I/II/III NEW	£59.93
Rear leaf spring GT6 I/II/III, rotolux 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

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Petrol tank sender unit HERALD, VITESSE	£26.44
Petrol tank sender unit SPITFIRE	£27.90
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Fuel pump VITESSE, GT6	£23.38
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VIT 2 Litre, GT6 all models	£82.25

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2 x Standard front coil springs — state model

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OR, 2 x Standard front coil springs AND 2 x front shock absorbers (inc. bushes).

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Hoods, SPITFIRE — double duck/canvas	£152.75
Headlining, HERALD/VITESSE, saloon, Coupé	£44.65
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
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Under dash mill board panel HERALD/VITESSE	£17.63
Seat base diaphragm HERALD/VITESSE	£15.28
Moulded carpet set, HERALD/VITESSE	£116.33
Carpet set, SPITFIRE, tufted and bound	£77.55
Moulded carpet set, SPITFIRE	£158.63
Moulded carpet set, GT6 (state model)	£179.78
Car seat recovering kit SPITFIRE IV/1500 black (car set)	£94.00
Door trim panel SPITFIRE IV/1500 black	£24.68
NEW, SPITFIRE IV/1500, GT6 III, dash top cover	£29.38
Door trim panel GT6 — state model	£24.68
Glove box SPITFIRE, GT6 each	£15.28
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

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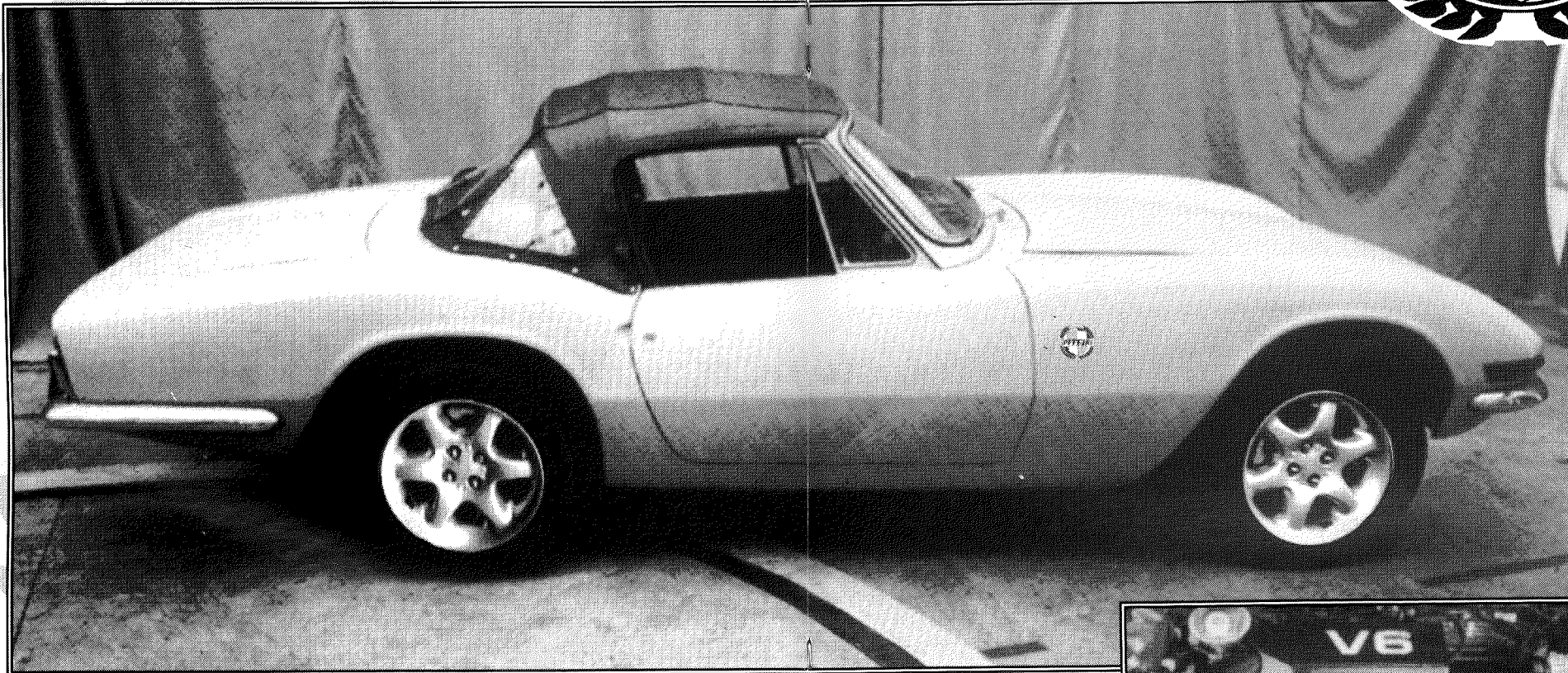
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TO FOLLOW THE SUCCESS OF THE MGF...



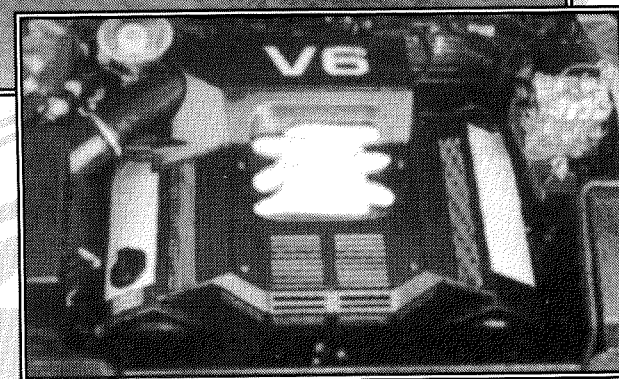
This picture was acquired by the TSSC from a 'mole' in the Motor Group's styling section. Project name '**Bombardier**'. Our source can now confirm the car will be given the monicker Spitfire "**SP5**".

After the success of Mazda's MX5, (designed to fill the gap cars such as the Spitfire left) the consortium is ready to launch this monocoque roadster, which will be powered by "A V6 mid-engined transverse unit with gearchange on the steering wheel" at this year's Motor Show!

Source: A. Prilfle.



The Official logo
to be allocated to
the new model.



Photos: Jo King.



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KIT B. Designed for major overhaul and re-conditioning of the carburettor.

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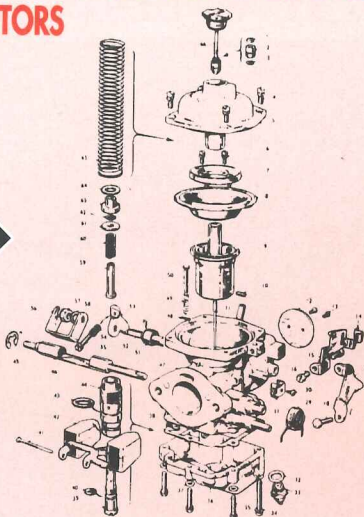
SU - as above plus jet.

KIT B - SOLEX - STROMBERG. Contents as above plus spindles, jet, idle jet and mixture screw.

SU - as above plus damper springs.

SO206 Late Spitfire kits supplied with w/stat conv.

**P&P
£2.95**



ALL SERVICE KITS ARE SUPPLIED WITH EXPLODED DIAGRAMS FOR REFERENCE

CAR	CARB TYPE	CODE	SERVICE KIT A	CODE	SERVICE KIT B
HERALD 948	SOLEX B28Z1C	SO202	£22.50		N/A
HERALD 948	SU H1	SO203	£24.50		N/A
HERALD 1200 - 1250	SOLEX B30PSE1	SO202	£22.50	SO205	£38.50
HERALD 13/60	STROM. 150CD	SO201	£17.50	SO204	£37.50
VITESSE 6	SOLEX 32IH	SO201	£17.50		N/A
VITESSE MkI	STROM. 150 CD	SO201	£17.50	SO204	£37.50
VITESSE MkII	STROM. 150 CDS	SO201	£17.50	SO204	£37.50
VITESSE MkII	STROM. 150 CDSE	SO201	£17.50	SO205	£38.50
SPITFIRE 4/II/III	SU HS2	SO202	£22.50	SO205	£38.50
SPITFIRE IV	SU HS2E	SO202	£22.50	SO205	£38.50
SPITFIRE 1500	SU HS4	SO202	£22.50	SO205	£38.50
SPITFIRE 1500	SU HS4 LATE 77 ON	SO203	£24.50	SO206	£40.00
GT6 MkI/MkII	STROM. 150CD	SO201	£17.50	SO204	£37.50
GT6 MkII	STROM. 150CDS	SO201	£17.50	SO204	£37.50
GT6 MkII/III	STROM. 150CDSE	SO201	£17.50	SO205	£38.50
GT6 MkIII	STROM. 150CDSEV	SO201	£17.50	SO205	£38.50

PRICES ABOVE ARE PER CARB, IF TWIN CARBS ARE FITTED, PLEASE DOUBLE.

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Kit includes 2 jets and 2 linkages.....**£32.95**

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SU 1 1/2" HS4 - SPITFIRE 1500 - STANDARD

SU 1 1/2" HS4 SPITFIRE - SHORT NECK (late cars)

STROMBERG 150CD - HERALD 13/60, GT6, VITESSE

DP001 - PAIR £13.95

DP002 - SINGLE - £7.95



**P&P
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K&N filters give a much improved flow rate, which means a cleaner engine and added performance. These filters are serviceable which means you don't have to buy a new one every 10,000 miles.



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TSSC PRICE

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KN002 Herald 13/60

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KN004 Spitfire 1500 pair

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KN005 GT6, Vitesse pair

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HIGHLY POLISHED ALUMINIUM HEATSHIELDS

Great news for Spitfire MkIV & 1500 owners. We are now supplying a brand new heatshield for your cars.

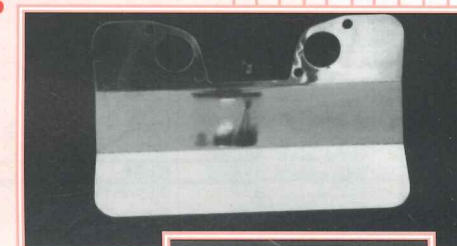
You should all be familiar with hot starting problems during the summer months due to fuel vaporisation from the carburettors. The new heatshields are larger than the original items and have a return lip to give your jets and carbs extra protection.

HS001 - Heatshield - £25.00

HS002 - Heatshields

Pair (Stromberg Carbs) - £25.00

GT6 I,II,III VIT I,II.



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£2.95**





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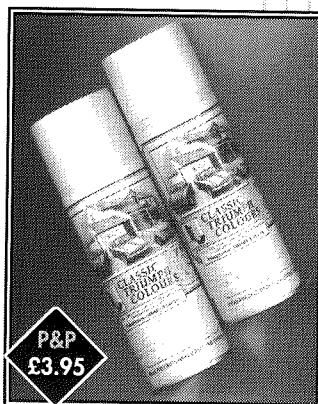
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ADJUSTABLE
FAN NOZZLE

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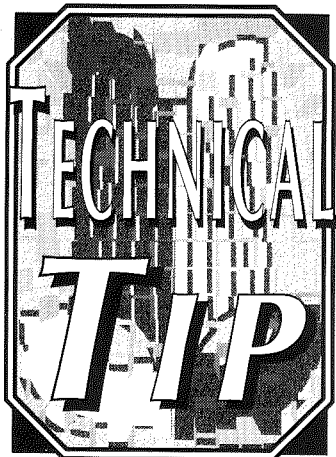
LB1	Spitfire Lapel	
LB2	Herald Lapel	£6.95
LB3	Vitesse Lapel	
LB4	GT6 Lapel	
KF1	Spitfire Key Fob	
KF2	Herald Key Fob	£7.95
KF3	Vitesse Key Fob	
KF4	GT6 Key Fob	



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NB100	NEW CLUB UMBRELLA. SUPERB QUALITY, WITH CONTRASTING PANELS IN BURGUNDY / NAVY.	£17.50
CC100	NEW CLUB BASEBALL CAPS. 100% COTTON, FULLY ADJUSTABLE, BLACK / NAVY / GREEN / RED / BURGUNDY.	£4.95
NCJ100	LIMITED EDITION MELTON JACKETS. FULL COLOUR LOGO, FULLY LINED WITH ELASTICATED CUFFS, COLLAR AND WAISTBAND. NAVY/BOTTLE GREEN. M/L/XL.	£62.95





Electronic Ignition?

small black ignition module/ black box (located on the bulkhead next the coil) to be on the safe side, take the coil and black aluminium mounting plate. Don't pay too much - £5 total I paid. Remember, there are loads of others.

Hands up all those who own a Club 4 cylinder car with a 1500 (Lucas 45D4) distributor on it. Ah! quite a few. Now put your hand up if you would like electronic ignition but haven't got £70 odd quid burning a hole in your pocket. If you have more time than money - read on...

The Lucas 45D4 distributor (as fitted to Spitfires and Dolomite 1500s and 1300s after 1976) can be converted to contactless - magnetic reluctor, electronic ignition simply and ludicrously cheaply.

Go to your local breakers yard and find one of the now plentiful Montego/Maestro 1.3 or pre D Reg 1.6's. Remove the remarkably similar distributor,

So what do you do when you get home? Get a vice, small hammer, junior hacksaw, or similar thin, long thing and a small Philips screwdriver.

What you are aiming to do is swap over the upper spindle (the bit you attach the rotor arm to) and the baseplate.

Dealing with the scrap dizzy first, pull off the rotor arm and felt pad.

Remove vac-advance. Remove circlip, washer and rubber "o" ring/ doo dah. Pull off the rotor and plastic clip and keep safe. Undo the two screws and take out

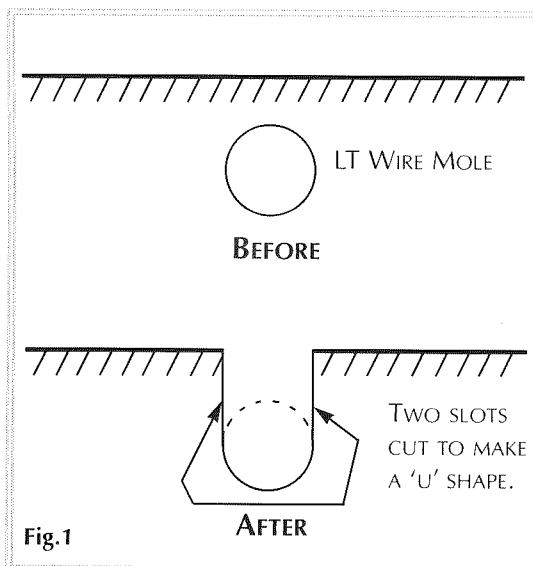


Fig.1

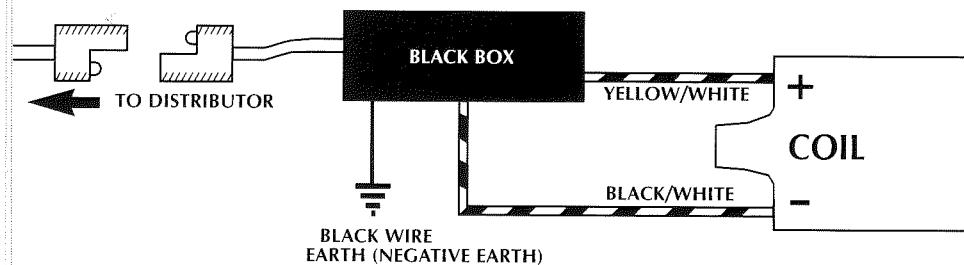


Fig.2

the base plate. (Yes, it is a strong magnet isn't it ?) 'Gently' clamp the spindle in the vice after unclipping the centrifugal advance springs (doesn't matter if you bend them).

Using the bradawl or similar object tap out the lower spindle from inside the upper spindle.

Now bin the remains of the Maestro dizzy. Repeat this operation with the Triumph Distributor, Being careful not to damage the springs /bob weights. When you have emptied the internals, you will require the hacksaw. The hole that the low tension wire used, needs to be made into a 'u' shape - like the Maestro's. This will make the blue plastic wire guard slot neatly in position (Fig.1).

That might sound complicated and a bit Heath Robinson but when you try, you will catch my drift.

Now re-assemble the Maestro internals into the Triumph distributor - don't set the upper spindle 180° out and don't forget to replace the little plastic collar that holds the two spindle halves together. Make sure the advance mechanism is well lubricated and works freely. Set the rotor gap to 10 thou' by slackening the two screws and moving the pickup around. If you get stuck, the Haynes manual for the Maestro/ Montego will give guidance.

That's the distributor sorted, now for the wiring (Fig.2).

The diagram is self explanatory. I mentioned at the start to take the black plate and coil. The plate is a neat way of mounting the ignition module and coil together. I prefer to use the 12V 'electronic' type coil. This is less likely to overheat due to the higher currents. Cars with a ballast resistor should bypass it to make use of this coil.

What's left? Reconnect the Vac. Advance (re-use the Triumph rotor arm & cap) Open up the plug gaps into the 30's and start it. Timing is trial and error - suffice it to say, just keep it out of 'pinking'.

Benefits - the lack of timing scatter and points bounce is immediately noticeable i.e. 'restored' power.

Reduced maintenance and lower emissions - 2.2% on a 100,000 mile 1500 had the M.o.T. tester going!

That surely should give the 'green lobby' less ammo. Part throttle economy goes up too - 4m.p.g. on a 1500 Dolomite.

Just about any Leyland 4 cyl. car can benefit too. Minis, Metros, Maxis, Marinas even MGBs and Sprints.

So long as they have a '45' Lucas series distributor or can be fitted with one.

Please write in and tell how you have all got on.

So, get down to that scrap yard and upgrade your classic for just over the price for a set of points and a condenser! ★

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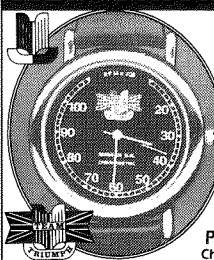
Packed full of period imagery and technical history, this is an invaluable insight into the cars that are the Triumph Herald, Vitesse, Spiffire and GT6!

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I shall write the story of my Herald one day for the Courier, but in the mean time, sorry Mary but EEV 568B was registered May '64, making her one month older than ABT 264B.

John Cash.



UP ON THE ROOF

In the any question page in the Coventry Evening Telegraph on Saturday I found this query on the Standard Motor Company's exploits in 1959. I don't know if the Telegraph will let you print it as it will be of other interest to other members as I cannot remember seeing it before:

Q. Is it right a Triumph Herald car was perched on top of the Standard Motor Company offices?

A. On May 12, 1959 two Triumph Heralds, a saloon and coupe were hoisted onto the roof of the Standard Triumph offices on Fletchamstead Highway as a publicity stunt. It was a real eye catcher for passers-by, and they were floodlit at night.

It followed a launch of the car by dealers all over the country and a party given by Mr. S.H. Newsome in Coventry. Both models were unveiled by Teddy Johnson and Pearl Carr.

Designed by Italian Giovanni Michelotti, the car was revolutionary for it's time, having all round independent suspension, the first British family saloon to be so equipped. It sold for around £700.

About 570,000 Heralds were made, and strangely enough demand for the car was still high when the last Herald, a 13/60 Convertible, came off the No.1 assembly line at the Canley works on May 21, 1971.

Bernard C. Moore,
The Mount, Coventry.

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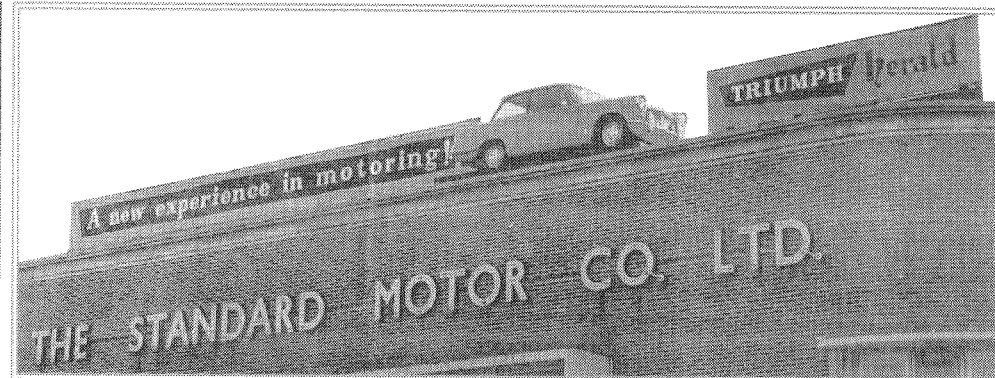
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... When the Standard Motor Company announced the Triumph Herald in 1959 the firm described the car as "a new experience in motoring" and carried out some interesting publicity stunts.

Two cars were mounted on the roof of the Company's Fletchamstead South offices, where I worked.

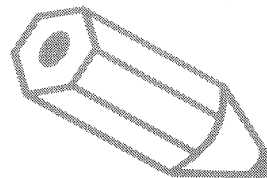
Another stunt was performed during the car's launch at the Albert Hall in London. A team of apprentices literally built the car before your eyes in a matter of minutes, bolting the various parts together.

Arthur Scutter,
Former Spares
Divisional Manager,
Standard - Triumph.

Courtesy of: Evening Telegraph

Also I went to "Time Machine" of Coventry which sells die cast cars and they told me a company called Vanguard are making a Herald model 948/1200, and it should be out in August priced at £8.99.

D.A. Beechey.



THE RED FLASH



Well, I have enjoyed the high days and dry days since the budget, it certainly helps us poor old pensioners!

After spending nearly all my redundancy (retirement) pay at J.K.s and J.Hills, I have at least got a decent car to last me into my 70's.

All I have to hope then, is that I am still allowed to drive!

Here's wishing everyone a belated New Year, and hope all of you that want to try brush painting are successful. It is well worth it if you have the patience.

My pet projects over the next two or three years will be to manufacture my own (decent) hardtop for my 13/60 convertible. Obviously the prototype would have to be coach built, and I hope to start details soon, or perhaps after I have got my gardening and decorating done!

My major difficulty in manufacture will bandsawing and spindling out the ash framework, having a rather difficult neighbour. So if anyone out there in the south Birmingham area has this facility, I would appreciate a contact.

Incidentally, I would also like to produce a prototype G.T. hardtop for the Herald/Vitesse, with tailgate, at a later date.

May I now wish all at the TSSC success, and hope that the tax relief brings even more Triumphs out of the cobwebs to increase our numbers still further.

My wife and I plan a tour of N.W. Yorkshire in June, so if you see a red flash up there, it'll be us, not Thora Hird!
Good luck everyone,

Arthur Hopkins.
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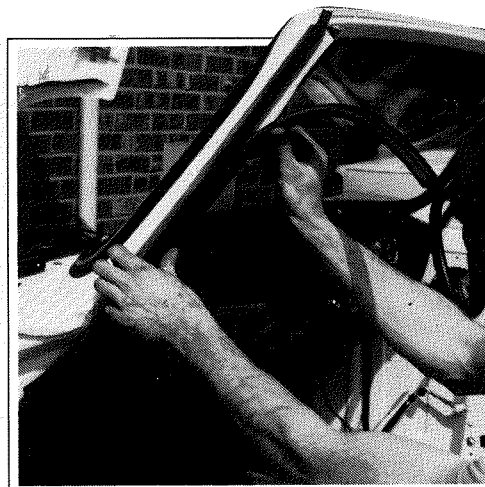


Figure 519. New door aperture seals were then stuck or clipped into position.

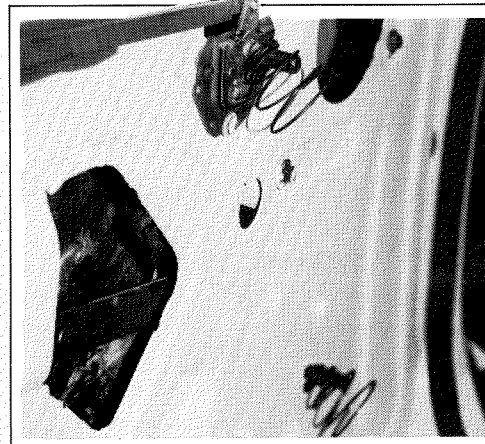


Figure 520. The internal door handle springs were then fitted - smallest end into the door ...

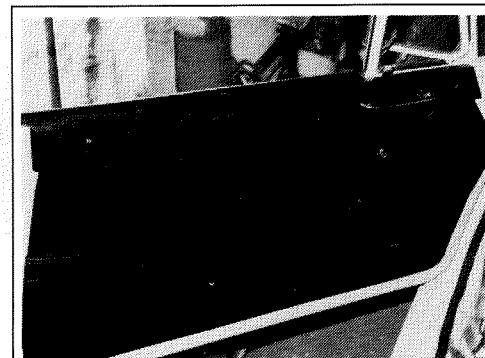


Figure 521. ...and the door trims clipped on. Fitting the wood cappings followed.

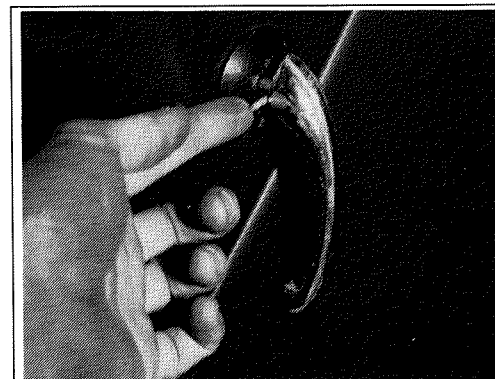


Figure 522. All that was left then was to offer on the escutcheons and handles and slide in the retaining pins.

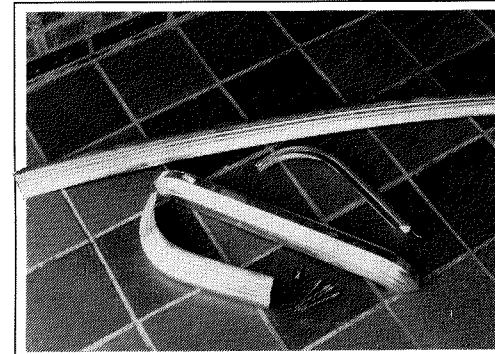


Figure 523. Part of the set of new bumper trims and long rivets obtained by scouring various autojumbles and Courier ads over the years. The pair of front corners actually came from the automjumble at the Triumph Spitfire Club of Holland's annual Spitfire Weekend.

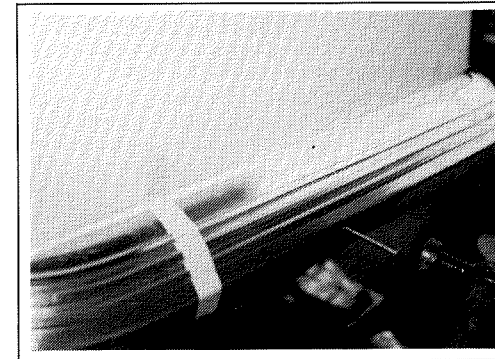


Figure 524. To fit, the trims were held in place with masking tape prior to marking and drilling the holes required...

T. D. FITCHETT

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1200/13/60 rear centre valance	\$32.50 each
* Silis 803070/803071	\$12.50
Comp. grille ass. comp. with badge 807508	\$64.50 each
Herald 13/60 front panel 812140	\$47.00 each
Pedal rubbers 122289	\$2.50 each
Early Vitesse carb. (Solex) front	\$29.50
Bonnet catch (chrome) 607663	\$20.50 each
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Set of 8 front suspension bushes 119451	\$9.00 set
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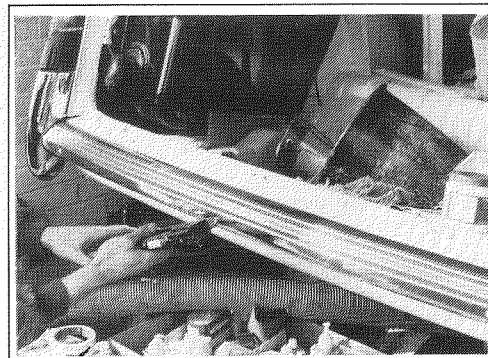


Figure 525. ...after which the pop rivets went in - with quite a bang. Make sure that the rivet gun doesn't bounce back onto the job and scratch the trims.

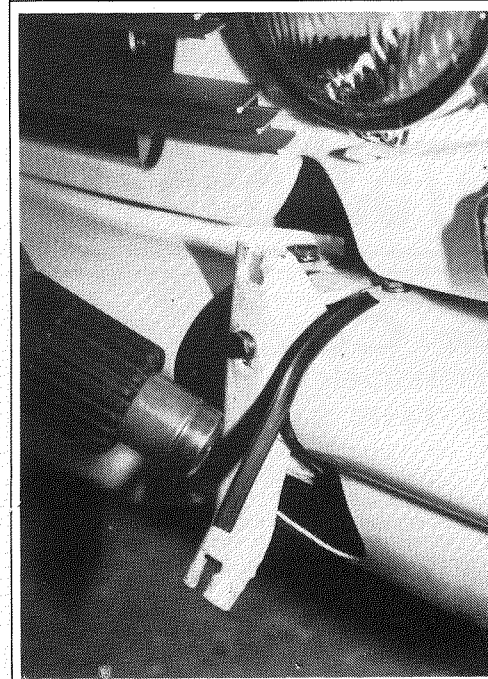


Figure 526. These rubber trims can be quite fiddly to fit but warming with a hot air gun and bending to shape while cooling helps a lot.

**Next Month:
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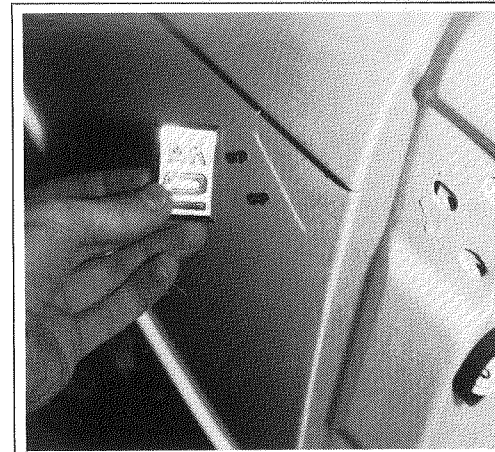


Figure 527. The correct way to use the simple plastic badge clips is to push the plastic clips into the panel and then the badge into the clips - both operations done from the outside of the panel.

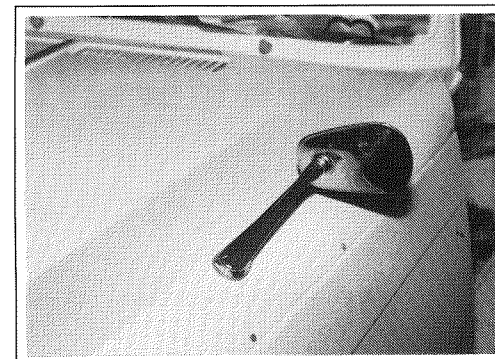


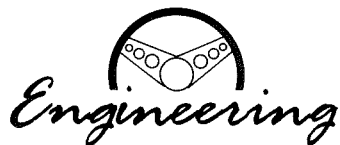
Figure 528. I've a great liking for swept back mirrors on the Vitesse and these were fitted earlier, the holes being punched with a Q-Max cutter as featured in an earlier bodywork article.

Many other trim parts including front wheel arch rubbers; other badges; door, bonnet handles and other chromework; lights and rear boot panels, wheels and tyres were of course also fitted along the way but there just isn't space to show everything and in any case none of the operations present any real difficulty.

Some other painting was also finished off such as using aerosols to respray the rocker cover silver.

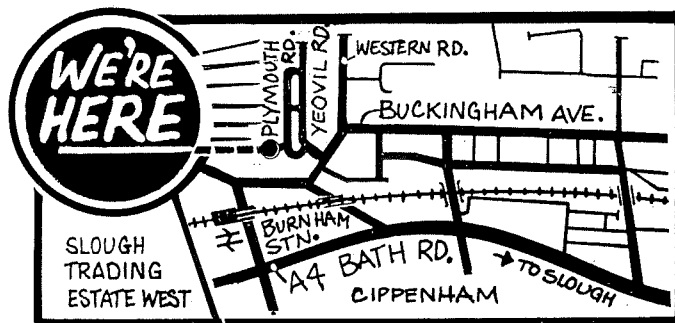
This really is the time in the rebuild to enjoy to the full as just around the corner is the first drive. O

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The manifolds are constructed
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steel, not to be confused with the
cheaper tubular manifolds that
are on the market.

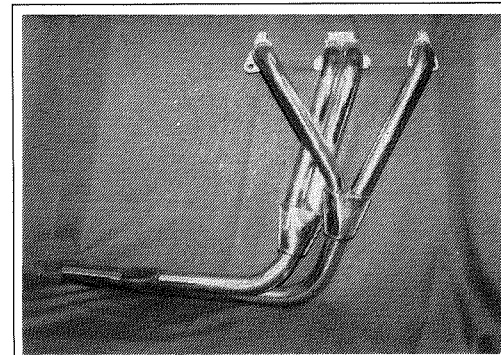
As well as greatly improving

WHICH SYSTEM AND WHY

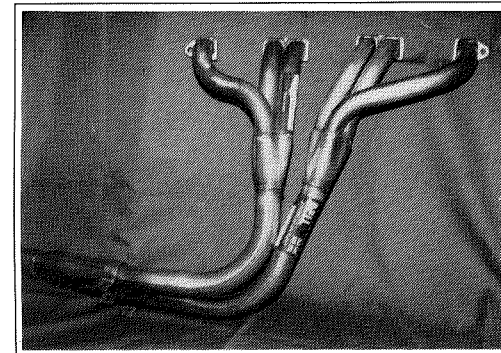
performance, the manifolds also re-juvenate your engine bay, giving
a clean and shiny finish to an otherwise dull and dreary side of
your engine.

The photos
here show the
three manifolds
that are avail-
able.

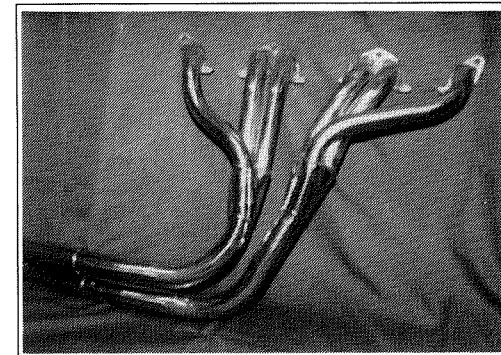
*Spitfire III,
IV & 1500.*



*GT6 MkI,
Vitesse MkI*



*GT6 MkII/II,
Vitesse MkII.*



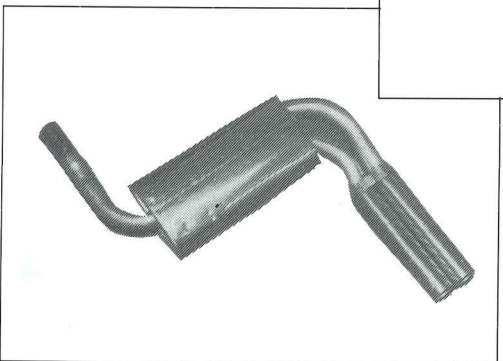
For those who want to change to a stainless steel system but want to keep the car as original as possible **THE STANDARD SYSTEM IS IDEAL.**

This system is made to the original specification where possible and retains its original exhaust note. The pipework diameter is compatible with the original system so if a back box is all you require, it will fit to what you have on the car already. Pictured here are three examples of Bell Standard Boxes.



Spitfire 1500.

For those of you who want better looks and a sporty exhaust note without dramatically changing the layout of the system, the Club supply a **SEMI-SPORTS SYSTEM**, this system comprises of a shortened or larger bore back box, with twin pipes out of a single transverse box for Spitfire (a-la-GT6) to provide a more free flowing system which creates a deeper, more rorty exhaust note. Pictured here are three examples of these boxes.

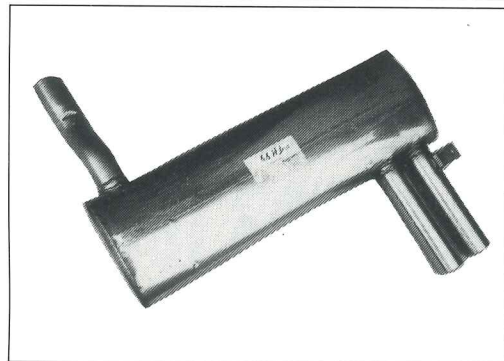
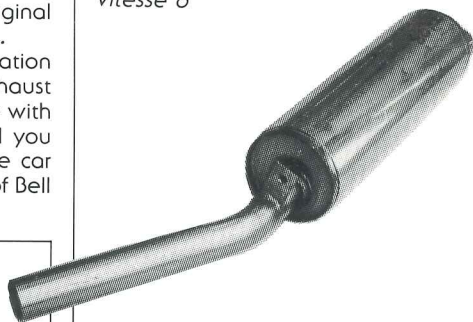


Spitfire IV/1500.

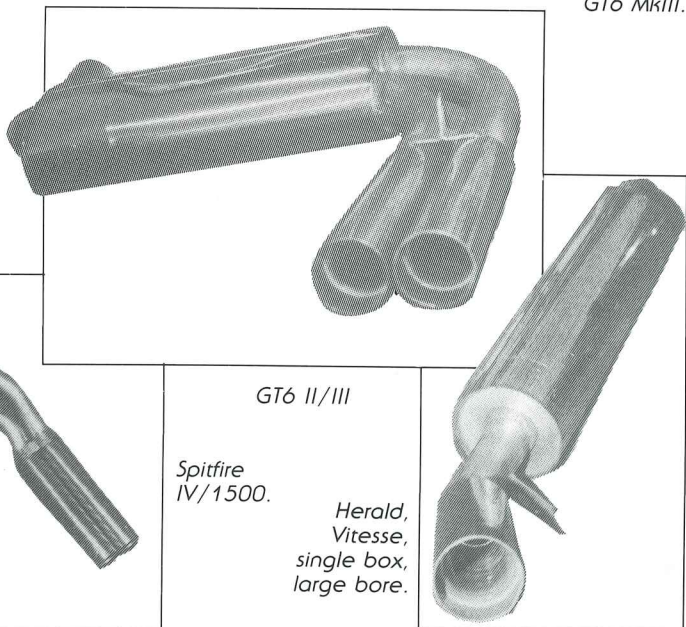
GT6 II/III

Herald, Vitesse, single box, large bore.

Vitesse 6



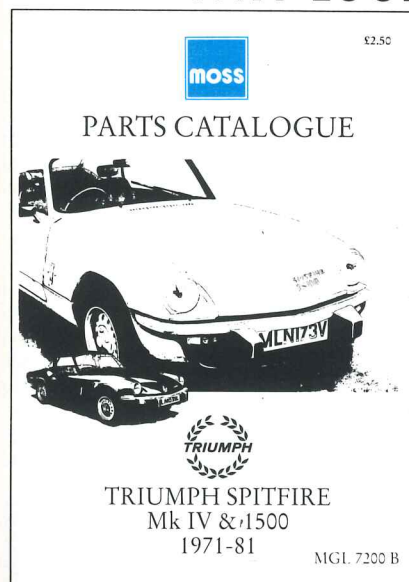
GT6 MkIII.



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With a dedicated price list, this catalogue is set to become the 'bible' for Spitfire owners across Europe. Spitfire owners may obtain their complimentary copy by returning their completed coupon to the Customer Services Dept, Moss Europe, Victoria Villas, Richmond, Surrey, TW9 2JX. Tel: 081 949 8888, Fax: 081 940 0484.

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AL PARTS SPECIALIST

Finally, a brief explanation of our most popular system, the **TWIN BOX FULL SPORT SYSTEM**.

This system has a totally different layout, comprising of a central 'Y' pipe which splits into two just before the differential carrier, with two large bore back boxes which protrude centrally from the car.

This system will fit to either a Standard Manifold or the Manifolds that the Club offer.



system much louder. This can in turn exceed legal limits. With Bells systems you are guaranteed the box quality and your ears won't suffer as a result.

Taking a Spitfire MkIV for example, fitting a Full Sports System and a 4-branch manifold has been shown to give a power increase or around 11% therefore boosting the BHP to the same output as a 1500 Spitfire (Ref. Courier 133 July 1991 and 134 August 1991, John Thomason 'Exhausts Exhausted'). Although we have not got any official figures for the 6 cylinder manifold with the full Sports System at the present time many members have expressed that quite a substantial power increase is given, especially mid rev range.

I would also like to point out that all of the manifolds available will fit all three types of systems although they are ideally suited to the Full Sport System.

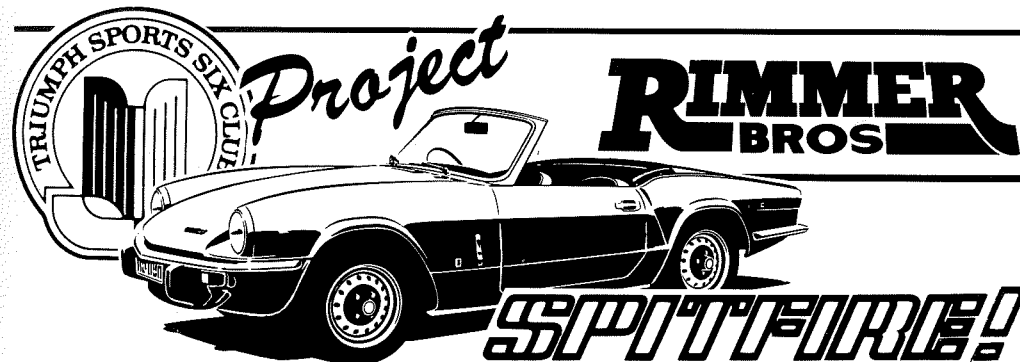
As a short end note, all of the afore mentioned exhausts and manifolds are always held in

**REMEMBER
YOU ONLY
FIT 'OUR'
SYSTEMS
ONCE**

stock at TSSC HQ, if you are still uncertain which system will suit your particular car, or have any queries on these systems, please feel free to either pop in to see us or give me a ring, I will be pleased to hear from you. ○



On similar systems the noise output can sometimes increase over the years, making the



PART THREE TUB REMOVAL

LAST month we showed what was involved in preparing a Spitfire tub for removal from its chassis. Removal now is quite straightforward. I should now point out that the actual lifting should be carefully thought through.

Many hands make light work as they say. This was certainly the truth in our case. Although not seen in the final photographs, our tub was lifted by four people (this I believe should be the minimum number required unless your neighbour is Jeff Capes!).

You can, if you have the room, lift the body the workshop way with block and tackle (see diagram) but whichever way you do the lifting make sure everybody is safe to do so.

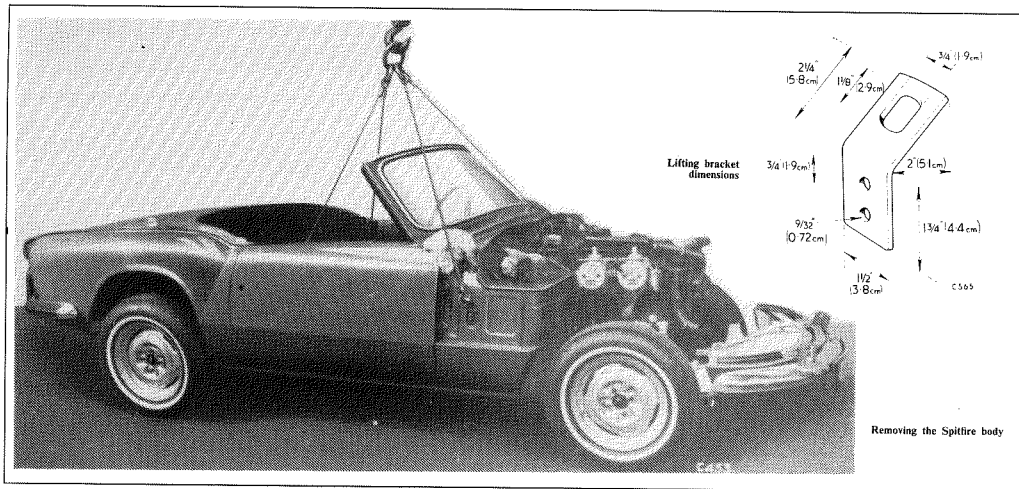


Fig. 1. Kermit before



Fig. 2 . . . and after its removal.

Another important point is to remember is that unless your sills are sound as ours were, that unless you brace the door gap, you could **FOLD** the tub instead of lifting it. Welding in a brace between the A and B post should solve this problem for you.

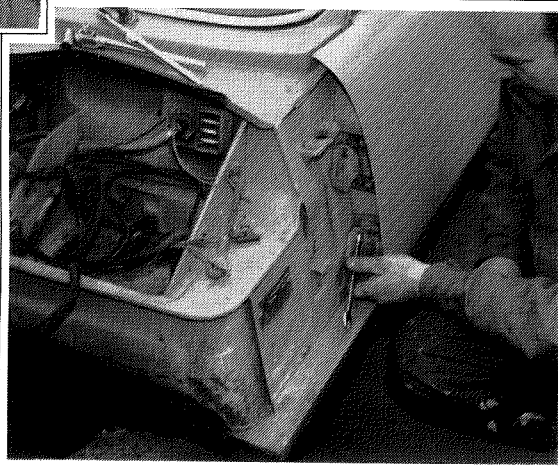


Shown above is the Workshop Manual method of lifting with block and tackle. Yes, it's an early Spitfire, but the later manuals don't show this. The



Fig. 3. . . . the doors, easily overlooked are the door check links. John is pointing to the rivet which secures these to the door. Grind, or using a small hacksaw, remove the rivet head and push the link back into the A post out of the way.

Fig. 4. Close the door and undo the six door hinge bolts. Once undone, carefully open the door and remove. Get a good grip on the door as you will find it deceptively heavy, so be careful not to drop it, then find a safe place to store it. Protect the glass.



procedure described is thus

Make up two lifting brackets to the dimensions shown.

Remove the bonnet catch bracket and secure the lifting brackets to the body.

Protecting the body against chaffing, attach lifting tackle to the lifting brackets and to the safety harness eyebolts adjacent to the rear wheel arches. Lift the body clear of the chassis.

The more you remove from the tub, the lighter it becomes. As we had the manpower, we removed the minimum, starting with . . .

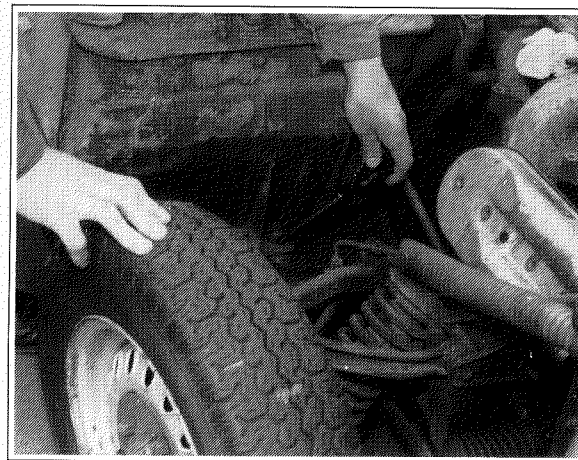


Fig. 5. The first bolts which attach the tub to chassis to undo, are located on top of the front outriggers, which John is pointing out. These are exposed to the elements and so can be badly rusted. Prior treatment with easing oil helps. A good quality surface drive socket is a must to prevent rounding the head off, be careful as these bolts can shear.

Fig. 6. The next pair of bolts are located inside the car on top of the front footwell.

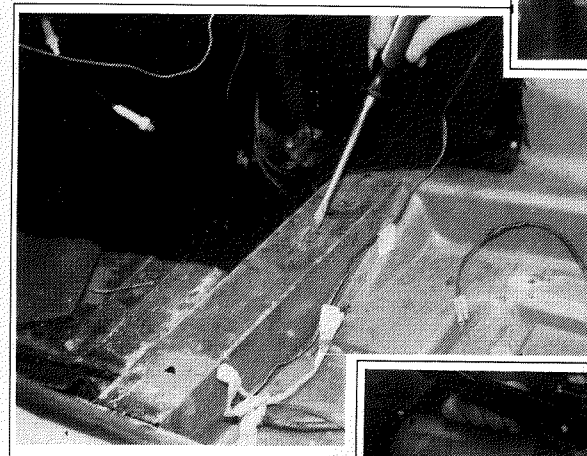
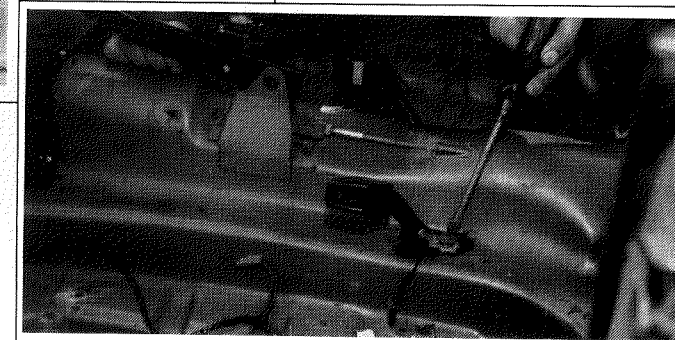


Fig. 7. Remove next, the bolts on each of the front floor cross members. John is pointing these out. These bolts are different lengths, so put a note in the storage tray to remind you which one goes where.

Fig. 8. The manual does not describe the removal of these seat belt anchorage bolts, so don't overlook them as they do connect to the chassis. Disconnect the loom for the seat belt warning light as well.



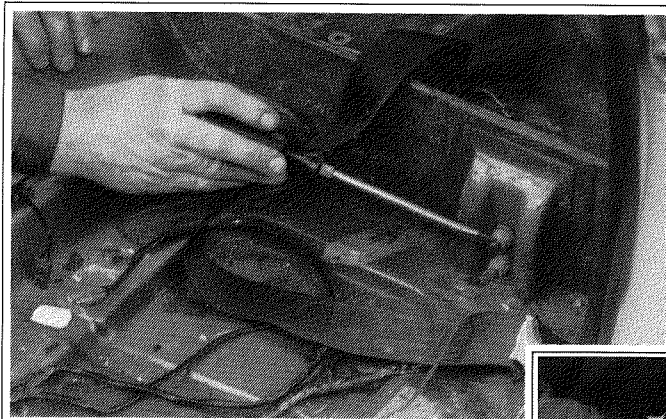


Fig. 9. Last month we showed the tie bar removal from the hub. The two nuts here, once removed, will release the tie bar bracket. Remove this complete with the tie bar. This will stop the tie bars fouling and prevent the body lifting.

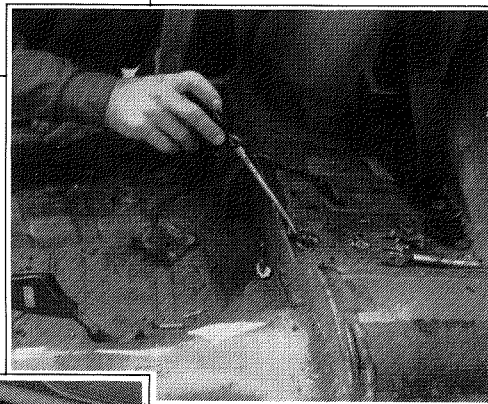


Fig. 10. The next set of bolts are hidden. They can be found on top, behind the heel board.

As John is indicating, you will have to chip away the sound deadening material around the head of the bolt and large penny washer before you can remove them.

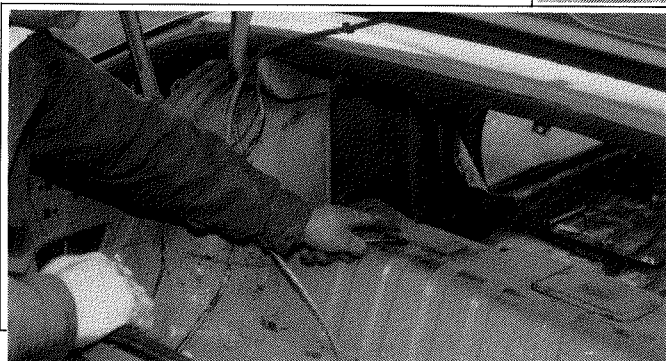


Fig. 11. Now you can see why the tank was removed.

The next pair of bolts are hidden under it. Remove the large rubber grommets



Fig. 12. using a long reach socket, remove the last pair of bolts. The body tub is now unbolted from the chassis. Go round each corner of the car and lift. This breaks the seal to the chassis and if it won't lift, you've missed something.



Fig. 13. As I said before, to lift the tub clear, there were four of us, but someone has to take the photos!

Once we were happy, the tub would lift, we started by lifting the rear and pulling it back a little.

SAFETY NOTE
DON'T RUSH, TAKE YOUR TIME, CHECK EVERYONE'S HAPPY AT EACH STAGE. USE GLOVES TO PROTECT HANDS.



Fig. 14. As can be seen, you can then rest the tub on the rear wheels. Remember to chock them, to stop the chassis rolling out. Resting the tub on the wheels gives your team a breather too. Lift the front to level the tub, then with two people, lifting at the rear arches and two at the front corners. Lift and walk the tub back away from the chassis.

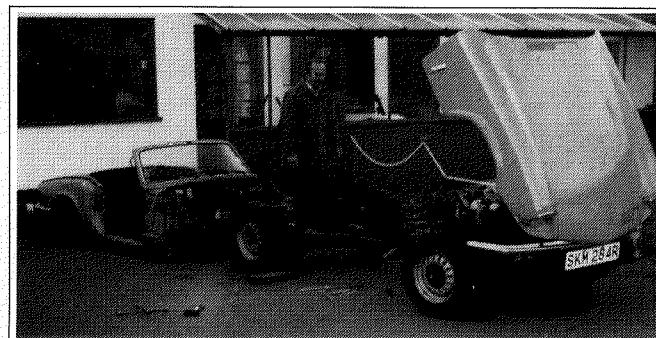
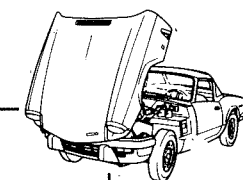


Fig. 15. And there it is. One tub removed. In actual fact, this job can be done in less time than it took to write the article. It is also the 'Point of no return', the restoration of the car is also laid out in front of you!

NEXT MONTH
STRIPPING OUT THE SHELL



Pen To Paper

MY daughter recently gave me her Herald 13/60 estate, which had received absolutely no loving care in the four years she owned it.

I was also bequeathed a number of mint condition Courier magazines and as I had the misfortune to break down on an evily lit road on a pitch black night, I felt hazard lights were a necessity.

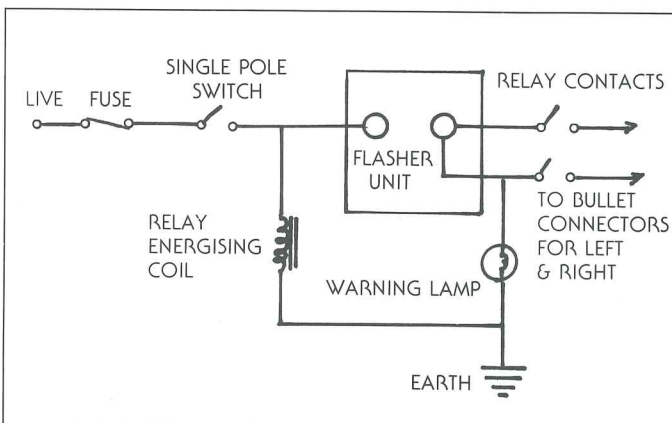
I had already found David Herriman's article of July 1989 and then came across the letter from Matthew Thomson of September 1989. I felt that I was home and dry, but alas, Tandy failed me with the supply of a suitable switch and I was quite unable to find one.

The solution I felt was to use a multi-contact relay with a simple, single pole, single throw switch. The relay was obtained inexpensively from Bull Electrical of Portland Road, Hove for £1.00 plus VAT (ref BD52) although regrettably their post and packing charge is £3.00. I obtained a flasher unit from Transpeed, also of Portland Road, again at reasonable cost and as it was a two contact variety, it simplified the wiring.

The pins on the relay can be a bit confusing, but I had a meter with a continuity function, otherwise a hook-up with battery and bulb, or a neon tester, will give the correct contacts to use when the relay is engaged. I could find no Lucar connections to fit the relay contacts, so I soldered everything together on the kitchen table, which left only the flasher wires, the live and earth, to be shortened and bullet connected in the car. The flasher installation on the estate seems to be the same as the Spitfire, halfway down the steering column.

The final circuit differs somewhat from its predecessors, so it is shown below.

Eric Kempshall



13/60 CONVERTIBLE LTP 99G — ANYONE REMEMBER THIS ONE?

HAVING sold my Fiesta, I have been looking for and have managed to buy, a Triumph Herald 13/60 convertible (in British Racing Green). Registration LTP 99G.

Unfortunately I need to get a student loan to repair properly the unseen rotten chassis rails (an excellent company called SW Classics is currently doing this!).

Also because we (my stepdad and I) wish to get the car to a very good standard eventually, I need to try and find out more information about its history. Does anyone remember this car? It has had nine owners! so someone may remember. Any information on the car or any help/advice that 13/60 owners can give a young enthusiast would be much appreciated.

Phil Palmer

A VERY YOUNG BUT VERY SKITTISH 1500 CAN SOMEONE PLEASE HELP?

I PUT pen to paper to thank you for the excellent standard of articles and information that appear in the Courier and to ask for some advice if possible.

I became a 1500 Spitfire owner in September last year and joined the TSSC shortly afterwards (I know, the wrong way around?). My Spitfire is very young, 80 which is just as well as I have to use it daily for transport to work and back — a round trip of 80 miles a day! still, it manages it with excellence, with only minor shortcomings.



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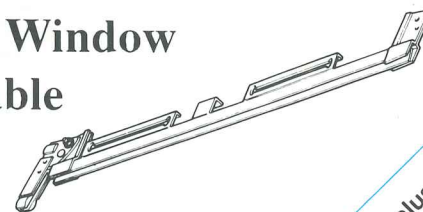
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Please note this is metal part only.
Plastic ends must be reused.

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One thing that has been of concern is how light the traction appears to be on the front wheels, although they are correctly set up and have correct tyre pressures, tracking etc. I have found by experience that it is very easy to lose traction and lock the front wheels into a skid even with only the minimal amount of rain/grease/ice on the roads. If anyone can advise a particular type of tyre or set up that might help, give the best grip on the roads where the great British weather is at work, I would be very grateful.

Thanks for a great club. ○

Mike Robins

... thought a skim of filler would make them look OK ...

AT present I am restoring a 1973 MkIV Spitfire. Whilst repairing the bodywork, I noticed the gutter rails, under the boot lid, at each side, were looking a bit moth eaten.

I cut out sections and replaced them with new metal and thought a skim of filler would make them look OK but when I had finished, they didn't look as good as I had hoped for. I then thought, no, do them properly, get some replacements.

I phoned around but there were none to be had. I was told that the part was obsolete. I did manage to find a supplier who thought he had a set but only to find out that they had been sold the day before! Isn't it always the way. No choice, I would have to make my own.

Some mild steel strip was the right thickness, so I shaped and welded some sheet onto it in an attempt to simulate the original profile. I welded them on to the

bodywork but I still wasn't very happy with them when the job was finished. I would have to think again. Whilst I was doing this, I thought I would get on with something else.

... If only I had found the wreck before, ...

Recently I was very pleased to note that John Hills were remanufacturing them so I quickly ordered a pair and as soon as they arrive I will fit them so I can get on and leave that problem behind. A very time consuming problem.

A little while ago I went along to a nearby breaker's yard with another couple of club friends. Of course I'm always looking out for Spitfires but they aren't usually to be found in scrapyards (I'm very happy to say). However in looking around, one of my friends found a Spitfire. I was very excited but when I got closer there was only a very rusty rear end section, nothing to be had. On closer inspection I found the gutter sections to be intact and in good condition especially considering the condition of the rest of the 'car'.

If only I had found the wreck before, but I suppose new parts will be better in the long run, so well done John Hills.

John Arnold

... Aesthetically, the Tristan is an eye catcher ...



JUST every now and then, a novel and innovative idea come onto the market to fill a long-awaited need. The Tristan convertible kit from Triumphscene is one such example.

As an owner of a Vitesse (saloon) since 1971, and owner of my current car since 1976, when it was five years old, I have longed for the opportunity of motoring in a convertible. Buying one is the obvious, though not so simple answer, but one of the problems or investing considerable time and money on maintaining and improving a cherished vehicle is that one is often loathe to take a chance and sell it on.

So, the introduction of the Tristan kit is quite timely.

Fitting is simplicity itself, and praise must go to Triumphscene for the finished quality of the components. The use of a hoop and T-bar is a very practical idea, and gives the whole vehicle an assured

solidity — you can really feel the firmness in the body when you grip the hoop. The powder-coated finish on the steel parts is excellent, as is the general fit of the product on the vehicle.

Aesthetically, the Tristan is an eye catcher. The all-black look goes well with Valencia Blue, and the stainless steel side finishers, despite some disparaging reports, happen to sit extremely well with the chrome wheels on my car. Whenever I park in or out of town, people stop and look. Some take their time in looking over the car, and those who know, realise that it's not a standard fitment. That's good! Who the hell wants to be like everybody else?

Having owned the car for so many years, I always have to smile at those who suddenly declare, 'Ah, I used to have one of those!'. My usual answer is, 'Yes, so did I ... but I kept mine!'

One thing's certain though, with a convertible, my super-duper, microwave alarm with automatic cut out, is an absolute must to warn off those with an uncontrollable desire to reach into the cockpit.

What I would say, however, is that the one down-side to the Tristan kit is the rather primitive set of instructions from which one is obliged to work (hope you get my revisions, Paul!). The preamble to these pre-supposes that the fitter possesses a degree of practical know-how. To this, I would add ... 'and a considerable well developed telepathic ability' ... but seriously the re-working of the instructions will make a major difference to first-time fitters. The two aspects which have impressed me greatly about the whole Tristan concept have been Triumphscene's policy of continual improvement and the accessibility of Paul Smethurst, the managing director.

In the first instance, Triumphscene are entirely 'up-front' about the need and desire to further develop and improve their product (lack of acceptable quality in the finished articles from one of their outreach manufacturers has caused them to recall and replace all hoods), and their commendable policy of continuous development means that the customer benefits. Undoubtedly, though, I was most impressed with the personal interest and concern shown by Paul Smethurst, who showed himself willing to discuss my problems or queries about the fitting of the kit, and who has welcomed all feedback (good and bad!) on the suitability of the product.

Well done to you, Paul! And, thanks for a great idea. ○

Jon Burton

... the theft had made me realise the need for additional security ...

AS some of you may have read, a not very nice person (I used up a lot of words before finding any that could be printed) stole my much loved 1974 Spitfire MkIV.

The Club very kindly put a notice in the last magazine, so if you see it, give me a call, but to be realistic the chances of finding it are a bit remote. Like a lot of Club members my Spitfire was more than just a car. I knew a lot about its history and had spent a lot of time and money on it, it looked very smart and tidy. The thief left me with a great feeling of 'how do people have the right' and 'if I ever get my hands on him'. If any member has suffered the same experience they will know exactly the feeling. However life goes on and if I stay bitter for too long 'THEY' have won again.

The theft has made me realise the need for additional security

and I have investigated several gadgets. A lot of these have limitations, especially when you consider a very 'loud' Spitfire was taken from my drive when I was in the house. 'Krookloks' that fit either the steering wheel or gearstick are limited. The 'Nightstick' that is fitted across the steering wheel is supposed to be good but again I would not have thought it would stop a determined thief. An alarm system would certainly alert me but they do seem to go off at odd times and how many passers-by actually take notice. Wheel clamps look a good idea but must be very inconvenient to use especially when it is raining. A security post for the drive would be another good idea. Don Baldry's security device that was featured in the March edition of The Courier also seems to be a good idea.

Which one should I choose or shall I use the lot? If I do that it will take hours to get in and out of the car. Convertible cars do have their disadvantages but it does seem a sad state of affairs when you have to take these measures, let alone being penalised with increased and lost insurance premiums, when after all I am the innocent party.

Home made security devices have been suggested including wiring up the whole car to the mains to any would-be thief is fried. Leaving a Pit Bull terrier in the car has a certain appeal especially if the thief gets inside. However my favourite device is a gadget that lets the thief sit in the car and as soon as he tries to steal it a large pointed shaft comes up through the seat and staples him to the roof or hood. The thought of the last device has cheered me up a lot, but, **keep an eye on your car.** ○

Matthew Arnold

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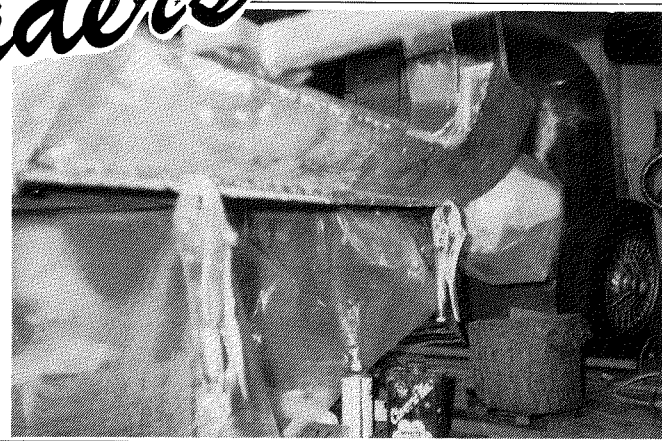


It is like adult Mecanno putting a Triumph together, and now it was time to start the body. The colour was to be BRG, and it was no easy task deciding what shade of BRG to use. I finally selected that used by International Paints for their Japlac range.

This oil based paint was used extensively on the chassis and underneath the car with a cellulose match for the interior. But I am going too fast. I had at this time taken a deep breath and paid £170 for a Machine Mart Clarke 100E MIG welder. These are excellent DIY equipment, but in another life I want to be able to use a gas outfit as



well. MIGs do not like pitted, paper thin metal, no matter how clean. But persevere, I joined



A TALE OF 2 SPITTIES - PART III

the back half from the MkII to the front half of the MkIV. In fact I overlapped the floor panels and made a cover plate to reinforce the join. In effect I hope I have doubled the strength of the floor immediately in front of those radius arm pivot brackets.

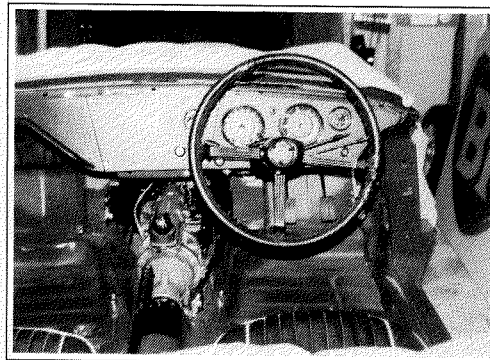
BODYWORK

Fitting the bodywork took many happy hours, remember, this is a time when spirits should be lifting, the car is going back together and you should be working in the dry and perhaps it won't be too cold! I did not have the usual set of bodywork molegrips in all their shapes and sizes, I had just 2 standard vice grips but I did have the garage wall and a load of wooden blocks and struts to wedge everything in place before I pop rivetted the panels into place prior to welding. I lifted the sections in by myself and carefully lined up everything before going firm. The doors add a fourth dimension to this lining up business so be patient and do not invite family and friends to help and hold, this is a job for you and your foul mouth alone. Marrying up a MkII rear end to a MkIV front and fitting a 1960s go-faster plastic bonnet from a MkI inevitably meant that gaps were more than Honda would accept for its Legend. I ruthlessly removed rusty metal but did not cut away all the old sills where the metal was sound, so I have been able to improve strength in some places which has perhaps made up for my welding performance. Please do not forget, **GOGGLES, EAR DEFENDERS, MASK AND GLOVES.** The body is on, the doors are off again and awaiting preparation for spraying, as is the bootlid. It is more fun to leave holes for T-R-I-U-M-P-H letters and Spitfire script until

later, you will get more satisfaction by drilling through the filler after final painting and not having the drill bit scoot across the panel. Like labelling there is a right way and then there is a wrong way.

WHAT WERE THE CAR'S SPECIFICATIONS TO BE?

I fitted a 3.89 rear axle from a MkIV as I wanted a high top speed for least revs, the overdrive means that I can do 60mph at a bare 3,000rpm. The car is light enough, no hood or windows, for adequate acceleration. I also fitted the Dolomite 1300 head with the larger inlet valves as I wanted the engine to 'breathe' more easily. Why may you ask? It was my upbringing I guess. Clarke's scrapyord in Grantham duly obliged and I invested in having the valve seats refaced. A 4 branch exhaust manifold is on my Easter shopping list. I also fitted a new camshaft to the engine which I was lucky enough to find cheaply at an autojumble.

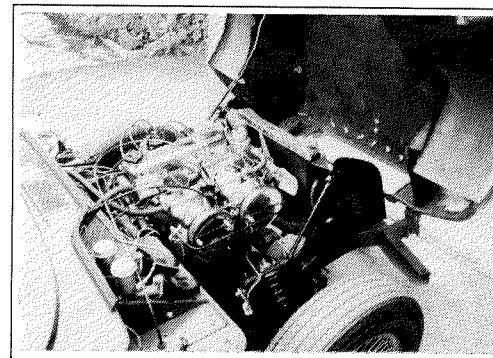


When I bought ABT 857B I was offered a chance of picking some new spares from a heap in a corner of one of 'Arthur Daley's' sheds, it was like a Christmas lucky dip and I obtained a new fuel pump, but sod's law prevailed when I came

to fit it as the cam arrangement was not Spitfire, but like nearly all car parts from our period, most things interchange and an old cam was soon mated to the new pump housing. I decided to use the MkIV 'electrics' and alternator, so armed with various Triumph wiring diagrams, but of course, not an exact copy for a MkIV, I slowly wired up all the electrical components, testing each circuit in turn, and grinning like a Cheshire cat at each success.

It's time I pontificated and discussed the philosophy that says 'if it ain't broke, don't fix it'. It makes no sense not to carefully strip everything down and re-assemble with new bushes, brushes, or whatever. You will hear how I fouled up over the gearbox later and I have my fingers crossed for the diff, but she has been quiet and smooth for 1000 miles, and I would have had those half shafts apart if I had had the chance.

My view is simple, if you are building a car from the smallest washer up, it makes no sense not to take everything apart. So starter motor, distributor et al were stripped down,



cleaned, inspected for wear, worn parts replaced with less worn parts or if desperate then new, and put back together. You are looking for new car satisfaction and an end to weekends on your back on a cold concrete garage floor. If everything is spotless and painted etc, then if you do have to remove a particular item, there is no grime or rusted bolts to spoil your day.

The beauty of our cars is that the choice of particular ancillaries is wide indeed.

Take the choice of fan blades, I chose the 4 bladed aluminium fan which has polished up rather well, I also like brass drain taps and pancake air cleaners. The dashboard is basically the later wooden version from a MkIV with the centre panel replaced to house the fuel gauge in the top right hand corner. On the far right of the metal scuttle you will find a hole large enough to take another 2 inch instrument, so a further hole was made in the right hand panel to match the aperture on the scuttle. Why does this hole exist, did Triumph consider such an arrangement for an additional instrument? Anyway this was the position I used for a dual gauge, water temperature and oil pressure. I obtained the oil take of T piece from a Toyota Camper (!) and that left the problem of fitting a non standard temperature sender unit. I had to tap out the thermostat housing to take the sender retaining nut and find a similarly threaded seat that would hold the sender unit in place. Thank goodness for the scrap box. One last little indulgence was to have the rocker cover chromed. . . . The production exhaust system bought through a well known supplier to the motor trade was a pig to fit. I ended up in the garden using the 'V' in a plum tree to increase the radius here or



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decrease it there. Still, think of the fitness training value in throwing yourself on the ground, rolling under the car, offering up 6 feet of exhaust system with arms and feet, swearing, lowering same to the ground, reversing the body roll, sliding system out from under the car and starting again. And don't forget your car is now resplendent in unchipped paint below the 'Water Line'! I wanted a straight through system so a new Vauxhall Velox rear box of God knows what vintage was pressed into service.

LIFE AT LAST

After 3½ years, JXE 591K was finished apart from the final spraying of the car. The doors, bonnet, front valance and boot were sprayed separately. I borrowed the firm's Machine Mart Tiger for spraying it and to be honest I would definitely try and get an outfit with a larger tank capacity. My efforts really only merit 4 out of 10.



Apart from the capacity of the spray kit, the main lesson I learnt is that you must be prepared to repeat the filling, rubbing down and spraying cycle over and over again. Do keep the dust away by a healthy use of the watering can, a sealed garage and 'tac cloths'. The glass fibre bonnet was covered in hair line cracks, most in circular patterns, probably due to unsympathetic handling in the past. I cut these back and patched them with discs of fresh glass fibre mat. Whilst I succeeded here I failed to fully eradicate the in-depth cracks running along the bonnet and most have begun to re-appear. However I am rather pleased with the bonnet as it is an early example of what the 'go faster' boys offered in the 1960s, the cast aluminium mounting blocks are a nice touch. I have found out since that the Triplex headlamp 'glasses' are the same as those fitted to the E type Jaguar. Does anyone know the make of this bonnet? I added the Le Mans cooling ducts complete with Triumph 2000 grill slats in accordance with the contemporary mod, see Turning Circle No. 14, Competition and Tuning.

I also added T-R-I-U-M-P-H letters and a Herald 1200 grill.

WOULD IT GO?

I recall once being sent out of class for asking the woodwork master

if the magnificent clock, that he had just completed, worked, my praise would have been so much more if I could have heard a 'tick-tock'. I very thoroughly primed everything I could with oil before turning the engine over at speed on the starter without plugs. Everything seemed fine. So with plugs in and all adjustments made, fuel in the right places and sparks across the right gaps, it was time to go.

I cannot say she fired in the first half turn but within a couple of revolutions I was hurrying from the black rubber button on the starter solenoid to fast running screw and choke cable. Leaks were the next test, some weeping around the fuel pump and around my Toyota oil pressure gauge T piece. I then turned the engine off and had a quiet cup

'Well sir, we would heat it up in one of our special ovens but it won't be necessary, trust me . . .

quiet cup of coffee. In best Middle Eastern tradition I ran the engine little and often, every time I worked at completing the bodywork and of course I could not resist driving the 30 odd feet from garage to road and back, at least first and reverse were working and so were the brakes!

I had previously extended the windscreen retaining lip on the scuttle, ex MkIV, and fitted a wrap round perspex screen. Well I bought a piece of unbreakable perspex, 'Do not worry sir, this will not break no matter how much you bend it.' 'Humm', I wondered out loud, 'how would you do it?' 'Well sir, we would heat it up in one of our special ovens but it won't be necessary trust me'.

I did try boiling water and hair dryers but in a winter garage that's not much use so I used

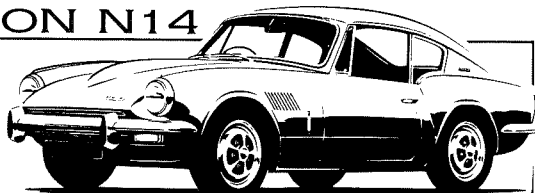
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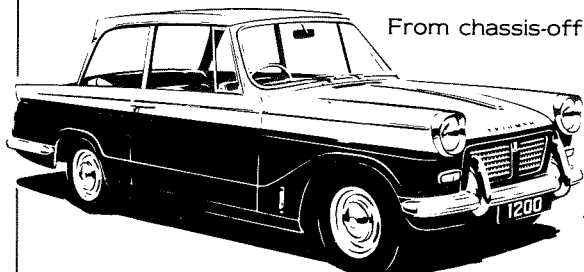


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brute force and lo it was true the stuff was unbreakable. Again, it took hours to pluck up courage to drill the holes, the slightest movement dislodged the screen which did not like being bent double.

On 31 December 1991, 4 years after deciding to build a car from 'scratch' JKE 591 K drove 1 mile to the MoT test centre and duly passed. There were no dramas except that the YTS lad assisting found it difficult to come to terms with the aero screen and wanted to insist that wipers should still be fitted.

Slowly but surely the excursions got longer and longer, with constant stops to check for signs of weeping oil, fuel and hydraulic fluid. Only the rocker box gasket seeped some oil, perhaps I should use gasket cement. My first long run to Oulton Park Classic Car Show was unfortunately completed on the wettest and coldest day in living memory and an open car does tend to fill up, I just pray that I used enough Waxoyl in all the seams and box sections.

You may be wondering about wheel alignment, well I did mark the steering geometry on the donor car and refitted it as exactly as I could, so far no uneven wear and no steering shake but I promise I will get it checked soon. One other foible not for the purist, I cut the MkIV pedal plates down to 'standard' rectangular size, far more in keeping.

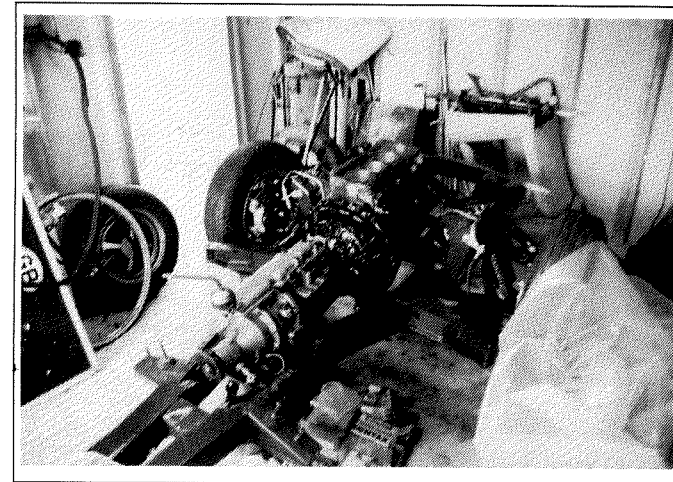
THAT GEARBOX PROBLEM

The only problem was the gearbox, the overdrive solenoid was not working properly, but more seriously there was virtually no way of changing down from 3rd to 2nd, I had to get my double de-clutching absolutely perfect to have a 50/50 chance

of a clean change. It had to come out. Well if you have actually built your car from the ground up you know exactly how to do it but alas you also know the effort involved, no blind optimism here. It took 2 hours to the minute to remove the 'box and I am quite proud of that time, from sliding the trolley jack under the car to having the gearbox in my arms.

If you have a sick overdrive you can do no better than take it to Overdrive Repair Services (Sheffield), they gave me a cup of coffee, let me into the workshop while they stripped the overdrive down, tested it, fitted a new solenoid and sent me on my way for a very reasonable outlay.

The gearbox was another story, it appears that no TSSC trader, in early 92, had any synchros/cone clutches for a 3 rail gearbox. It was doom and gloom all round and I spent some time swatting up which single rail box would fit my car, what ratios did I need and would the propshaft and gearbox tunnel fit? After getting some parts from the most helpful Auto-Tech Transmissions people in Manchester I finally entrusted the work to a gearbox specialist in Liverpool. They managed to get hold of some German made synchros(!) and assured me that they would fettle and fit my assortment of new parts. The gearbox went back in as well as it had come out.



I nearly said easily but nothing is ever easy. The trolley jack was invaluable in getting the box balanced and at the right height for final engagement with clutch plate. The overdrive is a joy, I can still beat the synchros if I am lazy but 3rd and 2nd are now perfect so all in all I am very pleased. I have however, bought another gearbox and plan to strip and rebuild this myself, I have already started collecting the parts and as I rather like 'shiny bits' I was pleased to get an aluminium bell housing as well! It is at times like this that my son keeps reminding me that the MkII needs to be rebuilt, especially as has now reached driving age.

Next month I will give you an idea of costs, talk about tools and list scrap yards that have been particularly helpful. ○

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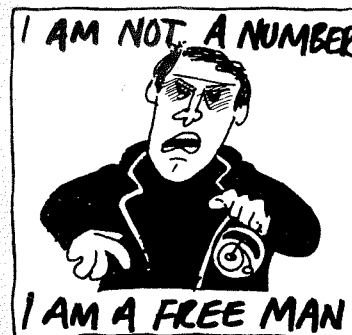
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Oxon OX12 7PT Telephone H/A

Herald 13/60

Phil Willson 37, The Grove, North Cray, Sidcup, Kent.
DA14 5NG. Tel: (081) 302 0059
(7-9pm only).

Spitfire MkI/II/III

Brett Dennis 11 Ashdown Crescent, Cheshunt, Herts.
EN8 0RE. Tel: (0992) 34150 (7-9pm)

Spitfire MkIV/1500

John Thomason TSSC, Main Street, Lubenham, Market
Harborough, Leics. LE16 9TF.

Vitesse 1600/MkI/II

Mac Reynolds Chez Nous, Potters Lane, Boscastle, Cornwall
PL35 0AP.

GT6 I/II/III

Jasper Bacon 2, Weavelands Farm, Hindon Lane,
Tisbury, Salisbury, Wiltshire, SP3 6QE
Paul Hemming 3, Sunwell Terrace, Marple, Stockport,
SK6 7JP. Tel: (061) 449 9518)

Bond

Bruce Pilbrough 16 Arnhem Road, Preston, Lancs.
PR1 4QL. Telephone (0772) 791378 (7-9pm)

Specials

Dennis Graves 13 Austin Cl. Irchester, Northants.,
NN9 7AX Telephone (0933) 313166

Trevor Collett

14 Lodge Road, Fetcham, Surrey
KT22 9QY Tel: (0372) 376661

Amphicar

David Chapman 5, Sheringham Rd, Worcester WR5 3RA
Tel: (0905) 763192

Competition Secretaries

(Race) 46 Torridge Road, Langley, Berks,
Kevin Williams SL3 8UR. Tel: (0753) 549644.

Race Liaison Officers

Brenda & David 39 Canterbury Road, Morden, Surrey
Barnes SM4 6QW. Tel: 081 685 9188.

International Liaison

Leon Guyot 5 Kenilworth Av, Wimbledon, London SW19 7LN.
Tel: 081 947 7659 FAX 081 947 7659 (12 mid
7.30am only).

Events & Equipment

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Mike Costigan 'Dumble Rise' 38 Ridgeway, Southwell,
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