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THE COURIER
199

JANUARY 1997

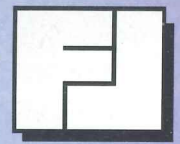
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THE COURIER

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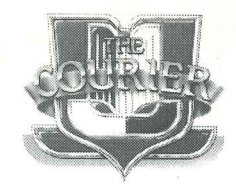
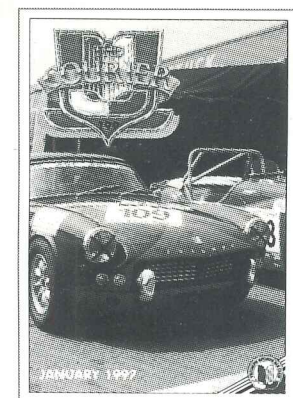
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Annis Green, Leon Guyot, Tom Longley,
Chris Mills, Stewart Newbould,
Simon Roberts, Bill Sunderland,
Trudi Squibbs, Brian Waters, Peter Williams.

For a full list of TSSC officials see page 82.

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Cover Photo:
Racing Spitfire 4 Mk I (1147cc) of
Rainer Bastuck at Zolder Circuit '96
Photo: Léon Guyot

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Plus Area News Review/ Classified Newspaper.

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

T.S.S.C. EVENTS CALENDAR

1997

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 '97

JANUARY 1997

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

FEBRUARY 1997

SUN 16th LONDON ORBITAL MEET,
Wheatsheaf, Old Windsor at 12 noon.

MAY 1997

SAT-MON 3rd-5th
MERSEY AREA 3rd ANNUAL SOAPS TOUR.

SAT 10th
MERSEY AREA OULTON PARK CLASSIC CAR SHOW.

MAY continued...

SUN 11th
MERSEY AREA CHESTER FESTIVAL OF TRANSPORT.

A BRAND NEW EVENT FOR EUROPE
SAT/SUN 24th/25th STANDARD TRIUMPH
EUROPEAN RALLY, Klein Vink Holiday Park, Holland
Tel: 01858 434424.

JUNE 1997

SAT/SUN 7th/8th
MERSEY AREA TATTON PARK CLASSIC CAR SHOW.

JULY 1997

SAT/SUN 12th/13th TSSC INTERNATIONAL
WEEKEND. Contact: Club H.Q. Tel: 01858 434424.

SUN 27th MERSEY AREA - ST. HELENS SHOW.

AUGUST 1997

SUN 3rd MERSEY AREA, WOODVALE RALLY
Fosse Manor Hotel, Stow on the Wold.
Contact Mary: 01621 783143.

SAT 9th TOTALLY TRIUMPH SHOW,
Cook Rugby Club, Belfast.

SEPTEMBER 1997

SAT/SUN 6th/7th MERSEY AREA
WOODVALE RALLY, Cook Rugby Club, Belfast.

NATIONAL & LOCAL TSSC INVITED 1996/97

FEBRUARY 1997

SUN 16th
INTERNATIONAL TRIUMPH SHOW & SPARES DAY
National Agricultural Centre, Stoneleigh, Warks.

MAY 1997

SAT/SUN 10th/11th
THE WEATHERBY CLASSIC CAR WEEKEND,
Weatherby Race Course, adjacent to the A1 in Yorkshire.

JUNE 1997

SUN 15th
BRISTOL MOTOR SHOW & HISTORIC TRANSPORT
PAGEANT, ASHTON COURT, BRISTOL.

AUGUST 1997

SUN 17th VINTAGE TRANSPORT DAY, Rally of the
Vintage Sports Car Club and the Transport Trust, Old
Warden Aerodrome, Biggleswade, Beds.

**WOULD ALL SHOW/EVENT ORGANISERS
PLEASE NOTIFY TRUDI OF DATES FOR
THE 1997 CALENDAR AS SOON AS
THEY BECOME AVAILABLE.
TELEPHONE TRUDI: 01858 434424**

"COMMENT"

Bill Sunderland

READY FOR SOME GREAT EVENTS

Having ended 1996 at the NEC in November where record crowds descended on the Classic Car Show. A show that many members attended fronted by the Triumph marque, throughout the two halls Triumphs were in abundance.



In fact this year sales of tickets prior to opening were double that of last year when MG took pride of place. The atmosphere between Triumph Clubs continued to bond the common Triumph interest. The icing on the cake was Hugh and Chris Roberts winning the Masterclass - the very top award for any car in the UK - Autoglym UK Champion 1996, what can I say. Their Vitesse is now on display at the Club Headquarters in all its glory.

The Club has a large stand at the International Triumph Show and Spares Day at Stoneleigh on February 16th 1997. This event has grown and this year there will be 60% more indoor space, much needed after last years shoulder to shoulder walkabouts. At this show members will descend from all over Europe and there are more Triumph trade stands than ever. As Spring rolls on we have the Standard Triumph International Rally in Arcen, Holland on 24th and 25th May. All UK Clubs are attending and this should be a spectacular event for all Triumph enthusiasts. Our International Weekend on 13th and 14th July is again at Stafford County Showground and the Spitfire Club of

Holland are making this event their annual pilgrimage, once again we look forward to an eventful time. There is also possibilities of another major show in 1997. Taking the above with all the other events on offer, TSSC Members can look forward to a very Triumph 1997.

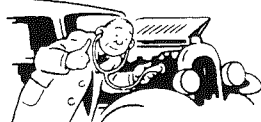
1997 is also a very important milestone for the Club as it is our 20th Birthday, having recently spoken to some early Members they are planning an occasion to mark this anniversary, further details will be published soon.

Rimmer Brothers have just launched their GT6 parts catalogue and you have a copy in your hands. This catalogue will be of interest to many Members as parts interchangeability is rampant within Club cars and as a Club we can once again publicly thank them for consistently working to keep our cars on the road. They have catalogues for Spitfire MKIV and 1500, Herald and Vitesse and now GT6, an early Spitfire catalogue is in the pipeline.

Enjoy your Christmas break and Happy New Year to all.

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NEW PRICE

An error appeared in last month's TRGB Ltd. advert, The special offer price for the Spitfire 1500 back box is in fact **£35.00** and not £55.00 as shown, order one now you lucky lot!

TSSC MEMBER SCOOPS MAJOR CONCOURS AWARD

Triumph Sports Six Club member Hugh Roberts has scooped one of the country's major concours trophies with his Triumph Vitesse. The 1967 convertible, which Hugh rebuilt himself over an 18-month period, won the Masterclass category at the Grand Final of the prestigious 1996 Autoglym Classic Concours at the NEC in Birmingham on Nov. 24. Masterclass is open only to previous national concours champions and Best in Show winners, and as such is regarded as the category for the elite.

Hugh, a 49-year-old retired ships master of Carnon Downs, Truro, admitted: "I was really genuinely surprised - I was up against some marvellous cars." In addition to his Masterclass title Hugh won an engraved glass trophy and a cheque for £500.

HUNGARIAN GRAND PRIX '97

A joint club trip is being planned for a holiday to Hungary in 1997 which will encompass the Hungarian Grand Prix on the 10th August. The trip will leave the UK on Sat 2nd Aug and will tour down through France calling at the Bugatti museum at Mulhouse (not to be missed). We expect to arrive at a camp site near Budapest late Tuesday night, there are present markets and a very favourable exchange rate which will no doubt buy plenty of Hungarian wine. The tickets for the grand prix are around £50 each, it is hoped this will be a full family holiday we already have several children coming, not just a quick Grand Prix dash, and it is for this reason that Hungary was chosen both for its attraction as a country and the cost of a holiday there which is going to be very reasonable. We shall leave Hungary on the Tuesday and travel to Germany to meet up with some fellow TR enthusiasts. It is also hoped to take in the Mercedes Museum in Stuttgart, again not to be missed. Would you like to stay in Germany or move on to Holland? please let me know your preference. This is not going to be a race but a steady drive all the way, there will be TRs GTs Heralds etc. all with kids trailers etc it is for this reason that if you wish to take the family Rover you can but no VOLVOs please, your all most welcome to join us. To control the numbers the places available will be limited to Twenty five cars of which six places have already gone. So come and have some fun and join us and to our European members, how about meeting us in Hungary?

Call Mike Colliffs on 01206 764841 or Nick Daws on 0152 2790912



MAGAZINE LABELS

N.B. To all members. Please check your magazine every month to see that you do not have more than one address label. If you do please contact the office H.Q. as that member will not be receiving his magazine, thank you.

Angie

T.S.S.C.

Race Championship 1997

Standard Class

New for 1997 is a class specifically targeted at those members who would like to try motorsport, but still retain the use of their car for ordinary road use. Full regulations and instructions for how to get started are now available. This Championship will be contested over minimum of 5 rounds which will assist in keeping the overall cost of a good seasons racing to a minimum.

Modified Class

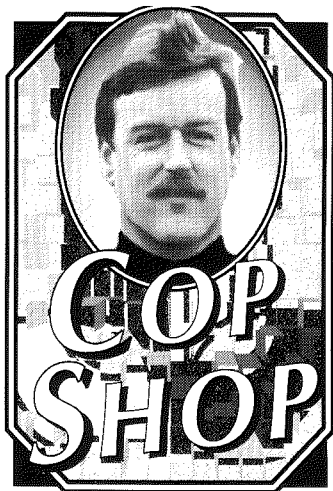
Unchanged from its present format, this class caters for those members who really want to take their Club car to the limit. This Championship will be contested over a minimum of 7 rounds.

Annual Race Dinner and Prize-Giving

Saturday 22nd February, at Fernie Lodge Hotel, Husbands Bosworth, Leics. If you are interested in racing, come along and meet the crowd.

For full regulations and information on how you can come and race your Club car in 1997, contact;

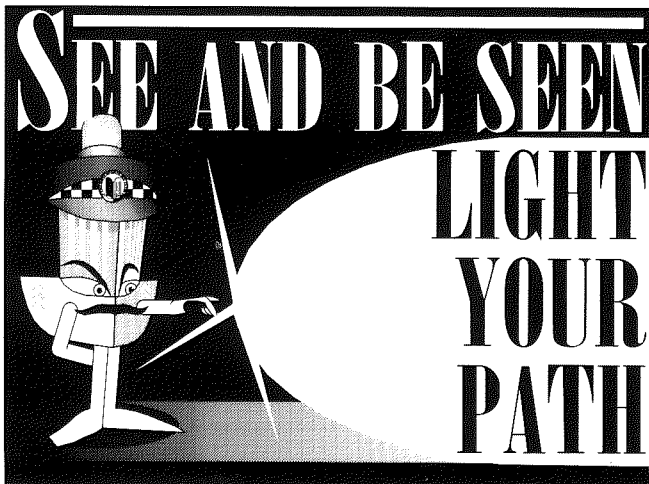
Jo Field
TSSC Competition Secretary
69 Neuville Way
Springfields
Desborough
Northants
NN14 2XT



No person shall use, or cause, or permit to be used on a road, a vehicle which is readily capable of showing a red light to the front (Regulation 11 (1) Road Vehicles Lighting Regulations 1984). There are exemptions but these pertain mainly to emergency vehicles.

No person shall use, or cause, or permit to be used, on a road, a vehicle which is readily capable of showing any light to the rear, other than a red light except:

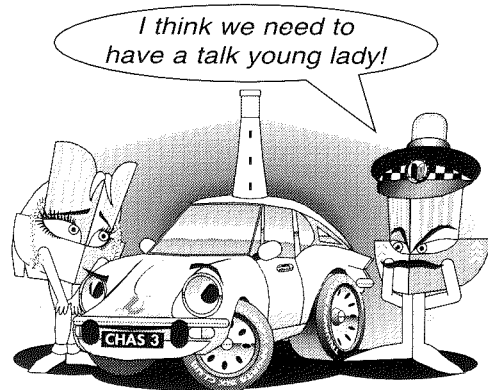
- (a) amber light from a direction indicator
- (b) white light from a reversing light
- (c) white light from a work light
- (d) interior light



(e) number plate light - the list goes on (Regulation 11(2)).

No person shall use, or cause, or permit to be used, on a road, a vehicle to which there is fitted a lamp, reflector or marking which is capable of being moved by swivelling, deflecting or otherwise except

- (a) a headlamp which can be dipped only by the movement of the headlamp or its rear reflector
- (b) a headlamp which is capable of adjustment to compensate for the effect of the load carried by the vehicle
- (c) retractable headlamps or fog lamps
- (d) direction indicators fitted to a motor vehicle first used before 1st April 1986
- (e) a work lamp, etc. etc. etc. (Regulation 12).



Mike Crewes

No person shall use, or cause, or permit to be used, on a road, any vehicle which is fitted with a lamp which emits a flashing light except:

- (a) a direction indicator
- (b) headlamp flashed manually.

FRONT FOG LAMPS

Maximum height above the ground - 1200 mm.

Maximum distance from side of vehicle - 400 mm. (This applies where a pair of front fog lamps are used in conditions of seriously reduced visibility in place of obligatory dipped beam headlamps.) All Front Fog Lamps may only be used in conditions of seriously reduced visibility (Regulation 23).

REAR FOG LAMPS

Vehicles first used after 1st April 1980 must have at least one but not more than two:

- (a) if one is fitted - must be to centre line or offside of the vehicle.
- (b) if two are fitted - must be a matched pair.

"I suggest seriously reduced visibility might mean that if you are having difficulty in seeing other vehicles, then they will probably have difficulty in seeing you.."

Vehicles first used before 1st April 1980 have no requirement or restriction on number fitted, but if only one is fitted it must be to the centre line or offside of the vehicle.

Maximum height above the ground - 1000 mm.

Minimum height above the ground - 250 mm.

Must be at least 100 mm away from brake lights and must not operate with brake lights. Must have tell tale light fitted. All Rear Fog Lamps may only be used in conditions of seriously reduced visibility and not whilst the vehicle is parked. (Regulation 23).

I suggest seriously reduced visibility might mean that if you

are having difficulty in seeing other vehicles, then they will probably have difficulty in seeing you. If not then visibility is good. Switch off your rear fog lights when someone has come up behind you.

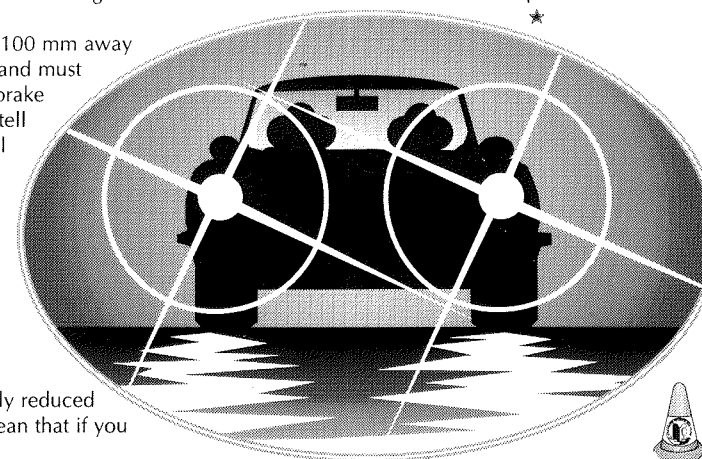
Keep all your lights in good working order, correctly adjusted and clean. Generally speaking if a light is fitted to a vehicle it must work and be correctly adjusted. A couple of minutes maintenance and replacing broken bulbs is very cheap, and may save your life. With long winter nights, check your lights daily. If you park between other vehicles you can easily see the reflection of your lights on the vehicles in front and behind you.

Roll on summer!!! Remember also to keep a check on tyre tread; now is the time of year that you will need it most.

If you have any topics or queries on Road Traffic Legislation why not write to Mike Crewes, 112 Black-moor Wood, North Ascot, Berks SL5 8EN. Please enclose S.A.E.

email:

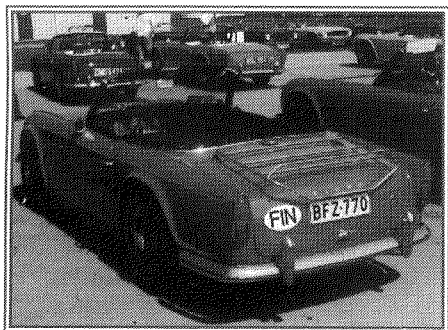
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How time seems to fly between these reports nowadays! I was heartened to learn of the recent victory of Hugh "Yes That Hugh Roberts", with his magnificent Vitesse Convertible in the Autoglym Concours Championship last weekend - Sunday 24th November-up in Birmingham.

Unfortunately, I wasn't able to be there for the actual prizegiv-



ing, but just having Hugh and Chris as my friends, and having the privilege of actually travelling in that Dolphin Grey car, more than makes up for it! The Vitesse itself is now back at TSSC H.Q. for all to see - it will never get any better now that it really is perfect! Seeing Hugh's car got me to thinking how grateful all we mere mortal members should be to those very dedicated folk who put so much time, effort, money, blood, sweat, tears etc. into restoring their Triumph cars to such a high standard, for us all to enjoy/ gasp at in awe/ admire and indeed aspire to, with our own rather more humble machines, and hey, so what if we can't all have a 'Concours Queen', would you really want one? Just to treat it like any normal car, drive it a few times and it would begin to deteriorate in lots of little ways; a stone chip here, a door-gap out of alignment there etc. A dream could become a nightmare so easily! BUT, remember dear reader, it costs little to look, learn and enjoy the sheer hard work and continual effort, sometimes, over many years of your fellow members!

My own Vitesse project has had to be put on hold, again, sometime in mid November. Yes you guessed it after paying out for its second complete bare-metal respray and about another three weeks labour fitting-up etc, I ran out of the folding green stuff once more! I have oft' been criticised for having it finished off professionally with cries of 'cheque book restoration' but like most Club members my pennies come from my hard graft and if I choose to make con-

Fig.1
An immaculate sky blue Vitesse Mk I.



Fig.2
Kim Nystrom and friend from Finland with yellow Spitfire 1500 and long distance award.

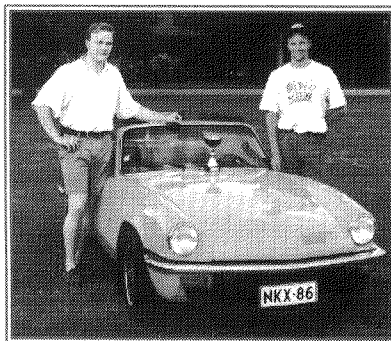


Fig.3
Red TR4 from Helsinki at Shepton Mallet in July.

Fig.7
Race preparations at Zandvoort.



siderable sacrifices and have it done professionally, that's my choice. Besides they're a great deal better than me at doing it, and they are tailoring the car exactly to my own specifications, even down to the angle of the seat bases! So, off it goes into storage until about mid-February until I've re-scheduled my finances - it's beginning to sound rather like the Channel Tunnel, ie: well over budget, and almost as expensive. Just in case anyone has

Fig.5
Doesn't this sunshine make you envious?



forgotten what a really nice original, unrestored early Vitesse looks like, here's a photo of a wedgewood example that I took at the Triumph World summer picnic down at Hickstead on 11th Aug '96.

Now is that (Fig.1) a pretty car or what? Also at Hickstead, was one Kim Nystrom and his friend who drove all the way from Finland

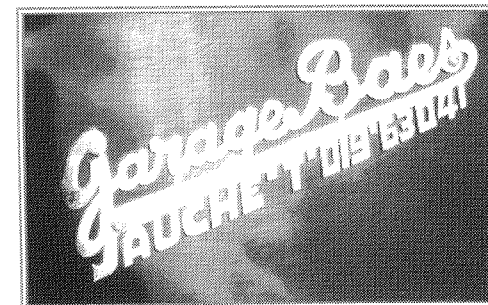
Fig.4
An apple green TR3.



with his Spitfire 1500, to claim the long distance award! (Fig.2) (Thanks for the Lapin Kulta lads! It's been a long time since I tasted that brew!)

Talking of Finnish Triumph enthusiasts reminds me of the Finnish TR4 from Helsinki that turned up at the most enjoyable TR register international Rally down at Beautiful Shepton Mallet last July. (Fig.3) A very rare model indeed in

Fig.6
The Louis Baes badge of a midnight blue Herald 13/60.



that Country. The T.R. Register were blessed by the very best of our summer sunshine and, it brought out this rather splendid 'apple-green' example of a TR3 from Germany, with a most appropriate registration number. (Fig.4)

Isn't it just great to look at summery photos in the dark depths of our wintertime - up here in the northern hemisphere at least? Next, another bright and cheerful photo of some Triumphs belonging to members of Club Triumph Belgium, taken at Zolder

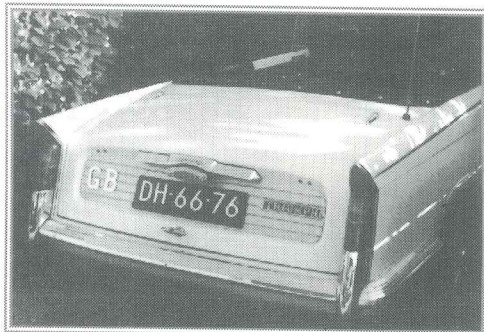


Fig.8

Racetrack on 4th Aug'96. (Fig.5)

The Midnight Blue Herald 13/60 Convertible (Fig.6) having been originally supplied by the Standard-Triumph garage of Louis Baes, Specialiste Diplome par la Standard Triumph Depuis 1948, Repareteur pour tous travaux mecanique) at 1350 Jauche, Belgique, tel: 019/63.30.41, or so his advert in the latest issue of the magazine of the TSSC-Belgium states! This genial gentleman is now a 'member'-of TSSC Belgium I believe. Now,

Fig.10



that's what I call an enthusiast for our cars - with 48 years service, I hope TSSC Belgium will have a party for him in 1998!

Zandvoort in Holland, was the other European - mainland race track that I managed to visit on Aug' 31st, and here: A german enthusiast and, it would appear a TSSC member to boot is busily preparing his Spitfire for the race! (Fig.7)

There were plenty of Triumphs to see in the rather crowded paddock, including this very competitive looking GT6-II with plexiglass rear window. (Fig.8)

When I visited Zandvoort, the Triumph Club of Holland were kind enough to allow me to park my rather travel-stained Herald on their club stand with their Spitfires etc, and this rather smart and racy looking GT6-2. (Fig.9)

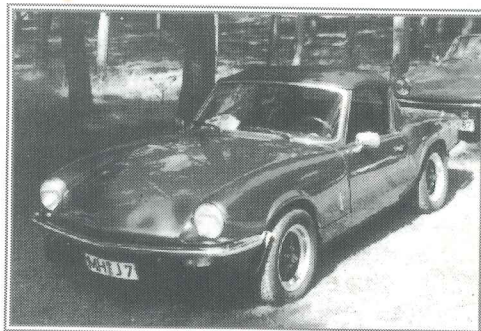


Fig.9
GT6 II in
British Racing
Green with a
fetching offset
yellow stripe.

Whilst I was staying in Holland, just south of Utrecht with my good friends of many years:- Paul & Corrie I met up again with member, René Heise, who brought along his fine Vitesse 2ltr Mk.2 convertible to show me. (Fig.10)

Regular readers of this column may remember that I located this very car, for him, back in July 1993, (Cotirier Aug'93, pg. 68)- it's certainly encouraging to see how nicely he is caring for it, and indeed to hear how much

Fig.11
A metallic/
bronzy-grey
Spitfire.



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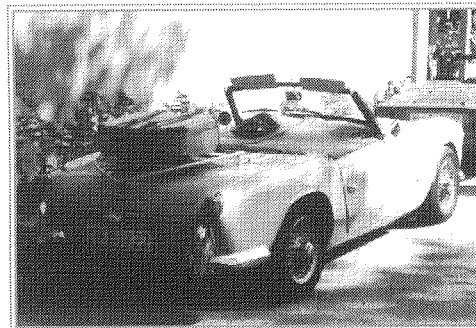
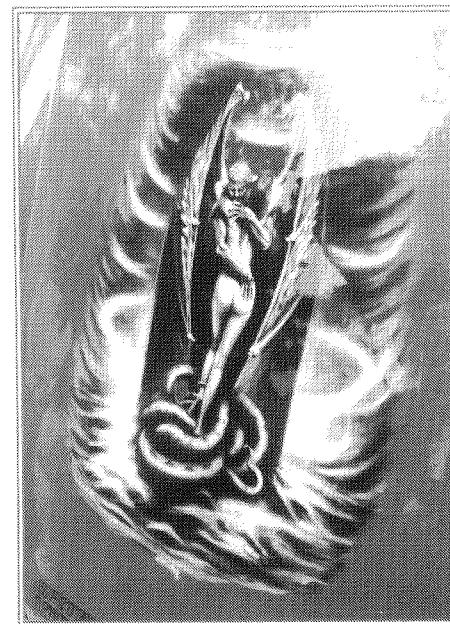


Fig.12

Fig.14
Stunning
Spitfire 1500
airbrushed
bonnet
artwork



examples of that model to drool
over at Hilvarenbeek, including
this metallic/bronzy-grey
German example. (Fig.11)

This very pretty little, wedge-
wood / powder blue Spitfire 4
(Mk.I), also from Germany - I
like the 'trunk'. (Fig.12)

Also, this rather mouth-watering
LMD Dutch-registered GT6-3.
(Fig.13)

As well as some very strange
bonnet art, you know, I don't,
somehow think the owner was
British! (Fig.14)

Lastly, I really must include a
photo of the one and only Danish
Spitfire Mk.3 of Jorgen Klitholm
and Claus Ebberfield- of the
D.T.A.K. (Fig.15) For two reasons,

Fig.13
Salivate over
this Dutch
GT6 III.

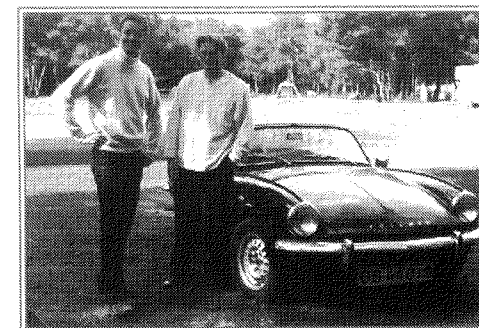


firstly, I promised I would, and
secondly the got fined about £100
cash for speeding through road-
works in Holland, and was feeling
rather unhappy about it! So, when
you, my dear readers, go to STER
next May, don't speed through
road works - especially in
Holland. O.K. Until next month :)

Happy New Year to one and all!

Regards, Léon. ★

Fig.15
The Spitfire Mk
III of Jorgen
Klitholm and
Claus Ebberfield.





Hot Spitfire!

So what does a twin 150CD Stromberg combined inlet/exhaust manifold kit look like?

Here is an article taken from **Car Mechanics** October 1970. I know it's being fitted to a Herald but Major Operations are the same for Spitfire. Have a very happy Christmas!

Unlike most of today's production cars the Herald is very accessible. With the wide-opening mouth-like bonnet you can get round the whole engine, making removal easy.

For the mild stage of road tune that we were looking for, SAH recommended a cylinder-head change and a pair of carburettors, coupled with a mild road-going camshaft. The head work consists of a fully modified combustion chamber with a highly polished surface. The parts are gas-flowed and matched to suit the combined inlet/exhaust manifold.

The work is done by the engineers at SAH with special attention being paid to reliability. Sid Hurrell considers the head to be the most important factor, it is at this point that the biggest power increase can be obtained. Apart from gas flowing and balancing, the cylinder head surface is skimmed to raise the compression ratio.

The second major consideration is manifolding. This involves balanced pipe lengths and perfect fitting with the ports in the cylinder head. This is then carefully matched to a suitable silencer to SAH's own design and specification to give the optimum in power output.

CARBURATION

It is only after all this has been done that modification to the carburation is considered. In the case of our Herald a pair of Stromberg CD carbs was bolted on. In fact, the manifold comes with these bolted on and interconnected ready for assembly to the engine.

As far as the camshaft is concerned, this is really a luxury and necessary only to get the last bit of power. In actual fact it is not really needed for road going tune, but will give that little more without upsetting the flexibility of the unit. The work involved in fitting the SAH cylinder head is no more involved than the normal decoke. The cylinder head comes less the valves but with the extra strong valve springs.

STANDARD VALVES

If the old valves are in good condition, they can be ground to the seats in the cylinder head. The seat sizes are standard on this stage of tune. If the old valves are used, make sure they are properly cleaned before they are fitted. All normal torque settings are used, so the standard decoke procedure is followed. But it is no good trying to tune a worn engine. This is why we were completely overhauling ours before fitting the go faster goodies.

RING THING

On the engine side there are one or two points that have to be watched fairly closely. For instance, if Triumph replacement pistons are used it is important to make sure the second piston ring is fitted with the stamped "T" facing upwards. The second major point is to ensure that the rear main oil seal is centralised before its housing bolts are done up tightly. The rest of the job is pretty straight forward, the Herald engine being one of the easiest in the book to work on. And what does all this work add up to in terms of a hotter Herald? The table below will give some idea of the claimed improvements.

	STANDARDS	SAH
0 to 30	6.3 sec.	4.7 sec.
0 to 40	10.1 sec.	6.7 sec.
0 to 50	16.7 sec.	10.2 sec.
0 to 60	25.1 sec.	14.8 sec.

The general flexibility of the engine was improved, certainly in top gear and the whole vehicle was more tractable. Fuel consumption was not quite as good as the standard vehicle, but if you are going to improve the performance then the fuel is not a serious consideration. In any case the car was considerably quicker all round, and this is what was aimed for.

Brett Dennis



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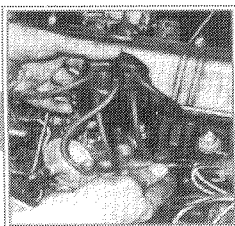
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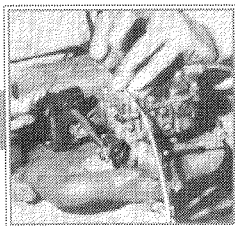


FOR HERALD . VITESSE . SPITFIRE . GT6

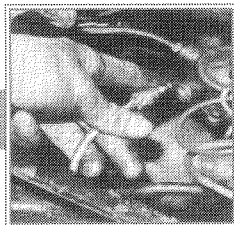
ENGINE OUT



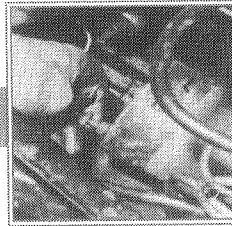
Disconnect all the of the electrics, and this includes the distributor cap and leads which are best removed for safety's sake. Remove the radiator.



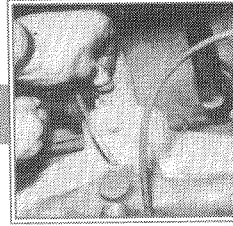
Undo the rod linkage from the carburettor throttle control and disconnect the choke cable. The carb itself can be left attached to manifold.



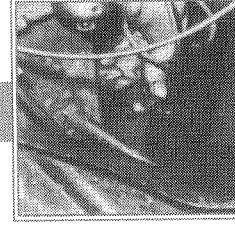
The petrol from the tank is undone next. Be sure the pipe that is removed is tied away from the engine to prevent fouling.



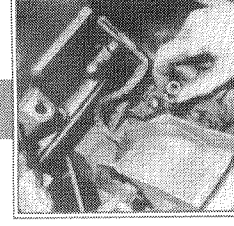
Other electrical connections, like the lead to the starter motor, oil warning light lead and temperature sensor must all be undone and moved out



Release the nuts securing the manifold down-pipe flange to the exhaust manifold and draw the down pipe away and out of the way for safety

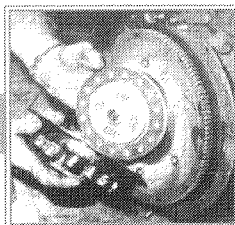


Undo the nuts and bolts holding the clutch housing to the engine block. Support the front end of the gearbox before you lift engine out.



Finally, undo the engine mounting bolts at the front, put a sling round the engine, draw it forward clear of the gearbox and lift it right out.

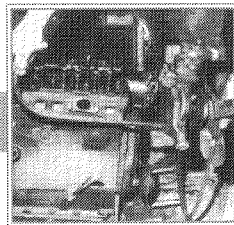
STRIPPING



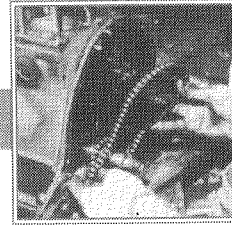
Undo the clutch bolts half a turn at a time and lift the clutch components away. This is followed by the flywheel, held by four bolts.



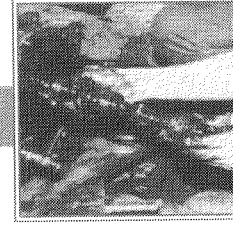
As new manifolds and carbs were going to be fitted, the complete manifold and carbs were unbolted from the head and lifted off as a whole unit.



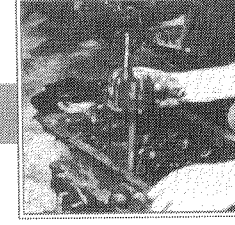
All the ancillary components have to be removed; this includes the water pump and the hoses, fuel pump, starter motor, dynamo etc.



Remove the crankshaft pulley, timing case, and finally undo the camshaft sprocket and remove the sprocket and chain. Renew timing chain.



A small retaining plate behind the cam sprocket has to be unbolted, making sure shims are carefully kept and camshaft withdrawn.

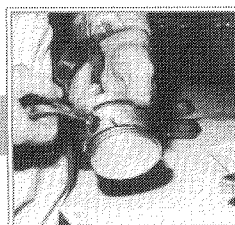


Undo the sump pan and lift it off the oil pump, held to the crankcase by three bolts, can be undone and carefully lifted away from the engine block.

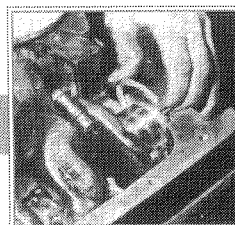


To remove the crankshaft and pistons both the big-end bearing caps and the main-bearing caps are removed. The crankshaft is lifted out.

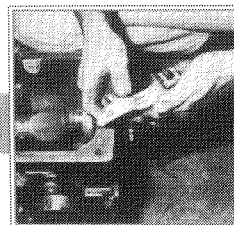
REASSEMBLY



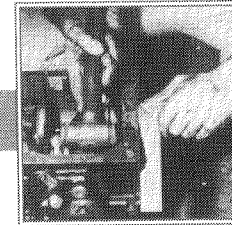
Make sure the piston rings are fitted correctly to the pistons and fit the piston to the con-rod. Make sure the piston pin circlip is seated.



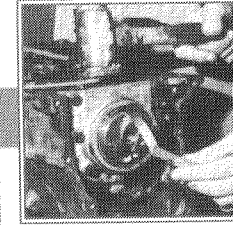
Fit the upper main bearing shells into the block, oil them thoroughly and lay the crankshaft into place. Now fit the thrust washer to the crank.



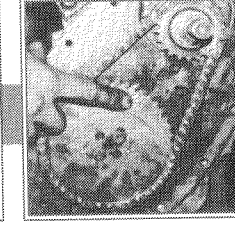
Slide the lower shells into the main-bearing caps and fit the cap, tightening to the correct pressure. The same procedure applies to the ends.



Fit the new main-bearing seal at the back end, replace the housing with the bolts fitted loosely and use a straight edge. Tap square with block.



With the housing bolts nipped up, tap the housing to centralise it on the shaft, using a very thin feeler gauge to judge even seal pressure.

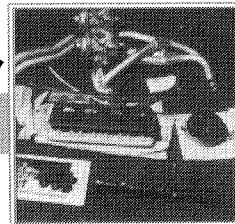


When replacing the camshaft sprocket and timing chain, make sure the timing marks on both sprockets are right in line with each other.

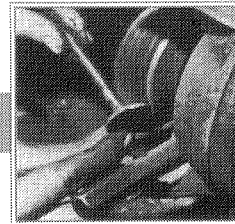


With No.1 piston at tdc and the inlet and exhaust valves fully closed, fit the distributor- drive gear with slot in line with the two fixings studs.

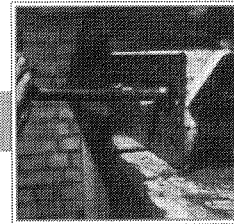
HOTTING UP



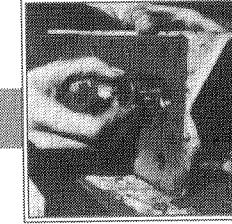
This is the complete tuning kit as supplied by SAH. The carbs and manifold are ready connected and a full set of head gaskets is provided.



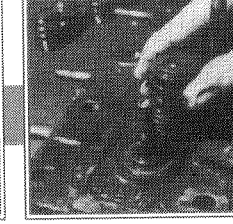
If the old valves are sound and are going to be used again then they must be thoroughly cleaned, making sure all carbon is removed.



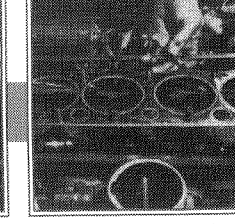
Grind the valves in carefully. Use a back and forth motion, lifting the valve off the seat periodically to spread the fine grinding paste evenly.



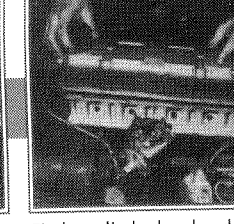
Make sure all the surplus paste is cleaned off both the seat in the head and off the valve itself. Lubricate the valve stems lightly and refit.



The new valve springs that are supplied by SAH Accessories are stronger than normal. They are fitted in the conventional manner.



No adhesive is needed on the new cylinder head gasket, but give a light coating of clean oil. Position it correctly over the cylinder head studs.



Fit the cylinder head and tighten it down to the recommended torque. Follow this by the rocker gear, rocker cover. Now fit the manifold. ★

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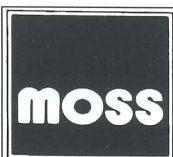
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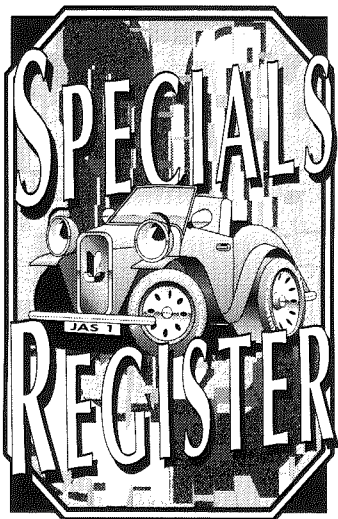
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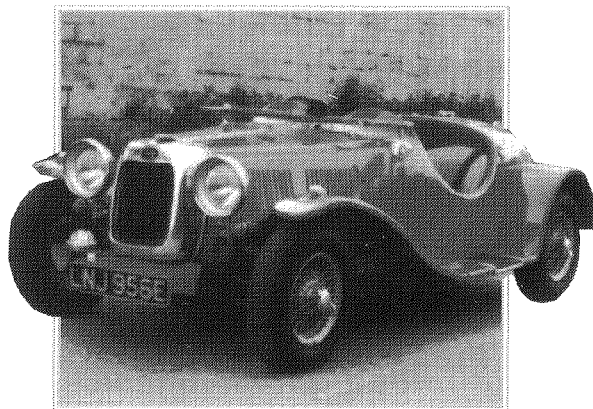
10% discount to Club members. Close to buses and tubes. 10 mins from Junction 2 of M4



It has been two years since I have given you the complete list of kits you can buy to transform Club cars. One of the joys of the kit car scene for me is the continual emergence of new models of all shapes and sizes, some weird and some wonderful.

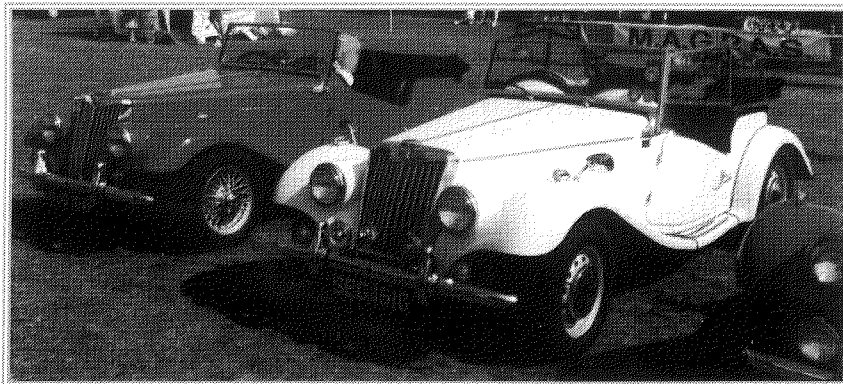
The less welcome partner to this process is the equally continual demise of models that just could not attract enough customers. You might think that this is a good reason not to embark on a kit car build in the first place - if the company you bought from no longer exists then neither does any after sales service. Well, I suppose that's true, but just how vital is factory backup? We Herald owners have managed without Standard-Triumph very well! (No, I'm not putting that forward as a serious comparison.)

Awe-inspiring.
The Awe, introduced in 1990.



Don't forget there isn't anything made that can't be made again. Of course all the greasy bits of a Club special will be as easily obtainable as all the other Club cars - they are the same bits. If you used a part from some other car you should be able to find a replacement from the same source, unless it was a Mark 3 Cortina - are there any left? The hardest thing to replace will be the body but these are often pretty simple constructions. Fibre-glass repairs are time consuming but with care just about any shape can be recreated.

One final point about building a Club kit car: the chassis frame itself. What if the chassis of your donor Triumph is beyond repair? You have options. Several



The Douglas.
Blatant MG styling here.

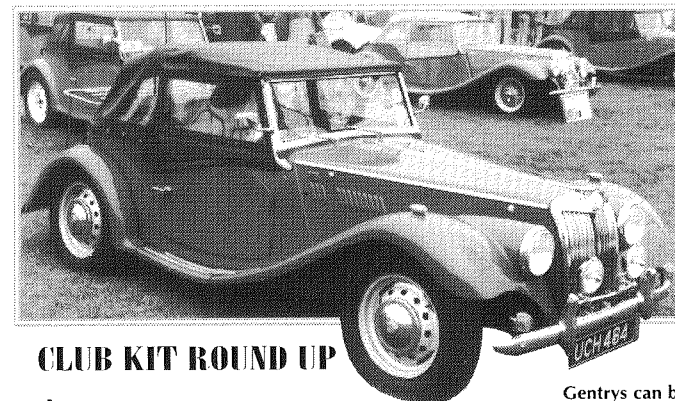
kit car companies will supply a replacement chassis. These are not an exact copy of the Triumph item (you couldn't build a Herald on one) and I don't know how they compare on strength or rigidity. There are plenty of Moss and Gentry cars, for example, running around very happily on after-market chassis. Remember the Locust build story we had last month, the replacement chassis was badly made which made the build much more difficult. Your next choice is to find another Triumph chassis, either from the classified ads or a rebuilt item from the specialists. Lastly, who says your

"Having said how common it is for kit car models to disappear from the market place, the good news for us is that the main seven marques I listed in January 1995 are still around."

chassis is beyond repair? Its not a high tech piece of gear, a grinder, some odd bits of steel and a decent welder must be able to sort it out!

Got a Spitfire chassis and you want to build a Douglas TF? Get your hacksaw out, saw your chassis in half and weld in enough inches to get to Herald wheel base. Conversely if you have a Vitesse chassis and your urge is to do a Hurricane, get your hacksaw out, saw your chassis in half and lose enough inches to get to Spitfire wheel base.

Having said how common it is for kit car models to disappear from the market place, the good news for us is that the main seven marques I listed in January 1995 are still around.



CLUB KIT ROUND UP

AWE

Introduced in 1990 this is a traditionally styled roadster which is not a copy of any model of car that I know but with a hint of the K3 MG in its front end treatment. The body was designed for the Herald size chassis but a least one builder has modified the body to fit onto the shorter Spitfire chassis. Unusually for kit cars, it has a boot. For further information contact AWE Engineering, Watercombe Lane, Lynx Trading Estate, Yeovil, Somerset, BA20 2EB. Telephone: 01 935 26491.

Gentrys can be either Triumph or Ford based.

DOUGLAS

An unashamed attempt to replicate the shape of the MG TF. I drove the first factory demonstrator in 1992 and was impressed. I also like the well thought out build procedure which means a lot less chance of an ad appearing in the "unfinished projects" section. Contact: The Douglas Car Co., Unit 17, Rippleside Commercial Estate, Ripple Road, Barking, Essex, IG11 0RJ. Telephone: 0181 517 1234.

GENTRY

The other MG TF lookalike. The Gentry is very well established having been around since 1973 and there are a

Moss Malverne. Evident lines of a classic British sportscar.



lot of fine examples on our roads, despite having a reputation for being difficult to build. The Gentry is currently being promoted as Ford based but the original Triumph based kit can still be supplied. Go to: SP Motors, Unit 5, Moatway Industrial Estate, Barwell, Leicestershire, LE9 8EY. Tel. 01455 864302.

Moss

The 2-seater Moss, subsequently dubbed the Roadster, first appeared round about 1981. Styling influences can be detected from Jaguar (the front grille is an exact copy), MG and Morgan. The Malvern followed a couple of years later and is the 2+2 version. The body is entirely GRP with wood bonded in appropriate places; unsophisticated, engineering wise, and a little lacking in stiffness but mine has covered 63,000 miles since 1984 and is still in one piece. I am definitely biased but I think these are very nice looking cars; not copies of anything but with lines of the classic English sports car.

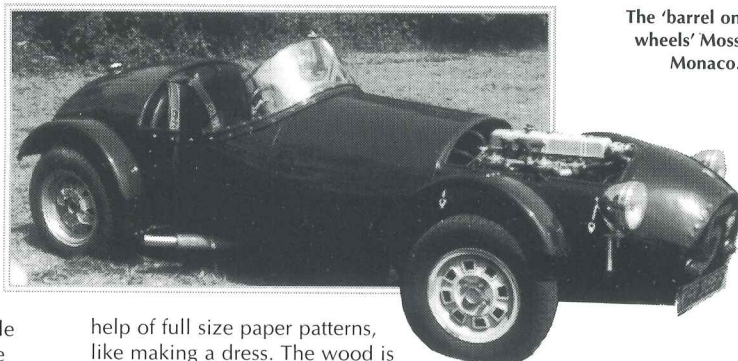
Also produced by Moss is the Monaco - an eccentric little car, once described as a barrel on

wheels; I think the simple shape works well. Can you imagine a car with more fun potential? And building one just for those summer weekends won't break the bank.

The Moss company went quiet for a while but are now pushing their products again - very good news. Current address is, Moss Kits, R/o Pinewood, Weston Lane, Bath, Avon, BA1 4AG. Telephone / fax: 01225 331509.

MIDGE AND LOCUST

The Midge is a popular, thirties style roadster with a body that is built from plans. The body is made from plywood panels that are cut to shape with the

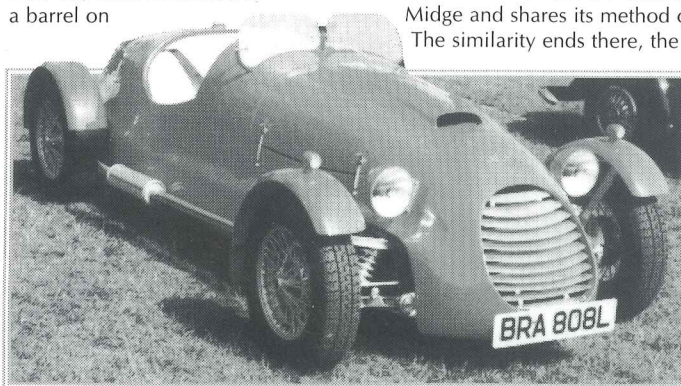


The 'barrel on wheels' Moss Monaco.

help of full size paper patterns, like making a dress. The wood is covered in thin aluminium sheet and then painted. The Midge was originally intended for the Herald chassis but due to the nature of the body construction it is fairly straightforward to adapt it for the Spitfire chassis. Another advantage of this build method is that there is no large outlay of cash at the start for fibre-glass body bits that is the case with most kit car builds. Also the gratifying sense of "I built that car" must be greater.

The Locust comes from the same stable as the Midge and shares its method of construction. The similarity ends there, the final product

being definitely out of the Lotus 7 mould. There are not many Triumph based Locusts about - see last months Specials Register for one example.



Type 48 Spyder. Inspired by the Ferrari 166.

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BELOW IS A SAMPLE SELECTION OF OUR STOCK

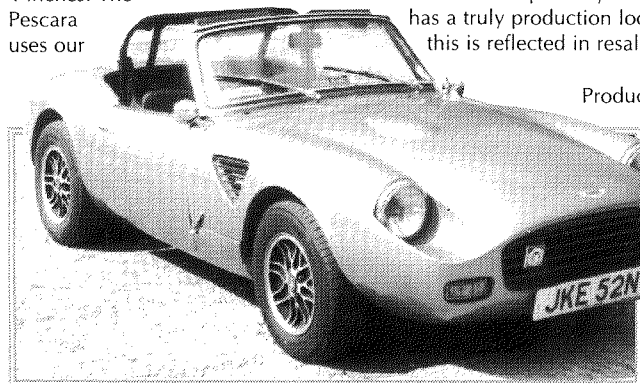
TRIUMPH SPECIALISTS FULL RANGE OF TR2/3/4/5/6, SPITFIRE, GT6, HERALD AND VITESSE PARTS

FRONT SUSPENSION AND STEERING		BRAKES		RUBBER SEALS/BUMPER COVERS	
Steering Column Bushes (all cars except late 1500/GT6)	£5.91	Fully Restored Calipers (as new (exchange) Her/Spit)	£53.95	Windscreens Seal (Spit 1/2/3 GT6 1/2)	£15.21
Front Wheel Bearing set (state model)	£12.34	Fully Restored Calipers (as new (exchange) Vit/GT6/GT6.56)	£11.74	Bright Trim Finisher (for Spit IV/III/GT6 V/II Her/Vit)	£5.95
Track Rod end	£6.99	Caliper Seal Kit Type 12 (early spit/Her)	£11.74	Windscreens Seal (Spit IV/1500)	£14.98
Solid Rack Mount Kit	£22.26	Caliper Seal Kit Type 14 (late spit/Her)	£17.25	Pair of Bright Trims for (Spit IV/1500 seal)	£39.89
STANPART Trunnion	£14.04	Caliper Seal Kit Type 16 P/PB (Vit/GT6, state chassis no)	£10.51	Windscreens Seal (Herald/Vitesse)	£18.80
Front Spring (standard OR uprated)	£14.68	Caliper Pistons from	£10.51	Rear Screen Seal (Herald/Vitesse)	£25.85
Top ball joint (all models)	£11.69	Front Brake Pads (type 12 caliper)	£6.99	Door Seal Furlux (per side) from	£12.69
Front Trunnion kit (all models)	£4.64	Brake Hoses (state model and position)	£8.10	Outer Door Glass Seal (all cars)	£5.81
Front vertical link (state model)	£52.81	Front Brake Pads (other models) from	£8.16	Inner Door Glass Strip	£4.11
Anti Roll Bar Links	£11.69	Brake Discs Herald/Spit	£15.21	Boot Seals from only	£13.47
Front Shock Absorbers (state model)	£21.09	Brake Discs Vitesse/GT6	£17.03	'T' Pedal Rubbers	£2.34
Steering Rack (exchange)	£41.06	Brake Shoes Spit/Herald	£11.69	Herald Rubber Bumper Set (6 parts)	£99.87
REAR SUSPENSION (NON ROTOFLEX)		Brake Shoes Vit/GT6	£7.95	EXHAUST SYSTEMS (STAINLESS STEEL)	
Rear Leaf Spring (Spit MkI, II, III/GT6 MkI)	£69.31	Brake Drums (all models) from	£25.85	Spitfire MkI, II (without front pipe)	£99.87
Rear Leaf Spring (Spit MkIV/GT6 MkII)	(high spec won't sag)	Copper Brake Pipe Kits from	£23.44	Spitfire MkIII (full system)	£105.69
Rear Leaf Spring (Spit 1500 High Spec) (won't sag)	£69.31	Rear Wheel Cylinder (Herald/Spit)	£7.50	Spitfire MkIV (complete system)	£111.56
Rear Shock Absorber (state model)	£16.39	Rear Wheel Cylinder (1500/GT6)	£7.50	Spitfire 1500 (complete system)	£117.44
Rear Trunnion Bush Kit (per side)	£4.64	Silicon Brake Fluid (1 litre)	£19.91	Extractor Manifold (1500)	£124.95
Rear bearing kit (bearings, seals, hub nut and gasket)	£13.51	BODY PANELS		Twin Pipe System (for above manifold)	£129.95
Universal Joint (new)	£6.17	We ONLY sell the best body panels currently available. Before you buy inferior panels elsewhere please call us for an honest opinion of what does and does not fit! Remember we fit our own panels in our workshop!		Twin Pipe System (inc adp for std manifold)	£135.00
Rear driveshaft Her/ Spit/ GT6 (SHORT)	£57.57	Spit MkIV/1500 Rear wing (excellent quality)		GT6 Mk3 (complete stainless system)	£136.24
Rear driveshaft Spit IV/ 1500 (LONG)	£57.57	Spit/GT6 Outer Sill		HOODS AND TONNEAUS	
ROTOFLEX SUSPENSION		Spit/GT6 Quarter Valance (fibreglass)		Standard PVC Hoods, all at	£88.06
214623 Inner Driveshaft	£88.12	Spit/GT6 Quarter Valance Teel		Vynide Hoods, all at	£99.81
152273 Rotoflex Coupling with Bolts orgnl Unipart	£42.24	Spit/GT6 Floor Pan		Tonneau Covers	£57.51
149051 Rear Hub	£58.69	Spit/GT6 Door Skin (high quality)		Double Duck Hoods	£140.94
212867 Inner Flange	£25.26	Spit/GT6 Front Wing (high quality)		Mohair Hoods	£223.19
214514 Outer Flange	£58.69	Spit/GT6 Front Wing (original)		STARTER MOTOR / ALTERNATOR / DYNAMO	
Rear Bearing Kit	£14.04	Spit/GT6 Boot Floor steel		Starter Motor Exchange	£26.96
149769 or 149770 Wishbone	£24.95	Spit/1/2/3 Bootlid steel		Starter Solenoid	£8.81
308437 or 308436 Rear Vertical Link	£41.12	Spit Mk IV/1500 Bootlid steel		Dynamo Exchange	£23.44
148795 or 148796 Bolt / Bracket	£11.69	Rear Valance (MkIV / 1500)		Alternator Exchange	£23.44
Complete Bush Kit	£23.44	Rear Valance (Spit I, II, III)		Voltage Regulator (2 Bobbin)	£23.44
68939A Spring Eye Bush	£3.23	Front Outrigger (Spit/GT6)		Voltage Regulator (3 Bobbin)	£33.95
MECHANICAL & BRAKES		Front Chassis Crossmember (Spit/GT6)		CLUTCH KITS	
Front brake pads (type 12 caliper)	£6.99	Chassis Outriggers (Her/Vit) (Heavy Duty) all		Special Offer	
Engine Mountings (4 cylinder)	£4.70	Front Chassis Cross Tube		Herald/Spitfire II/IV 3 part	
Engine Mountings (6 cylinder)	£6.46	with overrid brackets (heavy duty Her/Vit)		Clutch Kits (new not recon)	£53.99
Oil Filter (Spit/Herald hi spec Wipac)	£3.52	Front Cross Tube Repair ends (Her/Vit)		1500 Clutch Kit new (Brog & Beck)	£82.00
Oil Filter (6 Cyl (Except GT6) hi spec Champion)	£2.35	Her/Vit Front Valance (F/Glass high quality)		HIGH SPECIFICATION ROLL-OVER BARS	
Oil filter (GT6)	£6.99	Her 13/60 LH Front Wing		HIGH SPEC. ROLL OVER BARS FOR SPITFIRES, HERALD AND VITESSE. ALL ONE PRICE	£49.95
Fully reconditioned Engine (high spec any He or Spit)	£468.82	Herald 13/60 RH Front Wing		OR PADDED ALL ONE PRICE	£99.95
Gearbox (fully reconditioned, exchange)	£164.50	Herald/Vitesse Sills		ALL COME COMPLETE IN BLACK PRIMER WITH ALL FITTINGS.	
Differential (full recon, exchange)	£176.25	Herald/Vitesse Front Wheel/arch Lip Repair		RUST FREE BODY PANELS FROM CALIFORNIA, LARGE SELECTION PLEASE ENQUIRE. (2nd Hand)	
Front Brake Pads (other models) from	£8.16	Herald/Vitesse Doorskins (original pressing)		SPECIAL OFFER	
Brake Discs (Her/Spit)	£15.21	Herald/Vitesse Rear Quarter Valance (f/glass)		SPITFIRE MKIV & 1500	
Brake Discs (Vit/GT6)	£17.03	Herald/Vitesse Rear Centre Valance (f/glass)		MILD STEEL REAR EXHAUST BOX	
Brake Shoes (Vit/GT6)	£7.95	Herald/Vitesse Centre Valance Original Pressing		AMAZING VALUE AT £35.00	
Brake Shoes (Spit/Her)	£11.69	Herald/Vitesse Rear Quarter Valance (steel)		DO YOU HAVE OUR NEW CATALOGUE?	
Brake Drums (all models) from	£25.85	Herald/Vitesse Rear Arch Lip Repair		IT'S FREE JUST PHONE OR FAX.	
Copper Brake Pipe Kits from	£23.44	Full Width High Cooling Spec (Spit)		3 DAY (30KG!) FROM ONLY £5.87	
Rear Wheel Cylinder (Her/Spit)	£7.50	Standard Herald and Spitfire ex		Full workshop facilities at only £18.50 an hour (+VAT)	
Rear Wheel Cylinder (1500/GT6)	£7.50	4 row, High Spec for all GT6/Vitesse, (no Kenlowe required) ex		ALL PRICES INCLUDE VAT	
Silicon Brake Fluid (1 litre)	£19.91	Kenlowe Fan Kit (for the power hungry)		Prices subject to change without notice. You must mention this advert to obtain these prices.	
Decoie Sets from	£14.04			TRGB Unit1, Sycamore Farm, Industrial Estate, Long Drove, Somersham, Huntingdon, Cambs. PE17 3HJ.	
Bottom End Sets (all) at	£9.34				
Fuel Pumps from	£17.56				

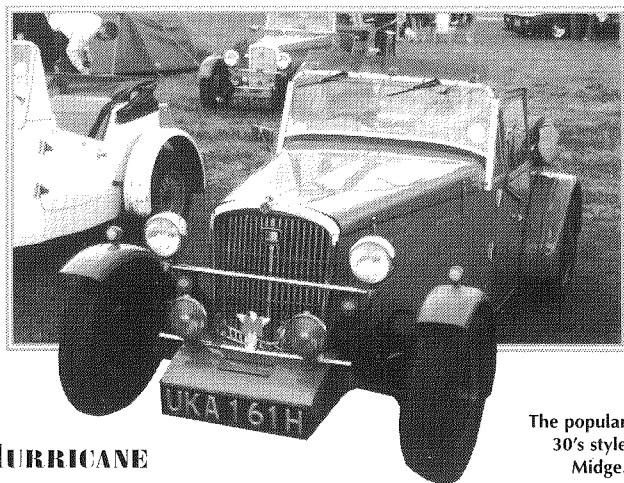
Both the Midge and the Locust started under the JC badge but are now being marketed as Ford based. It is still possible to build Triumph based examples, although the current suppliers have little experience of Triumph mechanics, talk to, White Rose Vehicles, Upbury Manor Centre, Marlborough Road, Gillingham, Kent, ME7 5HT. Telephone: 01634 281736.

HDS TYPE 48 SPYDER

The prototype of this eye-catching car first appeared at our South of England Meet in 1991 and since then has made quite a mark on the kit car scene. Three versions are available, the Spyder, the Pescara and the Warrior. The Spyder uses all Club car mechanicals on a Spitfire chassis that is lengthened by twelve inches. By my reckoning this means that if you started with a Herald type chassis you would have to lengthen it by about 4 inches. The Pescara uses our



front suspension with a Dolomite axle at the back on a HDS designed chassis. The Warrior shares the same body but is built on a space frame chassis and doesn't use any Triumph bits. The wonderful shape is inspired by the Ferrari 166, a real head turner. Contact, HDS, 65 Clifton Road, London, SE25 6PX. Telephone: 0181 653 7318.



The popular
30's style
Midge.

HURRICANE

The Hurricane is unique in this list of kit cars in that it is the only one that is designed to fit onto an unmodified Spitfire or GT6 chassis. Introduced in 1982 as the Vincent Hurricane this quality kit found a fair number of eager buyers. I have seen many examples over the years and all have looked excellent. This car retains such luxuries as wind up windows, a proper hood and a boot from the donor Spitfire. Due mainly to the accomplished fibre-glass moulding the Hurricane has never been cheap to buy but the finished car has a truly production look, and feel, to it - this is reflected in resale values.

Production rights have passed through several hands over the years and currently reside with Caburn Engineering, 18 Greenhill Way, Haywards Heath, West Sussex, RH17 7SQ. Telephone: 01444 450007.

The Hurricane adheres closely to the Spitfire and GT6 body shape.

There you have it, the magnificent seven (groan!). Contact the manufacturers for their current literature and prices. If you want a more unbiased view contact me and I will give you my honest opinion (based on the size of the retainers I get from each company - I wish) or try to put you in touch with other owners.

If you start building now you could be on the road for the summer - make 1997 your year of the alternative car. Happy new year to all! ★



Hi!... time-warp wonders! Another New Year is upon us... how many shopping days to Christmas?... I will take this opportunity to wish you all a happy New Year, and thank all of you that sent me seasonal greetings... thanks!...

Our first feature of the year was sent in by Colin Lindsay (Co Fermanagh N.I.). It was going to be for sale when Colin saw it... but the outcome was that the owner changed his mind and has now decided to have it restored for himself to use!! The registration number is TPD 130F, finished in valencia, with tan trim, 93,000 miles

on the clock, complete with a full length sunroof, and extra (white faced) dials... nice to know she has been 'found' and will one day be re-born...

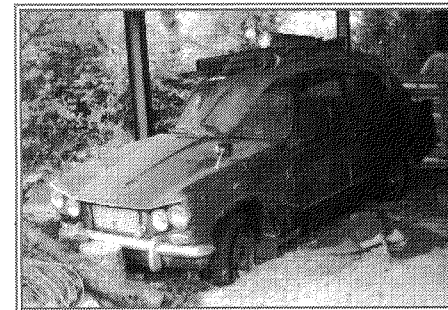
The next featured Vitesse was first seen on these register pages in June 1989 (page 30) under a different registration... but she now has her original number back... it is of course my very own VPP 533J (I am having to use her as my feature file has run dry!!) But I thought it would be nice to give you an update as it were... just

to remind you and prove that you can run a Vitesse every day without it becoming too much of a casualty to the elements! So... she was first registered on the 3rd of March 1971, chassis number, HC57813DL finished in sienna (strange brown!)

with a tan interior... I bought her on the 5th of July 1988... Since I have owned her she has had a body off (total!) re-build at SW Classics, followed the next year by an engine rebuild... (in the days when I had a bit of spare cash... and no mortgage!)... she is used, loved and enjoyed every day... the longer I have her the more I like it... becoming more of an old friend, a well used comfortable slipper... whatever... you get to know every little noise and feelings when things are not quite right... when I first bought her I had no other Vitesse so my personal number (MCR 936... that I acquired off an old school friend in 1970) went on her... then I re-discovered my first love, also a Mark II saloon... so my number went back onto her... and the original VPP was issued back to VPP!... and at the present time she is sitting in the garage awaiting to carry me lovingly to work... with what I imagine to be an original 112,000 miles on the clock... I did write to all the previous

owners (after getting a list from DVLC) but alas I have no replies... so if anyone does know anything of her mysterious past... please do let me know... thanks!

The valencia
Vitesse
TPD 130F.

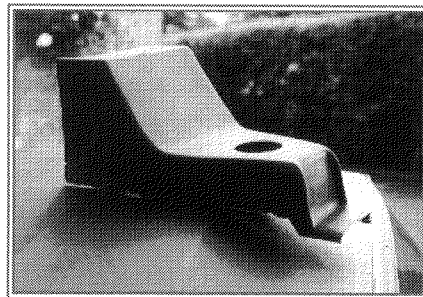


Yes it's
VPP 533J.
Run every day!

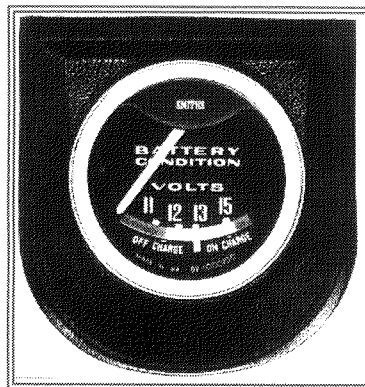
Next is a photograph sent to me by Michael Hancock (you should all know his superb damson Mk II convertible GWA 166J . . . featured in several classic magazines over the years.) The photo shows an original SAH centre console as per the old advertisement in the July register, Michael still has this one that he bought but never got around to using it . . . until now that is . . . but before he actually fits it into his Vitesse, he (along with myself) wondered if perhaps the Club or another independent person would look into the possibilities of re-making such an article, maybe to a slightly higher standard . . . anyone with the knowledge (of fibreglass) and interest/inspiration?? Drop me a line! . . .

Onto a further supplementary instrument . . . this month 'the Voltmetre an easy, simple, one to fit (I think!) this is in effect connected between the two battery terminals - actually via the ignition switch, as the instrument itself does take a tiny quantity of current and need not work while the car is parked, when installing a voltmetre (or battery condition indicator) it is unnecessary to remove any part of the existing wiring, the wires supplied with the instrument should be used to link one terminal to the A4 terminal of the car's junction box (or to any other point which becomes live only when the ignition is switched on!). The other terminal should have an earth connection to the car's metal structure . . . The purpose of a Voltmetre is basically to tell you the condition of your battery (what it can do for you!). It can

tell you if there is enough energy stored in the battery to permit a few hours parking with the lights switched on, it can also indicate whether your battery is in good condition or in need of replacement. A Voltmetre does not have a central zero, in fact a battery condition indicator does not have a zero on its scale at all, calibrating the scale from something under 11 volts to over 15 volts sensitivity is increased over the critical range, within this range there is a green sector marked from an off charge (11½ volts) to an on charge (maximum of 15 volts). When all is well, switching on the ignition should move the pointer slowly into the green sector, where it should remain. A reading in the lower red sector, when there is little current being taken from the battery, means that the battery is undercharged. A pointer which moves from the green down into the red sector if you switch on the lights with the dynamo not charging, means that although well charged, the battery is in poor condition. A reading in the upper red sector when driving indicates over charging of the battery, which will soon become dry unless the voltage regulator is re-adjusted. So there we have it . . . We will soon have your Vitesse looking like Concorde!! . . . But whatever you do, please do not chop holes in those wonderful dashboards!! Mount your extra instruments



Original SAH centre console.



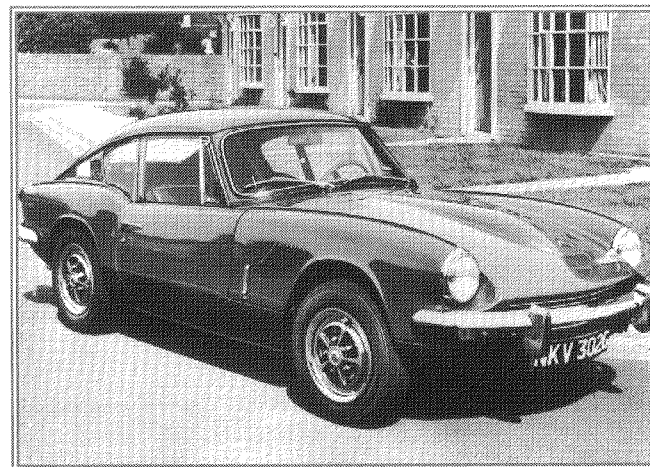
below the dash or in a suitable console . . . it can be done! . . .

That's it for this first register of 1997 . . . although I still do have a photograph of a red Mk II convertible MPP SH (I misplaced the accompanying letter). If it's yours please do send on more information!

A belated thanks to all of you who came to the 'Beeny Bonfire' along with your foodies and Fireworks . . . it was, as always an excellent evening . . . but would not have been possible without you all there . . .

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

A voltmetre. Don't go installing it into your lovely Triumph dashboard though!



Just two years after the launch of the GT6 (Mk1) Triumph announced a new model, the Mark II, with the slogan "More sting in the engine, more cling in the tail."

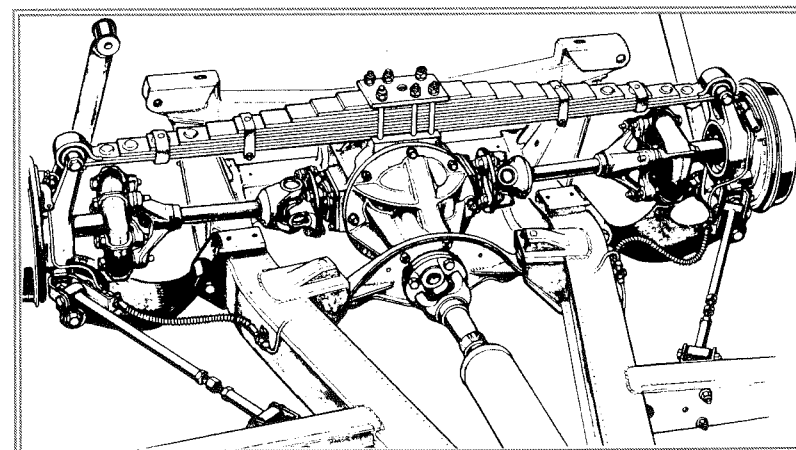
Triumph had taken press criticisms over the handling of the GT6 to heart and decided to do something about it with a view to increasing sales figures. The task for the Triumph engineers was to bring about an improvement in handling without altering the transverse rear spring layout or changing the chassis or bodywork in any major way; these changes were deemed too expensive.

The problem with the fixed length swing-axle rear suspension arrangement was

the large change in camber angle under enthusiastic cornering, eventually causing the rear wheels to "tuck under" the car. The answer was to adapt the rear suspension to a kind of double wishbone design (like on the front of the car) with the rear spring itself acting as the upper "wishbone". A similar system was used on the Cooper Grand Prix cars in the late Fifties. The solution was originally developed for the Vitesse saloon, where the handling problem was even more acute than the GT6. Later the scheme was proposed for the GT6 and even the Spitfire (although never implemented on the latter car on grounds of cost).

The crux of the new suspension layout was the addition of a lower wishbone joining the (new) vertical link firmly to the chassis. This had the effect (as in any double wishbone system) of keeping the wheel (more or less) vertical throughout the range of vertical suspension deflections. The penalty for this was that the drive shaft could no longer remain fixed in length.

A device was required to take up the "plunge" (as it is technically called) as the wheel moved up and down. Here the Triumph



Mike Scott

engineers already had an answer in the form of the rubber "donuts" (so-called because of their shape) used in the Triumph 1300 FWD drive shafts. The Vitesse / GT6 units are actually slightly modified versions. Other changes to the rear set-up included moving the forward ends of the radius arms inwards, towards the centre of the car and new longer slimmer damper units, which were now attached to brackets welded to the inner wheelarch instead of picking up from the chassis.

The effect of the suspension changes was to reduce the change in rear wheel camber angle between the extremes of its travel from 21

degrees on the Mark I GT6 (as it retrospectively became known) to only about 7½ degrees on the MkII. The height of the rear roll centre was also reduced, from 12.8 inches to 6.3 inches, bringing it closer to the height of the front roll-centre. The practical upshot of all this was a much better handling car, particularly on the cornering limit, inspiring more driver confidence under vigorous driving. It also cured the problem that the Mark I had of the bonnet lifting under acceleration and obscuring the driver's forward vision when he needed it most.

There was generally a positive reaction from the motoring press of the time. Motor magazine's July 1969 article, in which the GT6 MkII was put through its paces on the road, bore the title "Much improved". This was pretty much the tone of most contemporary articles, although the correspondent for the American publication, Road Test, was probably stretching a point in the February 1969 issue when he enthused, "... the GT6 in its new '4' form has evolved into a cornering demon." (I should mention here that the GT6 MkII was released in the United States as the GT6+ and badged as such.)

So much for the "more cling in the tail" what about the "more sting in the engine"? Mainly for reasons of parts commonality, Triumph changed the GT6 (and Vitesse) cylinder head to one which shared a common casting with its other six-cylinder sports car of the

time, the TR5. This should not be taken to mean that GT6 MkII and TR5 cylinder heads are interchangeable, they are not. The push-rods were now enclosed within the head casting itself, instead of passing through alloy tubes as on the MkI, making the cylinder head the same width as the top of the block. For this reason the new



style of cylinder head is known as the "full width" head. In order to rationalise costs the chic chrome rocker cover was dropped in favour of a silver painted cover.

The real benefit of the new head was its improved porting allowing the engine to breathe more freely. This, and the

addition of new valves and a new camshaft profile with more overlap (50 degrees about top dead centre as opposed to 36 degrees) and higher lift, gave the Mark II engine a (net) power of 104 bhp at 5300 rpm compared with 95 bhp for the MkI. This in turn gave the car a top speed approaching 110 mph. There was, however, some loss of that famous six-cylinder smoothness and some loss of torque in the lower rev range.

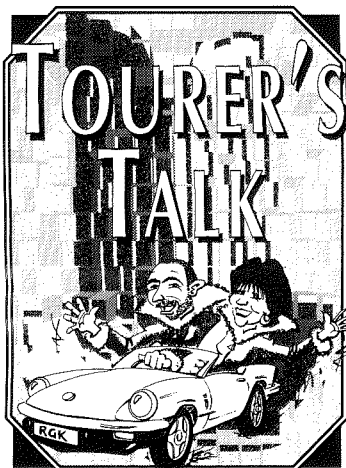
As well as the important changes to the engine and rear suspension Triumph added a number of detail changes. The Mark II was only offered with the 3.27:1 differential regardless of whether an overdrive was fitted or not, although fitment of the 3.98:1 diff was available as a special order. Externally, the front bumper was raised to give the "bone in teeth" look of the current Spitfire MkIII, an extra set of bonnet louvres were added just behind the front wheels and the wheels themselves were new, sporting Rostyle-like wheel covers featuring five dummy wheel nuts (wire wheels were still available as an option).

The interior now featured a matt veneer dashboard, a padded steering wheel and TR5-style rocker switches, all concessions to the all-important and ever more safety-conscious US market. A heater (or, more accurately, the vanned copper pipe Triumph palmed off as a heater) was now a standard fitment, as was a heated rear window. The GT6 MkI received some press criticism for its lack of ventilation. This was put right in the Mark II with dash-mounted "eyeball" fresh air vents and proper extractor vents in the rear quarters, sporting chromed louvres on the exterior.

All these changes added up to a formidable improvement package when compared to the original Mark I, so it was inevitable that the price should rise, but Triumph did well to limit the increase to only about £80. The GT6 MkII was offered for sale in its standard form for £879 (excluding £250 purchase tax), and still represented exceptional value for money for a car of its class. The paradoxical thing was that this was not translated into an increase in sales, which remained relatively static at about 6500 per year.

And here are the answers to everyone who attempted last months seasonal quiz:

- 1) The Coventry Triumph Cycle Company.
- 2) Saffron (dull yellow).
- 3) The original Triumph three rail gearbox has reverse to the left of first gear (on the gear knob), the subsequently simplified Austin / Morris / BMC design has reverse to the right of third gear.
- 4) South African, Gordon Murray.
- 5) 803 cc.
- 6) The Austin A-Series.
- 7) Both have 45-degree slant four engines.
- 8) Morris Garages.
- 9) A GT6 MkII made for the North American market
- 10) Rubber donut, very similar to the Triumph Rotoflex couplings.
- 11) To accommodate change in driveshaft length, technically known as "plunge".
- 12) To sort out the handling of the TR2 prototype.
- 13) Gran Turismo Omologato.
- 14) Karmann of Germany.
- 15) Because Michelotti (Triumph's regular stylist) was busy working on the Triumph 2000 MkII at the time.
- 16) Complete Knock Down.
- 17) It was the name given to the kit of parts which Triumph shipped to countries such as South Africa and Australia, where they were then assembled locally into Heralds mainly.
- 18) They feared a 2-litre Spitfire would impact on TR4 sales.
- 19) It was the first production UK vehicle to be fitted with hydraulic brakes.
- 20) Pininfarina.



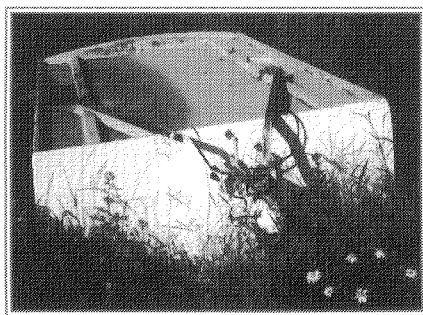
Restorations

of "Motent"; The body is made of GRP, and it looks as though it was light blue, but has since been hand painted white.

The "lid" opens up to form half of the roof, the other half being formed by a dark blue canvas; It sounds as easy to erect as your favourite, the Combi - Camp!

On the back are three ORANGE lights for brakes, side lights and indicators - This makes me think it is quite old, 1950's perhaps?

Inside are the remains of two bunks; Rats have made a disgusting mess of most of the interior, but it looks as though there was a cupboard or perhaps a sink at the end of one of the bunks?



The wheels are missing and as I can't get any to fit, I have made up a new axle using 10" mini wheels, brakes, hubs and stubs. I think these are close to the original size as 8" wheels look too small.

I have already been told that it would be cheaper to scrap the Motent and buy a more modern trailer-tent, but I don't think that is the point.

I feel that for a couple of hundred pounds I could make it usable for some enjoyable touring with my MKIV Spitfire.

Have you ever heard of this trailer tent ?

Do you have any information, or know where I could find out some details so I can restore it fairly accurately?

Because of the previous (rodent) occupiers, I intend to strip it totally, use bleach to sterilise the interior, then make up new bunks, cupboards etc, hopefully similar to the original spec.

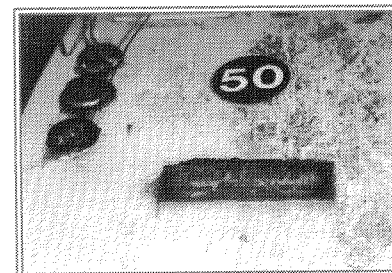
I also own an old awning, which I had considered cutting up to replace the torn canvas. Or do you think it would be better used to make an optional awning for the Motent? I'm sure you are a busy man, but I would really appreciate any information you can spare on this subject. Yours sincerely,

R. M. Stanton (TSSC member 93/43591)

Rick Roberts

As you will see from the first line of Richard's letter, I received it some time ago. The reason I'm using it now is threefold.

One: I'm afraid identifying the Motent was quite beyond me, but I know a man who can. I wrote to the Camping and Caravanning Club, who were kind enough to reply in the form of a very informative letter from their National Technical Information Officer, Geoff Timberlake. So firstly I'd like to use this forum to thank them for their help. Now I know how keen they are to promote inter-club assistance I shall pester them regularly with any of your questions that I can't answer myself.



Two: Geoff's reply was based on letters concerning the Motent which had been published in early issues of his clubs magazine. I'm sure the information was sufficient for Richard to crack on with his restoration, but it wasn't comprehensive. If by any chance any if you have any further info that you think Richard would find useful, let me have it please.

Three: Richard has promised an article outlying the trials and tribulations of his restoration when it's completed. While some restorations take much longer than others (Leon's springs to mind), I reckon this one must be well underway by now, so you might just get the concluding part to the story during the same calendar year as the start.

RESTORATION WITH A DIFFERENCE *SUBJECT TWO.*

Following on from November's article, part of which could have been perceived as my having a laugh at Crewesey's expense, which of course I was, I received the following letter from Mike Looking at the first line made me think about a restoration of goodwill. It wasn't my fault Mike, I was given the photos and I just couldn't resist the temptation. All I've got to do now is make my peace with Mac for last month and hope Leon forgives me this month.

Dear Rick,

Thank you for your article displaying the inadequacies of long wheel base off road vehicles. Friends that know me well know that I never forget, but just when you have . . . !

The reason I am writing to you is to tell you that I have even towed off-road. On one of our maintenance days with the AWDC in Simmons Wood, Crowthorne we needed to remove scalplings along the lane from where the Council had tipped them. The easiest way was by trailer. I borrowed a poor unsuspecting box trailer, about 5' x 4' x 2'6" high which we used to move the scalplings. When we finished we went for a drive, trailer and all! The car behind, a Japanese hairdresser (Suzuki), was very complimentary about the trailer's chassis. They thought I had found a new way of saving tyre wear, by keeping the trailer wheels in the air as much as possible! I must admit it was strange looking in the rear view mirror and looking into the bottom of the trailer. So there you have it, an unusual story or not?

A question, when might we expect YOUR 'British Classic Off Road' actually Off Road? Sainsbury's car park doesn't count!!! Keep it muddy, regards,

Mike Crewes.

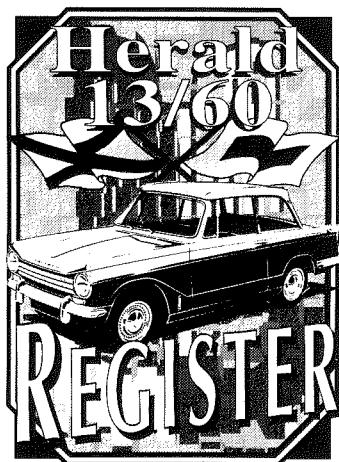
Well it's different isn't it? And as regards the last line, yes Mike and I do have something else in common.

Finally in answer to Phil Willsons request in his article last month for someone to explain the phenomenon of folk getting all sorts of information about an advert by phone, promising to come round and then not showing up, it's very simple Phil.

That will be the type of person who having phoned several adverts, extracting all possible info and leaving the advertisers waiting in all day, will then fill the rest of their weekend with the following. Visit several houses for sale with no intention of buying, then onto the car showroom to test drive a car they wouldn't purchase even if they had the money. Then it's off to the caravan depot to engage the salesman in mindless drive for a few hours and take another good look at the stock they won't buy. We've all come across them. They are the *hobbyless*, Phil, the only thing that puzzles me is what your example was doing reading adverts in the Courier.



Please send all articles & letters with photos if possible to: Rick Roberts, S5 Shelburne Road, Cressex, High Wycombe, Bucks HP12 3NQ. ★



A Happy New Year to trunnion oilers everywhere and long may your end-floats be little ones! Now, if you've been following anything I've said over the last several months, you will not only deserve a medal but you'll also be bursting with enthusiasm to turn to the centre pages in order to view the 13/60 service sheet.

I can almost hear the buzz of excitement as you look. OK, so you've seen it and it's failed to get you really going. Well, never mind. I shall explain it anyway since one or two of you may find it useful.

As I've said before, regular servicing is the best way of ensuring that your car, whatever the type, goes on performing

reliably throughout the year, come rain, shine or stormy weather. If you've got an Amphicar then you can cope with floods as well. The idea is that you make a few photocopies of the schedule and use a fresh one every time a service is due. If you keep them in a file then you can build up a partial service history which may have some value when you come to sell.

The way to use the sheet is as follows: Knowing, hopefully, what has been done to the car previously, decide whether you need to carry out an interim or a major service i.e. have you recently (ever?) changed the oil or air filter, or the plugs and points, or greased anything? If the answer is 'No' then a major service is probably due. Then see if one of the mileages printed at the top approximately matches the reading on the speedo. If not, then it's probably best to start at the 6 or 12,000 mile point on the sheet, according to which service you've selected, and then do all future maintenance with reference to that. So, for example, if you decide to do

a major service and your car has 65,000 on the clock, then mark the 12,000 interval, this being the first major service interval on the sheet. Then the next (interim) service is due at

71,000 miles but you use the 18,000 mile point, and so on. Alternatively, and this will probably be less confusing, you could block

out the printed figures and introduce your own. Of course, you could be lucky and find that the mileage and service type correspond closely in which case you just jump in at the appropriate point. Once this is done, fill in the date, mileage and type (interim or main) and

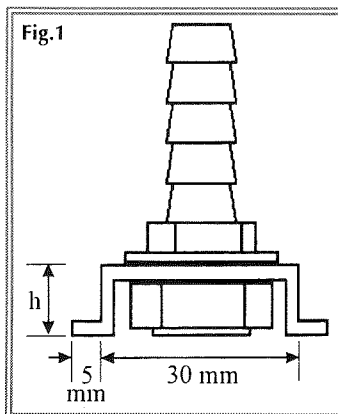


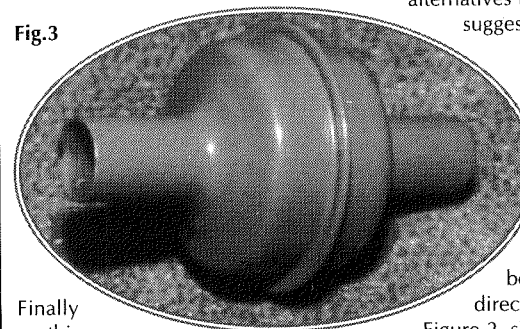
Fig.1

"The idea is that you make a few photocopies of the schedule and use a fresh one every time a service is due."

then work through the various items where a Y appears in the appropriate column, ticking each task off as you complete it. Some of the items further down the list which appear only in the B service column could be done as part of the A service as well if you so wish. It's hard to be precise about some of them, but you will appreciate that many of the items are MOT check points so it may be advantageous to check as much as you can every time.

The other provisos are that you should change the air filter much more often if you live in a dusty climate and that it is generally recommended that engine oil should be changed at least once a year regardless of the mileage. I honestly don't know whether this is a genuine requirement or whether it's another way for the oil companies to get hold of your hard-earned cash, but they say that it's due to the gradual decay or loss of some of the important additives. An unbiased but knowledgeable comment on this would be appreciated.

Fig.3



Finally on this subject, the sheet as printed is suitable for almost all Club cars bar the Amphicar, the only additional item I can think of to make it universal is to add the checking and setting up of twin carburetors. Of course, non-standard configurations like electronic ignition, silicone

brake fluid and K&N filters need to be considered as appropriate.

How's that for a lead in to the next part of the article? Many members have fitted a K&N filter to their 13/60 (see Fig.1 for the kit contents) but a fair number

the point. It's probably less noisy as well (see later).

2. Mimic the earlier engines (1147 et al) by simply venting the crankcase to atmosphere. To do this, take a piece of 1/2 inch bore rubber tubing and

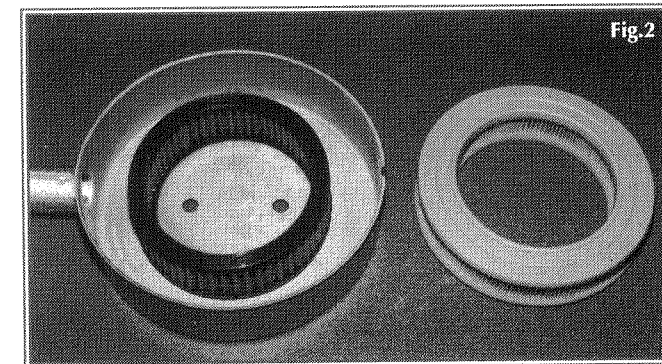


Fig.2

have asked "What do I do with the hose from the rocker cover since there is no suitable connection on the new unit?". I understand that the Club does supply a sheet telling where you can stick it (!) but I felt it was time to research the matter a little further and find some other solutions. There are four main alternatives that I can suggest:

1. It just so happens that the K&N element is very similar in size to the standard filter so it can be used as a direct substitute.

Figure 2, shows the K&N in the 'frying pan' and a standard filter element on the right for comparison. The person who pointed this out to me at Stafford reckoned that the performance advantage of the replacement filter was not really jeopardised by this arrangement and he had had his car dyno tested to prove

run it backwards over the inlet manifold and then down towards the bell housing. Since there is a small tendency for oil to come down the pipe, you should ensure that the first part rises slightly from the rocker cover thus allowing stray oil to run back again. It should be possible to tie the hose to one of the heater hoses in order to hold it steadily in position but do allow enough slack for engine vibration. The Club recommends the use of a non-return valve somewhere in the line but I am not totally sure what this is, or where you would get such a thing. I would recommend the use of a simpler device rather dramatically called a 'flame trap' which was quite commonly used in the crankcase ventilation systems of various BL and Rootes Group cars of the 60's and 70's. Basically, it is a metal or plastic canister containing a wire mesh and with two pipe connections - see Fig.3. In this application it will simply act as an oil catcher and should be fitted horizontally and as close to the rocker cover



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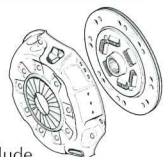
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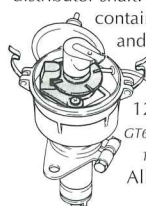
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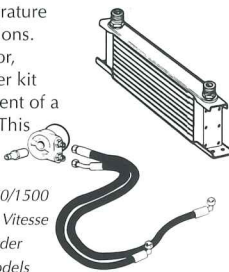
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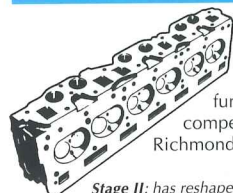
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Terry Hurrell

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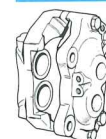
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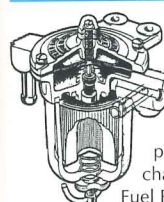
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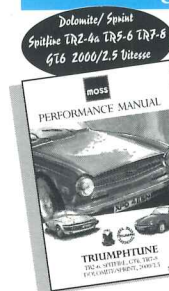
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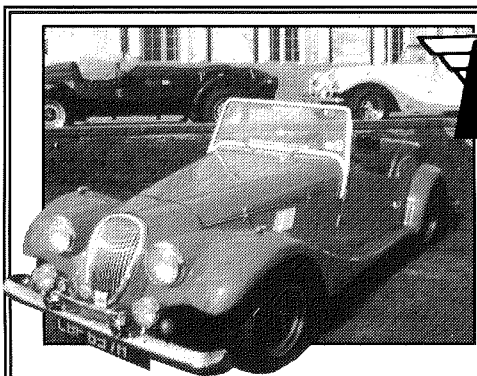
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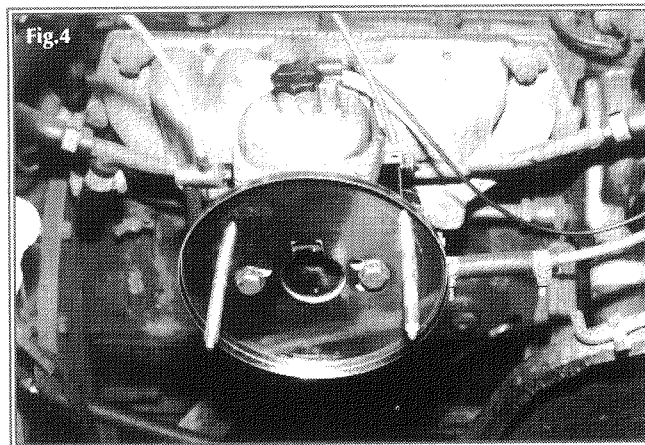
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as possible. They are quite hard to find these days in your local accessory shop, but I found the one shown in Rimmer's Triumph 2000 catalogue as being for the 2.5 PI. It only cost about £5 and has part number 603330A. At periodic intervals it should be removed and cleaned out using paraffin.

3. The K&N brochure talks of a thing called a 'vent hose adaptor' and I have tried to get one of these from them to try out, but without success so far - if it ever turns up I'll tell you about it in a later article. However, in the meantime I have made a similar device using a 1/2 inch bsp to 1/4 inch hose adaptor (cost about £2) which I found in the local aquarium shop - they were shocked to find out they sold things for Triumph Heralds! You then need a 1/4 inch bsp nut, but the one they supplied had too large an overall diameter. However, this is just the size used on kitchen taps so a quick rake through old plumbing bits turned up a rather nice brass nut which just had to have the flange sawn off. The detail of the final item is shown in Figure 1. It is simply a piece of aluminium about 1 inch or so wide with a hole cut for the hose adaptor. It is then folded and cut as shown

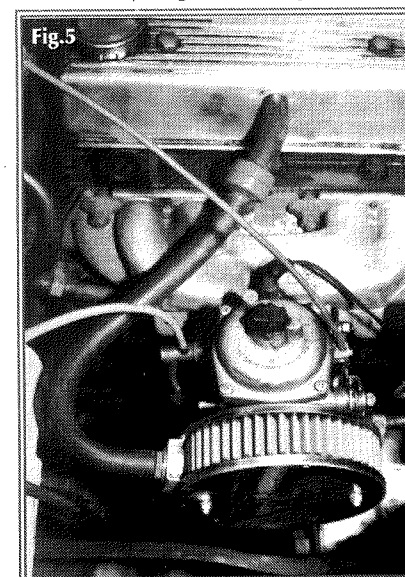
in the figure. The dimension 'h' is chosen such that the base of the hose adaptor is exactly level with the base of the aluminium mounting piece. Then assemble the K&N front plate to the carburettor using the gasket provided and two 5/16 inch UNF bolts (about an inch long) - see Fig. 4. Next, assemble the filter element, the adaptor you've just made and the top plate as shown in Fig. 5. The element will push in slightly to allow this. Ideally you should arrange for the adaptor to be as low down as possible so that it is not so visible, the position in the photo is just to illustrate how it all goes together. Finally, connect up from the rocker cover to the adaptor as shown and, if possible, use a flame trap as described previously to catch any stray oil.

4. A technical adviser at K&N suggested that you could also cut a hose-size hole in the front plate of the filter and just poke the hose end through it. Crude but possibly effective. Again, it is probably worth putting a trap in the line to catch any oil drips.

You should find that the last two ideas work reasonably well with the crankcase fumes being drawn into the filter just like the standard system. I will cover the servicing of the filter at a later date but the sheets supplied with it state that "Its oil impregnated cotton gauze media provides an average filter life (before servicing) of 100,000 miles". This sounds incredible to me - can experienced users enlighten me on this point, please? Whatever you do, don't use conventional cleaning chemicals, only the recommended ones.

The most important job of the lot is to put the sticker somewhere, but I leave that entirely to your whim.

So there it is. I don't yet know if there will be any performance advantages on my car, but there is an increase of noise because you can hear the air being sucked in rather like those more basic wire gauze pancake filters from the likes of Speedograph, but I will report later on my long term findings. ★



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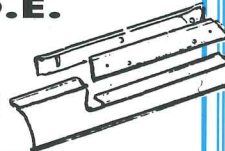
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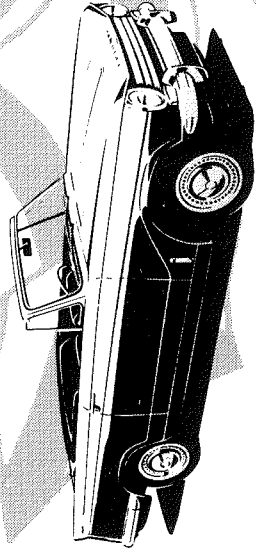
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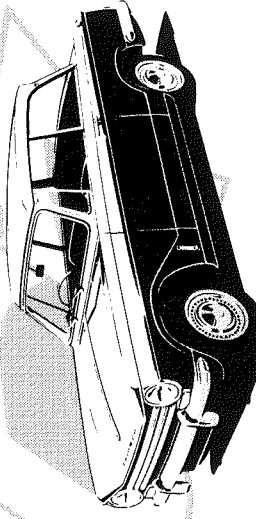
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B Main	12	24	36	48	60	72	84	96	108	120	132	144	156

A	B	Operation
Y	Y	UNDER BONNET
Y	Y	Engine oil - drain and refill
	Y	Engine oil filter - replace
	Y	Coolant level - check and top-up (<i>drain and refill every 2 years</i>)
	Y	Air cleaner element - replace (clean if gauze type)
	Y	Valve clearances - check and adjust (cold)
	Y	Spark plugs - replace
Y		- clean and check gap
Y	Y	Distributor - clean & inspect cap & rotor arm
Y	Y	- lubricate centre bearing
Y		- reset point gap/dwell angle
	Y	- replace points and set gap/dwell angle
Y	Y	Ignition timing - check and adjust
Y	Y	Carburettor - top-up damper
Y	Y	- check & lubricate linkages
Y	Y	- adjust mixture & idling
Y	Y	Generator belt - check condition and adjust
Y	Y	Accelerator cable - check
Y	Y	Brake fluid - check and top-up (<i>drain, replace seals and refill every 3 years</i>)
Y	Y	Washer bottle - check and top-up
Y	Y	Battery - clean terminals and top-up
Y	Y	Pipes and hoses - check condition
		INSIDE CAR
Y	Y	Gearbox - check oil level
Y	Y	Seat belts - check condition and security
Y	Y	Lights / indicators / horn - check operation
Y	Y	FRONT CHASSIS ON AXLE STANDS
Y	Y	Front Trunnions - Oil with EP90 (<i>Every 3000 miles</i>)
Y	Y	Check Brake pads
Y	Y	Suspension bushes/mountings - check condition and security
Y	Y	Tyres - check for wear, damage and pressures
Y	Y	Wheel hubs - check adjustment
Y	Y	Steering rack - check security and lubricate with grease
Y	Y	Steering Rack Gaiters - check for splits
Y	Y	Track rod ends and ball joints - grease (where possible) and check for play
Y	Y	Oil, coolant, fuel - check for leaks
Y	Y	Braking system - check for leaks, condition of hoses etc.
Y	Y	Shock absorbers - check for leaks
		REAR CHASSIS ON AXLE STANDS
Y	Y	Rear wheel bearings - grease
Y	Y	Brake shoes - check for wear and adjust
	Y	Handbrake - check cables, linkages and adjust
	Y	Rear suspension arms - check condition
	Y	Differential - check oil level
Y	Y	Shock absorbers - check for leaks
		SPECIAL OPERATIONS
	Y	Shock absorbers - 'bounce' test
	Y	Road test
	Y	Check bodywork



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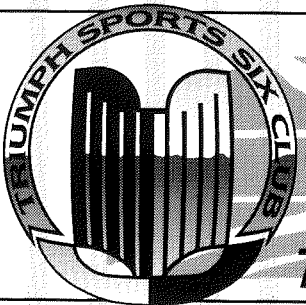
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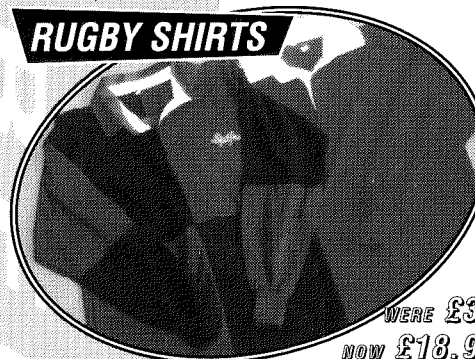
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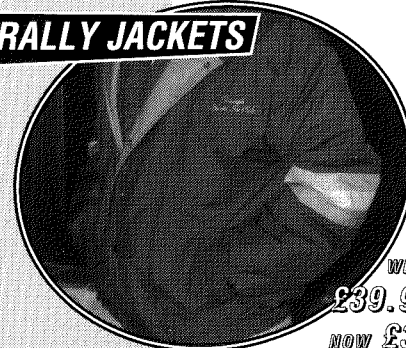


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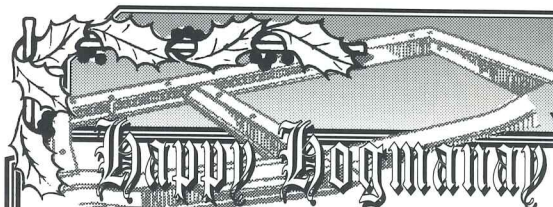
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UNIT 1, MILL STREET, KIRKCALDY, FIFE, SCOTLAND.



This months photo is sent in by Paul Wille of Amsterdam, Holland and features his 1979 Spitfire 1500. Paul's car is a little unusual in that its body colour is Tahiti Blue, code JMA, a colour not originally associated with the Spitfire 1500. Are there any other original Tahiti Blue coloured Spitfires out there?

RUNNING REPAIRS

Last month I reported that OSW was practically a new car, with new MOT, 'new engine' and O/D gearbox. Imagine my displeasure then when not nine days after the MOT the O/S vertical link decided to collapse whilst cornering at about 30mph.

It obviously didn't approve of being lubricated with the recommended EP90 oil after years of getting used to grease! This has only happened to me once before but in a Herald whilst parking and caused little drama. This time, however, the wishbone made a long gauge down the road with a terrible grinding noise but fortunately

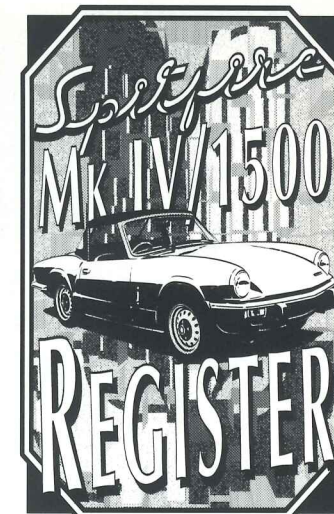
steered me into the kerb. My first concern was the sump but upon inspection it had been well protected by the chassis. However, when the vertical link gave way it had collapsed onto the tyre, puncturing it and so a new tyre was required as well.

Once a replacement vertical link had been retrieved from home, replacement only took ten minutes and I was on my way again.

That was back at the beginning of August and, touch wood, since then there have been no major failures. However, there have been a number of 'everyday accidents' that I've listed below and which I hope doesn't give the impression of unreliability. In OSW's defence it's a working car averaging 120 miles a day and in the four months since the engine change (I am writing this at the beginning of December!), OSW has clocked 8,000 hard miles.

1. A chicken/large bird was caught jay-walking and smashed the front number plate.

2. Not long after, OSW caught the non-admiring glances of a traffic police car who 'kindly' pointed out to me that the N/S dipped headlight was extremely dim, giving less light than the side light! This was traced to corroded bullet connectors that lie behind the front lip of the bonnet and consequently are subjected to a lot of road spray etc. New connectors were fitted and smeared in grease to provide some future weather protection.



"Not long after, OSW caught the non-admiring glances of a traffic police car who 'kindly' pointed out to me that the N/S dipped headlight was extremely dim, giving less light than the side light!"

John Thomason

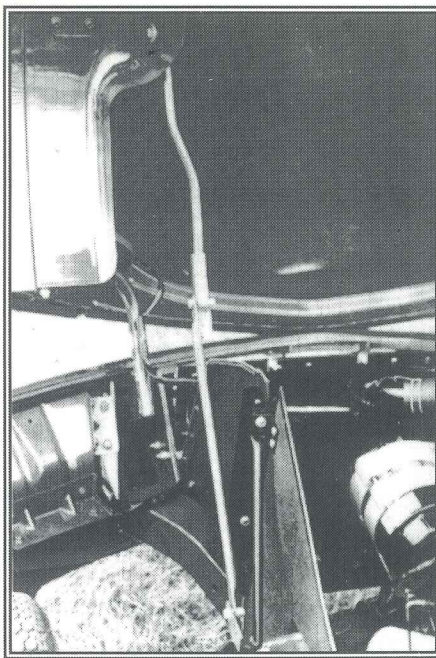


Fig.1
The bonnet wiring loom should be secured to the bonnet iron by clips to avoid straining of the cable.

Fig.2
The type of rivet found on original engine valances.

3. More recently, on a related issue, I noted the N/S headlight not lighting at all. This was a result of incorrect routing of the wiring loom from the chassis to the bonnet, causing the loom to be strained each time the bonnet was lifted. Fig.1 shows the correct routing of the cable; note the use of clips holding the loom to the bonnet 'irons'.

4. If fitting new points, check the points gap after a few hundred miles. Any high spots on the red plastic heel have worn off after

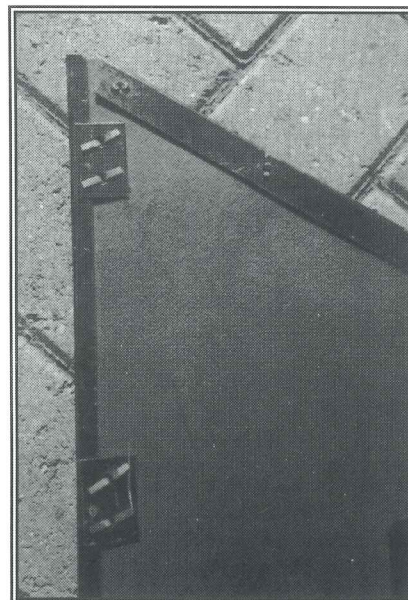
this time to give a more consistent gap.

5. August saw some hot weather and I started to experience some hesitation from the engine on occasions. Also, I couldn't get the engine to pull past 4,000 rpm in fourth gear (first, second and third revved easily over). Changing the misaligned Waxstat jets for fixed jets cured the occasional hesitation but not the 4,000 rpm limit in fourth, fourth O/D. However, the car was still returning 37 mpg when driven hard and plug colour was perfect, so I left well alone.

N.B. I now think I know the reason for the 4,000 rpm limit but will report later once confirmed.

6. Loss of water to the radiator overflow bottle was not down to overheating but a worn/crumbling flat/card washer seal under the radiator cap, easily replaced.

7. September saw the Beaulieu Autojumble where I managed to acquire a pair of original engine valances, which I fitted to afford the electrics a level of protection once the bad weather started. Original engine valances use special tanged rivets to hold the metal reinforcements to the fibreboard (Fig.2). Reproduction ones do not. Something for the Concours judge?



8. Ever since I bought OSW, her 'rear end' has never been right, with a whining diff, a sagging/leaning rear end spring and a clunking UJ. However, having loaded OSW's boot up with ten large stones for a rockery, the UJ replacement suddenly became rather more urgent with terrible clonking and graunching from the rear end. I knew which one it was because cornering left caused the noise, cornering right didn't - the offending UJ was the loaded right-hand UJ. Replacement was straightforward but I do receive letters from members complaining of re-occurring 'knocking' a short time after replacement.

"... the UJ replacement suddenly became rather more urgent with terrible clonking and graunching from the rear end. I knew which one it was because cornering left caused the noise,..."

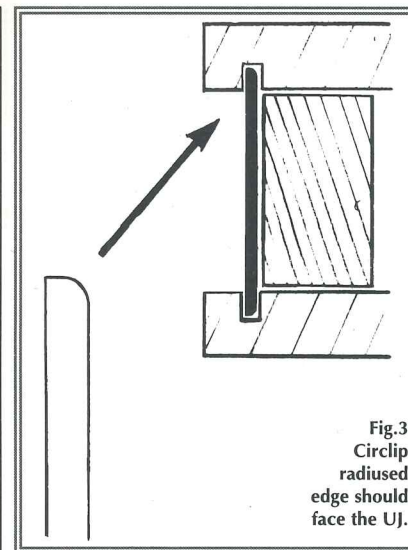


Fig.3
Circlip radiused edge should face the UJ.

A couple of items to watch:-

a) Some UJ's come with very little grease around the needle rollers. Ensure there is sufficient.

b) Make sure the circlip grooves are thoroughly cleaned out.

c) If the new UJ cups easily push into the flange/ halfshaft yokes, then you are wasting your time. The yokes are obviously worn or elongated as a result of leaving a worn UJ too long, or 'severe bashing' trying to get the old UJ out. A new flange and/ or drive-shaft is usually required.

d) Make sure the circlips are fitted the right way around. The slightly radiused corner of the circlip must face inboard, the sharp edge outboard - Fig.3.

e) Originally it was possible to obtain graded (thicker/ thinner) circlips to take up tolerance/ 'some' wear between the yoke and UJ. I believe J. Kipping had available such circlips a little while ago.

9. A few weeks later a new knocking noise appeared at the

back. This time it was the exhaust pipe touching the chassis due to a loose exhaust bracket attachment to the differential. Removal revealed that the large rubber grommet that gives a degree of vibration isolation between the exhaust and the differential had perished to nothing.

(Fig.4). A different bracket and a degree of 'fettling' of the exhaust, resolved this problem.

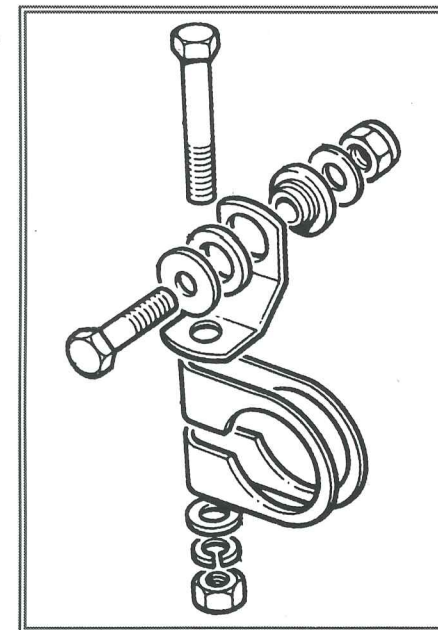
10. With a high mileage each day, over the same route, fuel consumption has been remarkably constant, varying by no more than + or - half mpg. If it does, apart from a different journey/ long queue,

then it indicates a problem with the car. The onset of the cold weather towards the end of October, brought with it a much lower operating temperature which manifest itself in an alarming drop in fuel consumption from 37 mpg to 33/35 mpg. 'Electric fan' I hear you all say and you'd be absolutely right - if I had the time to visit a scrapyards and fit one! The problem was temporarily overcome by fitting a smaller, mechanical fan, to be precise, one of the aluminium 4-bladed fans fitted to some Heralds and early Spitfires (Fig. 5). The fan drew less air, gave a slightly higher operating temperature and a more consistent 35 mpg.

However, the type of fan, even and electric fan, doesn't affect ram air at high speed motoring and with the advent of cold frosty mornings, temperatures plummeted again as did my mpg to 32/33! Enter the radiator blind - or to be more precise a piece of cardboard! One piece was

"The onset of cold weather brought about another problem when the drivers door catch froze and pulling the internal door lever snapped it off. The handle is not a very clever design anyway, being a cheap aluminium casting put the cold weather made it brittle as well."

Fig.4
The rubber grommet on the exhaust hanger, once perished allowed the exhaust to knock on the chassis



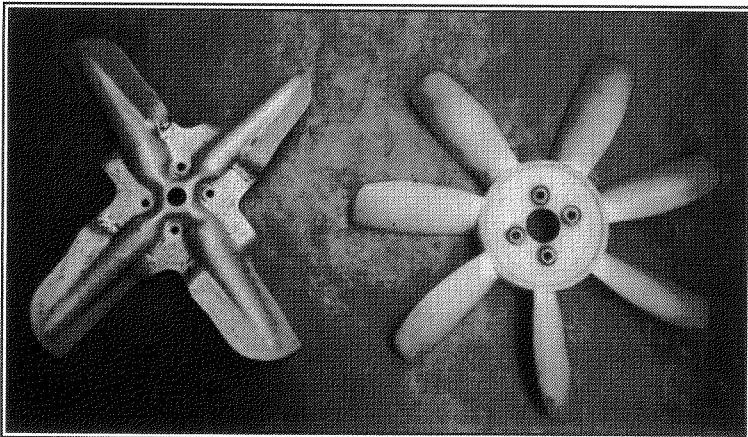
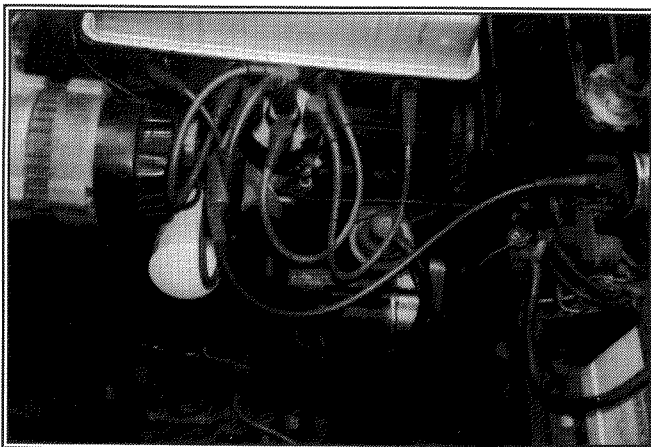


Fig.5
The aluminium
4 blade fan
from some
Heralds/ early
Spitfires used
to decrease
engine cooling.

wedged between the chassis and front bumper behind the front grille, whilst by trial and error I found that (on my car) a piece 3" high across the front of the radiator itself got the engine up to temperature within a couple of miles and held it there. Fuel consumption went back up to 35/36 mpg but more importantly at this time of year, the heater worked!

11. The onset of cold weather brought about another problem when the drivers door catch froze and pulling the internal door lever snapped it off. The handle is not a very clever design anyway, being a cheap aluminium casting but the cold weather made it brittle as well. I did hear at one stage that someone had manufactured some steel items to overcome this problem but I have no details. Anyway, replacement with a secondhand item was relatively easy - what's the quickest you can hook the chrome bezel plate from around the door lever??!!

Fig.6
The Spitfire
Multispark.



I saw at this years International and again at Beaulieu where I was tempted to buy one for evaluation, the Spitfire Multispark (Fig.6). The unit is inserted between the coil HT and distributor centre H.T. and makes a number of claims regarding improved fuel consumption, increased power and better starting etc - or your money back. Unfortunately I opted for my money back after 1 month

seeing none of the claimed benefits, but rather a misfire which was traced to this unit.

Maybe such benefits are to be had from a less than 100% ignition system, but despite her faults, at present OSW's is pretty good, such that the Multispark couldn't improve on it. Has anyone else had experience of the Spitfire Multispark.

Well, hopefully, that's the end of the problems this year, only 26 days to go and I can look forward to trouble-free motoring next year as well. Wishing you all the same and Happy New Year! ★

"Maybe such benefits are to be had from a less than 100% ignition system, but despite her faults, at present OSW's is pretty good, such that the Multispark couldn't improve on it."

AUTHENTIC MODIFICATIONS

I am wondering if any Club member can help me with information to authenticate the fitting of fibreglass panels to any Triumph Herald, pre 1968.

I am currently Stage Rallying my Herald and wish to fit fibreglass panels to reduce the weight and improve competitiveness!

However the RACMSA require proof that this is a period modification. This could be in the form of an advertisement or mention in an article from any motoring journal dated 1967 or earlier.

I would be very grateful if anyone can help me with this information.

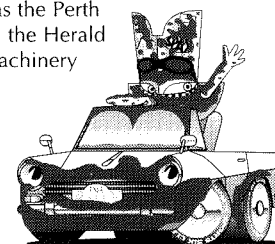
MOTORSPORT NEWS

A Triumph Herald has taken second place in the Aero Leathers Scottish Historic Stage Rally Championship.

The 1964 Herald driven by Graham Campbell - a Central/West member - in his first season of Stage Rallying was beaten only by a Triumph TR4 driven by Robert Leech (also a TSSC member).

After four rounds which included events such as the Perth Scottish Rally and The Jim Clark Memorial Rally, the Herald fended off challenges from a variety of period machinery ranging from Mini Coopers to Lotus Cortinas.

The Herald set a few tongues wagging as the diminutive 'family car' set a few 'fastest through stage' times on a number of the treacherous Scottish forest tracks.



A full report on the season with photographs will follow.

Graham Campbell

SHELVED-PARTS-SELL

Re: Letter, Nova News. C.A. Morris. Vol. 197.

Regarding this information, I have been endeavouring to find a company to manufacture parts for such an assembly.

This has taken 9 months and still to no avail. It seems Birmingham has lost 990 traders somewhere!

As a retired design/development engineer to a specialist vehicle manufacturer, I must admit I did find a progressive difficulty to obtain sub-contractor work facilities. My Herald has been fitted with an assembly of my own design and build, and on our tour of Yorkshire we found it indispensable. In fact, I have produced several production prototypes, which have been issued to possible sub-contractors.

If any readers are interested, I might be willing to supply one of these at low cost for trial, in use.

Regarding the Nova shelf, my experience of this was not good, I indeed had two Novas as company cars and both had to be replaced, admittedly after fairly hard use.

...PLAY TO PAPER...



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HERALD / VITESSE	
Set of HT leads Vitesse	£11.75
Stainless steel tread plate finisher, Triumph logo	£15 pair
Full white rubber bumper set	£75.00
Caliper repair kit inc. pistons Type 12	£19.50 per caliper
Brake pads (early) GBF 166	£6.50 each
Front wing D plate 703627/8	£6.50 each
Boot hinges	£18.00 per pair
1200 front wing L/H, R/H 805826/7	£12.00 each
13/60 front wing L/H, rear strip 713267/8	£55.00 each
Vitesse front wings	£67.50 each
1200/13/60 rear centre valance	£32.50 each
Vitesse front valance 805826/7	£12.00 each
Sills 803070/803071	£12.50 each
Herald 13/60 front panel 812140	£35.00 each
Pedal rubbers 12228/9	£2.50 each
Early Vitesse carb. (Solex) front	£29.50 each
Bonnet catch (chrome) 807663	£20.50 each
Bonnet Corner Moulding 706161/2	£16.00 pair
Tread plates	£6.00 each
Rear overriders 703708/9	£29.50 each
Set of 8 front suspension bushes 119451	£10.00 set
Inlet manifold bonjo bolt 11555	£8.00 each
Fuel gauge Vitesse 2L Mkl 145700	£50.00
Petrol tank sender 13/60 est. 127814	£14.50
R/H engine bay valance 1200, 13/60 903155	£15.50
Upper rear wing (estate) 804632	£15.00 each
Vitesse inner sealed beam light unit GLU105	£55.00 pair
Handbrake front cable 121766	£3.00
Rear quarter light cable (original) 121767	£7.50 each
Hoods orig. ICI flame retardant	£130.00 each
Hoods vinyl inc. zip out rear window	£85.00 each
Vitesse 2L Mkl headlight/side flash switch 147278	£40.00 each
Door hinges 607824	£18.00 each
Door to glass weather strip	£5.75 each
Inner front wheel arch, left hand/right 903075/6	£25.00 each
Wheel arch to bulkhead seal 704033	£15.00 each
Set 4 spark plugs, 1200 and 12/50	£2.50 set
Universal joint with grease nipple	£6.00
Windscreen washer/wipers pump switch	£45.00
Herald recon exchange drive shaft ass. inc shoes	£130.00
Rear drive shafts	£52.50
All chassis outriggers/side rail/boot extn.	£12.50 each

SPITFIRE MKI & II & III	
Spitfire front outrigger, left and right 209398/9	£12.00 each
Spitfire MkIII complete bonnet assembly	£558.12
New overdrive propshaft 210985/218952	£75.00 exchange
Front shock absorbers GSA265	£17.50 each
Left/right hand front outer wheelarch 903137/8	£27.50 each
Left/right hand front inner wheel arch 706548/9	£25.00 each
N/side, O/side front wings 907154/5, 903088/9	£55.00 each
Rear valance lamp panel 569900	£37.50 each
Battery box 806707	£9.00
Rear lamp assy. 208532/217025	£27.50
Recon. brake caliper 210988/210987	£45.00 exchange
Bonnet catch (chrome) 607663	£20.50 each
Speedo cable GSD165	£9.50
Speedo cable O/D GSD113	£7.00
Vinyl hood MkIII inc. zip window	£85.00
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Spitfire MkIII boot lid steel 575787	£129.00
Front competition road springs 209033	£25.00 each
Spitfire I, II, MkIII Hard top rear screen 807499	£60.00
Door skins	£25.00 each
Door top cover 706589	£25.00
Spitfire III side lamp mounting panel 910187/8	£25.00 each
Left/right bonnet hinge tubes 811679/811680	£17.50 each

SPITFIRE MKIV & 1500	
Universal joint with grease nipple	£6.00
Hard top rear screen 819959/XKC3641	£45.00
Stainless steel tread plate finisher, Triumph logo	£12.50 pair
Transverse rear suspension spring 159440	£20.00 each
Wheel arch to bulk head seal (613666)	£22.00 each
Front susp. vertical link & trunnion ass.	£55.00
Front bumper	£176.25
Caliper repair kit inc. pistons	£15.00
Bonnet hinge pivot box RKC362/3	£23.50
Spitfire rear lamp panel 716182	£75.00
Stainless steel overall kit	£39.00 kit
Handbrake cable end fork 104749	£20.00
Early/late rear drive shaft	£55.00 each
Windscreen rubber chrome insert 917248/9	£32.50 per set
Windscreen aperture panel drip channel	£10.00 pair
Water pump 216939/GWP	£29.50 each
Handbrake front cable 121766	£3.00
Wishbone bushes 119451 (set of 8)	£10.00
Brake master cylinder	£35.00 each
Door top cover 815281	£25.00 each
Brake caliper offside/nearside 159130/1	£53.00 each
Rear valance 908970	£19.50 each
Nearside/offside still OE, 903097/8	£30.00 each
Nearside/offside still 903097/8 PATTERNS PA	£20.00 each
Still reinforcement panel L/H and R/H 806634/5	£6.00 each
Inner sill L/H and R/H 806638/9	£12.50 each

l/amp support panel ass. L/H & R/H 818871/2	£17.50 each
Bonnet hinge tube R/H 911108	£20.00 each
Rear inner/inner wheelarch L/H & R/H 725563/4	£35.00 each
Front 1/2 valances o/side & n/side 815391/2	£45.00 each
Seat cov. set, black cloth h/tooth, material comp. car set OE	£98.00
Seat cov. set, brown cloth h/tooth mat. comp. car set OE	£75.00
Knee pad L/R hand 719391/719401	£6.00 each
Steering joint 142140/FAM1718	£16.00 each
Heater valve 724021	£29.50 each
Rear lamps 216932/216933 TKC941/TKC940	£29.50 each
Front shock absorbers GSA364	£20.00 each
Air filter ass. inc. filters 71822	£30.00 each
Late type water pump (viscous) UKC774	£35.00 each
Speedometer 218815 late MKIV	£47.00
Brake disc 208715	£14.50
Stub axle UKC697	£14.50
Steering lock 216449/UKC2719	£32.50
Front wheel arch inner l/hand & r/hand 909797/8	£29.50 each
Front wheel arch outer l/hand & r/hand 909351/2	£27.50 each
Steel boot lid 911327	£150.00 each
Half front l/hand & r/hand	£43.00 each
Door skins	£25.00 each
Sill end plate (front) 706422/3	£4.50
Rear wing rear repair panel	£10.00 each
Rear wing front repair panel	£9.50 each
A/p lower panel filler, l/hand & r/hand 706288/9	£10.00 each
Half front l/hand & r/hand	£43.00 each
Boot floor	£55.00
Door inf. release bezel l/hand & r/hand 819803/4	£4.00 each
Exterior door handle l/hand & r/hand chrome 915633/4	£41.00 each
Exterior door handle l/hand & r/hand, black, YKC2837/8	£4.00 each
Window regulator L/H or R/H 911271/2	£29.50 each
Hard top rear screen seal 91040	£25.00 each
Carpet set	£60.00
Hoods original ICI flame retardant inc. zip window	£130.00
Hoods vinyl inc. zip window	£85.00
Suspension top ball joint GSJ155	£10.50
Front wheel bearing kit GHK1021	£12.50
Rear wheel bearing kit GHK 1029	£13.50
Clutch release bearing carrier assy. 210322	£20.00 each
Window reg. glaz. channel l/h & r/h 706789/90	£35.00 each
Rear outer wheel arch 909661/2	£32.50
Camshaft RKC 3305 REPRO	£35.00 each
Door hinges 607824	£15 each
Distributor cap GDC136	£3.50

GT6	
GT6 MkIII bonnetts 913766	£550
Steering lock 216449/UKC2719	£32.50 each
Petrol tank cover board Mkl & II 710703	£20.00
Door floor carpet Mkl & II 810841	£17.50
Driver's sun visor MkIII 81584	£8.50
Main carpet early MkIII new tan 819813	£29.50
Main carpet late MkIII new tan 822633	£23.50
Main carpet MkIII black 822631	£29.50
Rear quarter light seal L/H new tan MkIII 820613	£8.00
R/H front suspension vertical link 209072	£42.50
Near/Offside front wing MkII 908113/4	£72.50
New crankshaft 308034	£80.00
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Further to this, I have several ideas to improve the ease of use of Herald/Vitesse, mainly to do with small item stowage. Also the hood stowage cover calls for improvement, and I am currently carrying out trials on my own car.

I sincerely wish all the hard working staff and indeed all members, a happy Christmas and a cheap New Year.

Arthur Hopkins

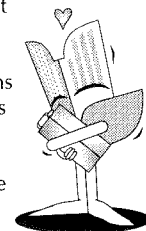
P.S. The Paint Regulations are all to do with Health & Safety and Waste Disposal. Many such regulations were implemented during my last 7 years in the trade.

IT FEELS SO SILKY & SMOOTH!

I read with interest the article on oil in the November issue of The Courier. It was particularly poignant as I recently have put Mobil 1 in my GT6. Prior to taking the £50+ plunge (with an oil cooler and some top up oil you need well over 5 litres) I phoned the technical department at Mobil and the chap I spoke to was very helpful, well he would be, he owned a Spit.

The advice I received was the engine needed to be in good condition and reasonably tight as the oil is thin, but the difference in performance would be amazing. So I decided to splash out as I've already spent £7500 in parts alone on the ground-up rebuild of the car, which included a complete strip down of the engine.

One is always slightly sceptical about manufacturer's claims, but from the moment I put the oil in, the difference was unbelievable, when starting it turns over as though there are three batteries attached and it revs so smoothly, right up to the red line. I have done about 2000 miles with the oil to date and the engine hasn't used a drop of oil and it still has this lovely silky feel to it.



For the technical ones of you out there, I admit I am not, so what I am telling you is what I've honestly found. Whether long term it will cause a problem I have no idea, but I will continue to use it on my GT6 and would rate myself as a very satisfied customer.

Paul Woodman

PLATE FOR SALE

Some years back I owned a 1962 Herald Coupe, 3478 VB. I had a lot of fun with it and early on I had a custom made soft top fitted so that I could drive around in the summer months without having to take a gamble on the British weather! (A standard Herald hood would not have fitted). Sadly, one day the car reached the point of no return, the chassis was shot to pieces. Unfortunately I had recently spent a substantial sum of money on a new clutch and reconditioning the engine! Then I remembered that a few years previously, when the car was parked in the main street of Frinton-on-Sea, some-one had left a piece of paper on my windscreen offering to buy my number plate for a surprisingly large sum of money. I didn't do anything more about it, but when things came to a head with the car, I thought I'd see if the offer was still available, in order to recoup some of my losses. I was amazed that the value of the number had in fact gone up!

So I decided to take the plunge and try to sell it! However, the process was a bit involved. First I had to have the chassis number read at the local vehicle registration centre, this included taking the car on a trailer since I could no longer legally drive the car on the road. Then the number was transferred to our modern car. Four years on, 3478 VB is still up for sale! We are now thinking of trading in our modern car, which would mean transferring the plate again!

In the March issue of The Courier, Brett Dennis featured Eddie Thome's Spitfire 3476 VB, not to dissimilar to 3478 VB! This got me thinking, maybe another Triumph enthusiast might be interested - it's worth a shot anyway!

Incidentally as far as I know the coupé hasn't gone to Triumph Heaven. The car was sold on to someone who was prepared to restore it. The new car's number was PSK 897 (it might have changed again by now). So I would be interested to know if it has been brought back to its former glory. Thanks must go to Paul Matthews for finding someone prepared to take on the mammoth task of restoring it. Incidentally if you live in the Bromley area, Paul is worth considering for anything to do with Triumphs - what he doesn't know about Triumphs isn't worth knowing! I subsequently bought a 1500 Spitfire through him and then a restored 13/60 convertible, NFX 409H, which I drive now. While on the subject of the 13/60, I must give Phil Wilson a mention for all his help and advice on fitting rear seat belts. Maybe NFX 409H will turn into 3478 VB if nobody wants it!

Phil Skone

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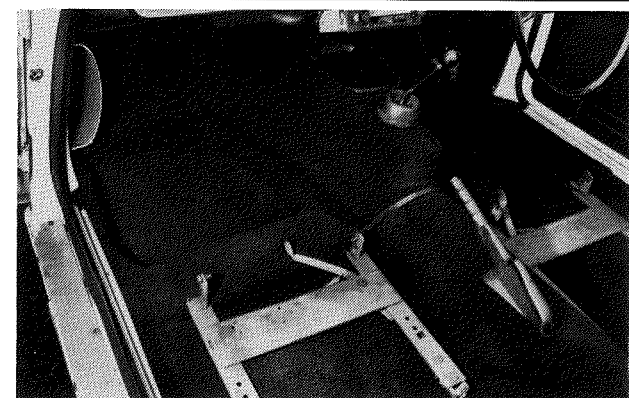
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CONCOURS?

Concours requires a lot of time, effort, skill and money of which most ordinary members have very little. For members like myself it is an uphill struggle just to keep the cars running, tidy and watertight.



Concours owners must have a great deal of knowledge, why not pass it on?

The letter following Angela McGowan's - Nova News by C.A. Morris is more what I feel the Club should be, i.e. passing on ideas and information, helping other members. The pre-occupation with concours by the Club makes members like myself feel excluded.

A. Cunningham

I am at a loss as Editor to understand why you feel that the Club is pre-occupied with Concours. The Membership as a whole supplies copy for The Courier therefore the membership must be getting what they want, as they supply it. If every month articles on concours were being printed your statement would make sense but in reality I can only find four articles published in as many years. The Club is pre-occupied with all the various interests of members and The Courier is balanced hopefully to respect this. Ed.

A WORD OF THANKS AND A WARNING!

First, thanks to TSSC Essex Area organisers for yet another super Duxford meeting. As they said in their own programme notes "If you can tear yourself away from the vast array of Triumphs... Europe's largest air museum" both have much to offer - it must be the best venue for one of our gatherings and what value at £5 a head!

Next, a cautionary tale. Whilst at Duxford, Sue Bagshaw of GT6 fame reminded me that in common with many other classic car owners (herself included) I add a little Redex to the 4-star leaded petrol that we must use these days. It seems to make up for the lower octane rating and lead content of today's juice and certainly reduces the tendency to "run-on" in my car.

As readers may have noticed by my occasional reports, our saffron GT6 Mk II (EPA 313J) is used for touring and is regularly entered in RAC Norwich Union, Haynes and similar "classic

tours". However, last year's Haynes Falling Leaves Classic Tour was not a happy experience; no reflection on the organisation I assure you but because of a remote chance which interfered with the performance of our otherwise absolutely dependable steed.

On this particular Haynes run we spent several days beforehand touring south Devon as the start was from Paignton. No problems so far and on the morning of the Run we topped up the tank, added a slurp of Redex and away we went towards the moors - for about 10 miles when the engine faded and died altogether. I won't bore readers with the details but we must have stopped about 15 times on that one day's run. Help was never far away with specially provided mobile marshals and a very kindly Stag owner who ended up escorting us to the line. Yes, we finished but only just and with a foul taste of petrol as at each stop the temporary solution resolved itself into blowing out the fuel lines.

Next day, arranging to stop at cousin Bob's place near Wells in Somerset (we managed to wind him into a Spitfire last year!) I started at the carbs and worked my way back down the fuel system stripping everything - it was all clean and carbs, pump etc. working correctly. So finally, out with the tank, upside down and shaky, shaky when out popped the little disc seal which should be in the Redex bottle cap! Simple.

So be warned all you redex users, check that the card/plastic seal remains in the bottle cap before adding the magic mixture!

Bryan Matthews

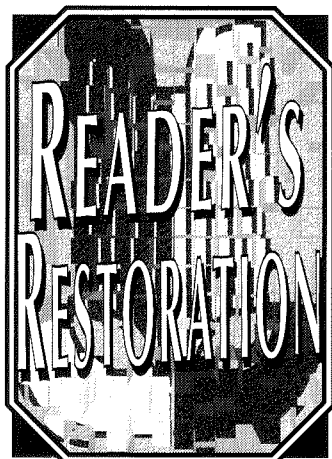
HURRY-CAN!

Would any body be interested in a visit to the 'Hurricane' car factory. I think this could be a seriously good vehicle based on a GT6 and I weren't off to OZ I would definitely build one.

Please pass my phone number to anyone that wants to go, the place is down Brighton way so it can be a day or a weekend out, take the wife and all that. Having seen one of the original cars I feel this company could benefit from a decent article in the Club magazine and it would be a crying shame not to see more of them around on Triumph running gear.

My home number is: 01536 83656 for any interested parties. Kind regards,

Paul Woodman



Re-building Bluey

PART 1 - ACQUISITION

The story of an ordinary bloke's struggle to breathe new life into a terminal GT6.

What is it that drives a man to spend seven and a half years of his spare time rebuilding a car? At first sight the thing doesn't make sense, there must surely be better things to do. But here I am at the end of that time, looking back at the enormity of it, the frustrations, the cost, the hours, the problems, but most of all at the challenge and the fun and the unique satisfaction. I will never forget the day that Bluey, with zero miles on the clock, passed her MoT and I took her for a 120 mile run through Ledbury, Bromyard, Tenbury Wells and Kidderminster; a beautiful sunny day with my new GT6 running sweet as a nut, like that largely because of my efforts, of my attention to detail, of my determination not to let anything go that wasn't the best that I could do.

I must admit straight away that I don't have any special skills –

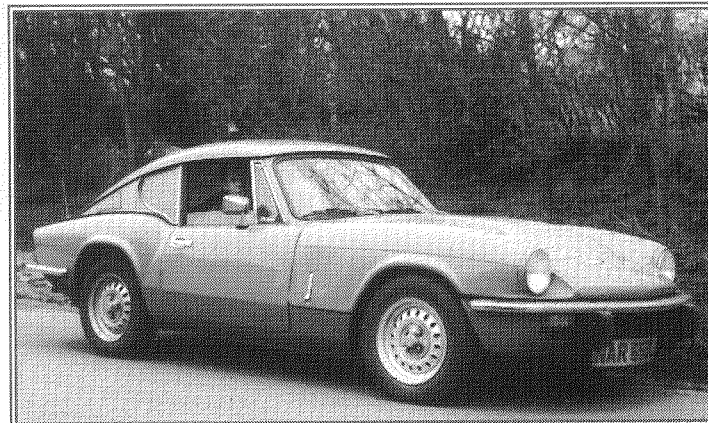


at least not any relevant to rebuilding a car. OK, I've had a few bangers in my time, starting with an old Morris Minor in the mid sixties, kept on the road out of the meagre finances of an impoverished student. That, at least, taught me the basics of bodge-it-yourself car maintenance and how to avoid

"OK, I've had a few bangers in my time, starting with an old Morris Minor in the mid sixties, kept on the road out of the meagre finances of an impoverished student."

the clutches (forgive pun) of the MoT tester. But, on reflection, I believe that the most vital skill in a rebuild project is patience – the job will take as long as it takes. When I was nearing the end of rebuilding Bluey, John Kipping said to me "Remember – the last half day takes a fortnight". How true! Patience, not oodles of mechanical knowledge, is the essence of the art of restoration, there are plenty of people

"Bluey" Rebuilt November 1996.

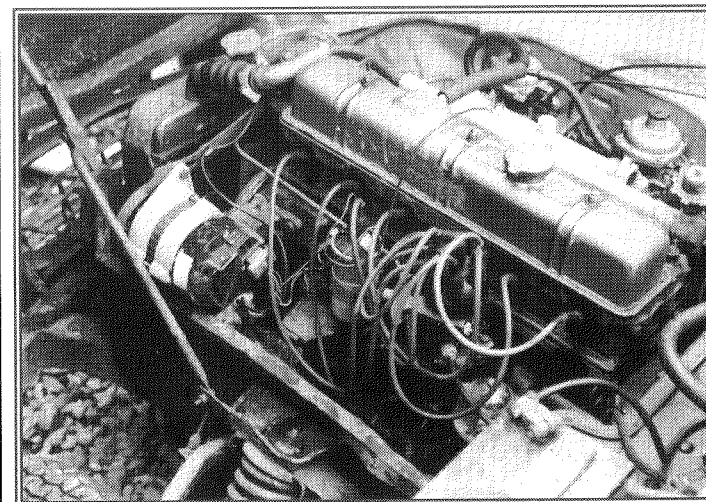


"Bluey" on the day of purchase March 1989. Hiding many horrors!

around whose brains you can pick for the mechanical knowledge.

So to any reader contemplating a major rebuild, my advice would be to be prepared for a long job. On the plus side, though, it isn't actually very difficult for someone with patience and a vaguely practical bent, and it has the major advantage over many other pastimes (like gardening, for example) that once you've done a bit it stays done. The more you do the more confident you get and the more you are encouraged to continue.

A tired engine bay.



"The college-day Mog was replaced by an ancient Ford Anglia which I ran for seven years, by which time it was very rusty and I was married with three kids. We towed a Sprite 400 caravan with it all over the UK for years, some of the resulting traffic queues are only just disappearing."

One last caveat. I have never seen it written down anywhere before, but it is certainly a fact. Car restoration is an extremely noisy business. Picture the scene: it is a calm, still summer day. The birds are singing and the soft bleating of sheep in a distant field can be heard. Neighbours are sitting in their gardens under their parasols, only the chink of bone china and the munching of biscuits disturbs the peace. Enter Jim on the scene, clad in overalls, goggles and leather gauntlets, brandishing a Black & Wrecker four inch angle grinder. He proceeds to hack off some rusty protuberances from his pride and joy prior to welding on a new one. For a full two minutes, noise levels within a fifty yard radius approach the threshold of pain. Later that evening, in the Gardeners Arms people from the next village claim that the noise quite disturbed their cricket match. I sit quietly supping my pint, doing my best to assume an air of complete innocence.

Be warned!

The seeds of my GT6 project were sown in about 1987. Roger, my elder son, who had already owned a succession of bangers, was wistfully contemplating a flirtation with an MGB. His financial position made this little more than a pipe-dream, but he got as far as discussing the prospect with his uncle (my brother, Chris).

Chris, at that time a Spartan owner, and

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Dismantling begins - Summer 1989.

therefore a dedicated Triumph buff, immediately threw up his hands in horror. An MGB, what a dreadful suggestion! And he went on to expose the virtues of the GT6; beautiful looks, beautiful engine, easy to maintain etc, etc. At this point Roger came down to earth with a bump and realised that reality was likely to be another Mini or Ford Escort, but not before his girlfriend (Deborah – now his wife) had presented him with a copy of the Brooklands book on the GT6.

One cold, wet Sunday afternoon a few weeks later I was sitting in front of a roaring log fire in our living room idly thumbing through some magazines, when I came across the Brooklands book. On reading it I recalled that many years ago an old college chum of mine who had not got married and therefore had plenty of cash paid us a visit in his brand new GT6. He let me have a drive, and I recalled its amazing power and silky-smooth engine. Do 43 year olds drive such things? Now I was pipe-dreaming, or was I?

There was clearly no way I could afford a decent one, few married blokes can justify spending several grand on a fad. On the other hand, for someone who enjoys driving, my motoring career had seen

“I explained that I had never done a restoration job before, but did have twenty odd years experience of keeping old bangers on the road. He couldn't quite hide the “go away, sonny”, look, but patiently explained that it would be best to go for something tatty but original...”

a pretty boring selection of cars. The college-day Mog was replaced by an ancient Ford Anglia which I ran for seven years, by which time it was very rusty and I was married with three kids. We towed a Sprite 400 caravan with it all over the UK for years, some of the resulting traffic queues are only just disappearing.

When the Anglia went to the scrapyards, I raised a bank loan to buy a Corsair 2000E, which sounds impressive (it certainly shifted the Sprite 400), but oh that

bloody awful V4! I've driven smoother tractors. It was eventually replaced with a Mk II Ford Escort, which is what I was driving at the time of the Brooklands book. A pretty boring line of cars, you have to admit!

So, back at the log fire, I'm thinking to myself why shouldn't I have a dabble at something a bit more exciting? On the following Thursday I splash out on a copy of Exchange & Mart and start perusing the Triumph section. I'm hooked!

For complex reasons loosely related to Maggie's call many years ago to “get on your bike” I live in rural Worcestershire but work in Shepherd's Bush. The contrast can be quite alarming. Inevitably, this style of life means long car journeys between the two places. The trusty Ford Escort knew the way like an old cart horse, I just used to turn the ignition, call “home” and I could feel the steering wheel turning in my hand as she fought her way westwards through the rush-hour traffic. On my next day off after purchasing the

said Exchange & Mart, however, I decided to return home via Leighton Buzzard to visit GB Sports Cars. For readers who've never been there let me explain that it's a bit like one of those old USAF bases where they dump and forget all the old planes that they no longer want. There are lines and lines of old Triumphs ranging from exceptionally good to the "total restoration required" category. The odd rusty TR7 dilutes the purity of the place a bit. The other end of the yard is devoted to spare parts, I was alarmed to find six cylinder engine blocks (which clearly take longer than your average spare part to rust away) poking out of piles of steering racks, chassis parts, old body tubs and what have you. The place looked like a veritable goldmine for anyone doing a restoration job.

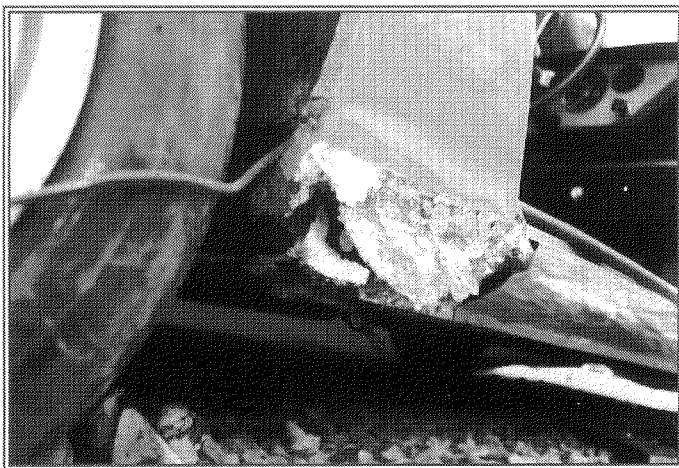
I came dead clean with the owner. I explained that I had never done a restoration job before, but did have twenty odd years experience of keeping old bangers on the road. He couldn't quite hide the "go away, sonny", look, but patiently explained that it would be best to go for something tatty but original, ie, not got at by a succession of enthusiastic and well meaning wielders of aluminium mesh, pop rivets and filler paste. My subsequent experience has proved that this was very sound advice indeed. He pointed towards a very sad looking MkII which certainly looked as though it needed a good home. The Brooklands book contains several articles which offer "what to look for" advice, but this MkII had not got many of the "what to look for" bits to look for, most of them had long since returned to mother nature. I enquired as to why it looked a

bit down at one corner. He casually explained that its chassis had gone (I gasped) but that there was a good MkIII chassis down in the yard that I could have with the car. Had I known then what I know now I would have invited him to talk cash over a cup of coffee, but in my innocence I convinced myself that I would be foolish to buy the first car that I'd seen and so thanked him for his time and sped off homeward in the trusty Ford Escort. It immediately com-

"I was on my back, poking about underneath (just beginning to enjoy myself, in fact) when a shadow appeared in the garage doorway. I extracted myself as speedily as possible and looked up to find a very startled fatherly looking gent who politely enquired what the devil I was doing groveling about in his garage."

plained that it didn't know the way from Leighton Buzzard and I was obliged to get the map out and drive the damn thing. Perusing the now well dog-eared Exchange & Mart during the next week, I realised that British Sports Car Spares lives on Goldhawk Road, only a stones throw from Shepherd's Bush. A lunchtime visit and a wave of the plastic provided me with a catalogue of MkIII spares and a copy of Lindsay Porter and Peter Williams' "Guide to Purchase and DIY Restoration - Spitfire, GT6, Vitesse and Herald". This was the first time I'd seen this excellent publication and I was so impressed that I bought it without hesitation. I opened the pages and there it all was - pictures of idiots like me doing with these cars just what I wanted to do with one! The following evenings were spent poring over the book and I soon felt that I was beginning to know the GT6 quite well - even though I'd hardly even set eyes on one.

After chipping away one of the many lumps of filler.



Acquisition

One day whilst shopping in Evesham I decided, on the spur of the moment, to put in a "WANTED" ad in the local paper. This seemed unlikely to bear fruit as I'd never clapped my eyes on a GT6 in our area, but it was cheap enough and so I thought it was worth a try. The paper is published every Friday and I was working over that weekend. Imagine, then, my surprise when on Saturday afternoon I got a phone call from my wife Angela to say that a chap living only a couple of miles away had rung in response to my ad with a MkIII to sell. I rang him immediately and arranged to look the car over on the Tuesday, my next day off.

At the agreed time I presented myself at the seller's house. The car, a French Blue early MkIII with rotoflex driveshafts and no overdrive, was parked in the garage with its offside rear wheel jacked up. There appeared to be no one about and no one answered my ring on the front doorbell. I decided, therefore, to take the opportunity of having a look round the car on my own. It looked superficially quite good, it had obviously been "restored" several years ago with a "quickie" paint job and new

carpets and was now starting to need attention again. The absence of the wheel afforded an opportunity to have a gander at the chassis and rear end bits. I was on my back, poking about underneath (just beginning to enjoy myself, in fact) when a shadow appeared in the

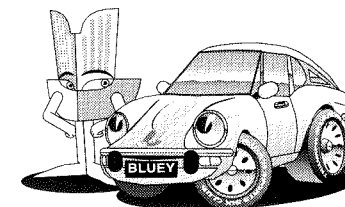
"I parked it in the drive and we got out and looked at it. NAR 650L. 'What do you think of it?' I asked Sandy. 'Noisy and rough', he replied, with his usual quick wit. 'Bluey', I said. 'I will call it Bluey'."

garage door-way. I extracted myself as speedily as possible and looked up to find a very startled fatherly looking gent who politely enquired what the devil I was doing groveling about in his garage. I explained the arrangement I had made with (presumably) his son, and his concerned look disappeared instantly. He was about to put back the wheel and then go to the village garage to pump up the tyres. His son was not at home, but if I wanted to help dad replace the wheel and then accompany him to the garage, I would be very welcome. Needless to say, I accepted.

The trip to the garage was uneventful. The engine started instantly and sounded cheerful enough, with a touch of top end rattle that my studies had told me to expect on a high mileage car. I was careful not to put my feet through the holes in the footwell, or even comment about them. At the garage, whilst dad busied himself with the airline, I lifted the bonnet (which was rusty here and there) and gazed at the works. The under-seal and (blue) engine paint that had obviously been applied at the time of the car's previous "restoration" were now looking very forlorn and neglected. There was rust and general decay in evidence, it needed heaps of love and attention, which I was quite willing to offer it.

I arranged with "dad" to return after lunch with a few tools in order to give the car a good look over. He parked it on a small piece of ground between the house and the garage so that I could get at things easily. I spent the best part of a couple of hours with my blunt instrument, magnet and checklist and he left me in peace to get on with it. Those two hours revealed much (although much more would be revealed later!). The good news was that the sills had been replaced and the job reasonably well done. The bad news was the floor behind the seats, the boot floor, the wheel arches, the roof edge above the windscreen, the footwells (why am I telling you all this? If you own a Spit or a GT6 you will be very familiar with it!) The biggest plus point was that the car appeared to be absolutely complete.

Two days later, on 25th March 1989, I test drove the car, agreed a price, coughed up the cash and took it home. My younger son, Sandy, came with me. I parked it in the drive and we got out and looked at it. NAR 650L.



"What do you think of it?" I asked Sandy. "Noisy and rough", he replied, with his usual quick wit. "Bluey", I said. "I will call it Bluey". Now to get down to work!

Continued next month:

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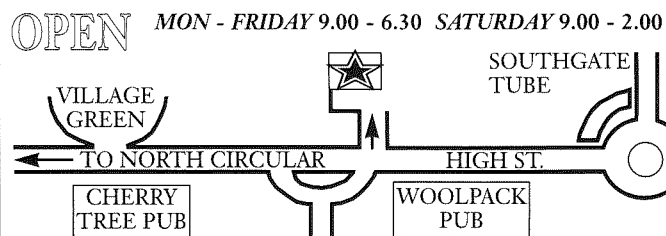
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Our first introduction to the Club Triumph 48 Hour Round Britain Run, was earlier this year, at Stonleigh Triumph Weekend. At that time, we considered it too big a challenge, for the car and ourselves.

During the next few weeks we forgot about it, until I read a report in Practical Classics, about the event, and started thinking; if others can complete the Run, we can too. I asked Keith, my son, if he would like to partner me on the event, he agreed. I approached several people and asked their opinions on the venture, without exception, they advised us to "go for it", although Carl who helped build the engine said "my engine will make it - the driver won't".

I rang Derek Pollock, Secretary of Club Triumph to obtain more details, and confirm they would

Well, It Seemed Like A Good Idea At The Time!

accept a Bond on the event. He sent an information pack, and within a few days we had made the decision, and posted a cheque for the entry fee. Very soon we received confirmation of our entry, car 38. It was not until I read the entry list I realised that ours was the first Bond to enter, and what a wonderful range of Triumphs we would be with. There seemed to be every model represented, from Heralds, Spitfires, Dolomites, TR's, 2000's, Stags, to Acclaims.

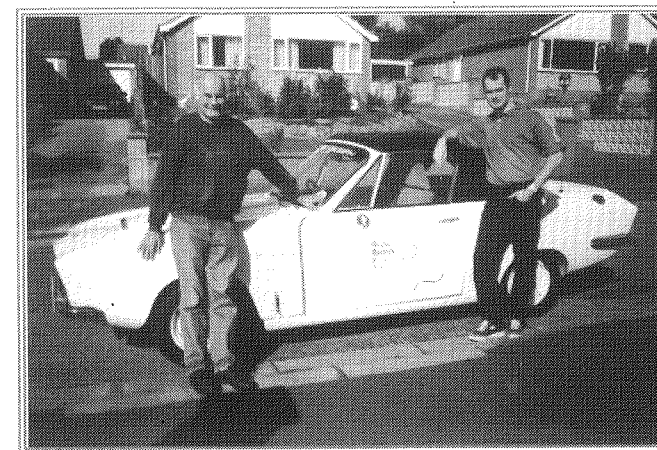
We had completed several runs of 3-400 miles in the car, so 2000 miles in 48 hours would be a new experience for us, and the car. We talked to several people who had taken part in long distance events, and received a lot of help and advice. I felt that we should leave the car as original as

possible, as a result the only non standard items were, a reclining passenger seat, halogen headlights, radio, clock, and a map light, all of which would be removed upon our return. Of course the car was thoroughly

"I remember saying to Keith "I would like to get out of Lincoln before breaking down". We carried on to Rimmer Bros. where we stopped in a cloud of steam"

serviced and checked over. We did a couple of test runs of 150 miles or so, after work and in the dark, to acquire some experience of night driving.

About a month before the start we received our sponsorship forms. We had already decided we would only



Dick Weller

approach immediate neighbours, and close work colleagues, I also took my forms to the TSSC Lincoln area meeting. Both of us were amazed at the generosity and enthusiasm of the people we asked to sponsor us. I was also able to obtain some commercial sponsorship to help meet some of the expenses. About this time, when we were firmly committed to the event, I started to have doubts about our performance, what if the car broke down? What if we got so tired we were unable to carry on? How would I be able to explain a failure to the people who had such faith in us? We resolved we would finish whatever happened.

The big day arrived, the car was already loaded with tools, jack, various spares, and cans of oil, water, and fuel. It only remained to pack our overnight bags, food and some drinks. A few last minute pictures, and we were on our way. A steady run of 138 miles to Enfield. Driving down Lincoln Broadgate we heard a thump from under the car, I remember saying to Keith "I would like to get out of Lincoln before breaking down". We carried on to Rimmer Bros. where we stopped in a cloud of steam, I lifted the bonnet and stared in disbelief at a hole in the radiator where the fan sensor should be. I am unable to describe my feelings at this time, suffice to say I have known better days. Alan managed to find a brass plug and seal that fitted the hole, and we cable-tied them into place. Just time to wish us bon-voyage and we were on our way.

After all the trauma we arrived at Enfield in good time, to sign on, have a leisurely cup of coffee and sandwich, and meet some of the other participants, before the event was started at

7pm by the Minister for Energy and local MP, Tim Eggar.

The first 146 miles to Blyth control were uneventful and gave us time to settle down and relax on roads we knew. Changing drivers near Peterborough allowed both of us to have a short sleep. It was on



this section the exhaust started to get noisy. When we arrived at Blyth, we were greeted by neighbours and fellow TSSC members, Tony and Janet who had driven from Lincoln to support us, a most unexpected, and very nice gesture.

Straight up the A1 to Scotch Corner and change of drivers, then the first realisation that the night driving was not on nice, straight, well lit dual carriageway, but on dark, undulating, bendy A and B roads. The exhaust was getting worse as we neared Corbridge control, and while Keith had the road book signed, I attempted to quieten it. The repair lasted all of a mile as we headed north on the A68, changing drivers near Jedborough.

1:50 am and we cross the Scotch border in a convoy of cars, all having difficulty over-

taking a couple of army tanks. We are getting used to sleeping in the car, although the passenger has to be awake to navigate during the more complicated junctions. I had to wake Keith as we approached Edinburgh Airport, the road book looked difficult here, but in reality was very easy

to follow. A quick cup of coffee, sign the book, and on our way again. Over the Forth Road Bridge, and on to the Motorway. We were a long way from home and getting tired, so the easier driving was most agreeable. Next stop Perth for fuel only, as we are a few minutes ahead of schedule I take the opportunity of checking the car. The exhaust is still just about staying together, otherwise all is OK. We avail ourselves of coffee and sandwiches, then head for the A9 and the last 200 miles or so to John O'Groats.

Keith drove on the first part of this section over the Grampian Mountains and through Aviemore, to Inverness. It was still dark and I was asleep, but we both feel that in daylight, this would have been one of the best and most spectacular sections of the route. Dawn broke we crossed the Dornoch



Firth and stopped to stretch our legs and change drivers. The next 70 miles were really enjoyable: early in the morning, hardly any traffic, well surfaced roads, lots of different bends, plenty of hills, and the car was going well. In a way I was sorry when we reached Wick. We tried several garages to get the exhaust fixed, they were either shut or weren't interested. We refuelled and headed for John O'Groats.

The Seaveiw Hotel car park was full of Triumphs when we arrived, so we left the car on the road, and made our way into the Hotel to get the road book signed. The marshal was a Bond owner, we didn't have time for a chat as he was so busy with other arrivals. We settled down to our breakfast and assessed our situation, basically the car was running very well, albeit a bit noisy, we had been able to get a reasonable amount of sleep during the night, neither of us felt too tired, and as we had got this far, we believed we could reach the finish. We took the usual photos to prove we had actually been, and headed west towards Thurso.

In Thurso Keith spotted a tyre and exhaust specialist, I explained our problems to the receptionist, and was directed to a small garage across the road. The only person there was a young lad, Mark, eighteen or so who agreed to have a try at a repair. He put the car up on the ramp, the first time we had

"The next section took us along the banks of Loch Ness, not surprisingly we did not see the monster, but looking at the dark water, its easy to imagine how the legend started."

been able to see exactly what was wrong. The rear (only) silencer had a large hole in it, and the fibreglass packing was failing out. Mark was able to find a similar silencer in the scrap bin, and with a bit of a bending managed to make it stay on. He was not able to use the gas welding plant, so for the first time in about 15 years, I found a welding torch in my hand. I must have made a reasonable job, not very pretty, but it stayed on for the rest of the run. Thanks again Mark!

By this time we believed we were behind schedule, and with far more confidence in the car, started to try to catch up. The narrow single track roads are great fun, but not made for fast driving. Even so, I found this section across the Highlands one of the most enjoyable of the Run. After seeing two or three other participants parked, and enjoying the scenery, we realised that we were not as late as we had thought, so we stopped on the banks of the Loch, near Altnaharra, to have a short walk, a drink, and change drivers. I took over for the run south to the control at Dingwall. The garage (McRae & Dick) made us very welcome, with a nice buffet and drinks. I was surprised to see they actually made their workshops available, to the participants.

The next section took us along the banks of Loch Ness, not surprisingly we did not see the monster, but looking at the dark water, its easy to imagine how the legend started. At Fort William we had covered 1015 miles, and were both starting to feel tired. Glencoe was nice, but we did not really see it at its best as it was getting misty and dark. As we made our way over the mountains to Stirling, it started to rain. When we arrived at the control we had been travelling for more than 24 hours virtually non stop, and we felt it!

At Stirling control we availed ourselves of the Scottish hospitality, again, and checked the car over ready for a long nights driving. Shortly after reaching the Motorway it started to rain heavily. The next control near Bristol was nearly 400 miles away so we prepared ourselves for a long wet drive. I took over at Gretna services, and by the time we changed again near Preston it was dry. We had

planned to change drivers about every 24 hours and for us it worked very well.

Although we were able to sleep quite comfortably in the car we did get tired, and approaching Gordano control, at about 3am, not at our best, were amazed to find the motorway closed. There was an unsigned diversion through Bristol. I have been to Bristol several times, and was able to find the control reasonably easily. Some of the other crews reported far more problems, some not finding it at all.

The next section was through Devon and Cornwall to Lands End. After changing drivers again at Exeter, I managed take a wrong turning and finally ended up on the A30 instead of the A38, a look at the map showed we should rejoin the route near Bodmin. About this



time the 1½ hour driver changes were shortening to nearer 1 hour. It was getting light as we drove westwards over Bodmin Moor. At Lands End control we had the book signed, and sat down to a good breakfast. After we had eaten we had a walk round the car park, and took some photos. I felt a great

sense of relief at getting here, the car was running well, we were happy, the fact there were 300+ miles to the finish didn't seem to be a very long drive.

We left Lands End in high spirits and followed the route along the south coast to St Austell, and to Liskeard. Then north to Launceston using narrow "B" roads, on the edge of Bodmin Moor joining the dual carriageway to Exeter. Very soon, or so it seemed, we were in Dorchester control. The welcome buffet was really impressive, more like a banquet in fact. The road book allowed us an hour for lunch so we took the opportunity to relax away from the car, and have a chat to some of the other drivers. Apart from the controls we had been by ourselves for most of the run, and while we did see other cars, I had expected to see many more actually on the road.

the driving for a while. He was right, I reclined the passenger seat and went straight to sleep.

I woke up as we entered the last control at Fleet services on the M3. We had a ½ hour break, which gave us time to have a wash and shave, and a drink, before we filled the car with petrol for the last time. Keith drove the final section on the motorway to the finish. Somehow it was a bit of an anticlimax driving into the Plough car park; sure we had a very warm welcome back, sure we were happy, perhaps too tired to realise what we had done, I don't know. We had the road book signed for the final time, and received a brass plaque for the car. We were still a 2½ hour drive from home, so we took our leave and headed north for Lincoln.

About half way we stopped for something to eat, and an appraisal of the past two days. We were pleased with our planning and performance, the driving had been shared evenly between us, and we had been able to look after each other, when necessary. The car had done everything asked of it, and except for the exhaust, didn't give a moments concern. We had the feeling that the car could complete the Run again. As for Keith and myself? All we wanted was a shower and to sleep!

The following day Monday we were interviewed by a reporter from the local paper. I worked out the boring statistics, 1933 miles on the run plus 276 miles to and from Enfield, 296 litres of petrol costing £193.61. . . I had more fun cleaning the car. All in all a weekend to remember for a long time. And finally we raised over £300 for the Alzheimer's Research Trust from our sponsorship. ★



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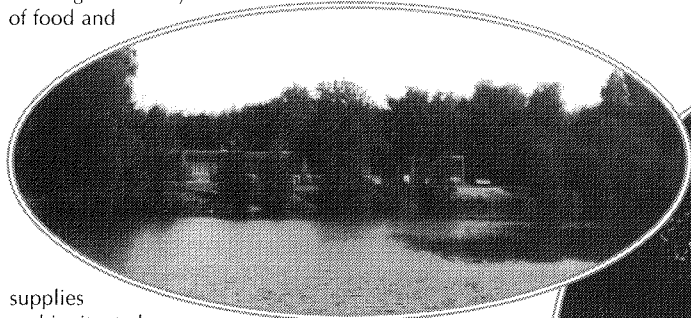
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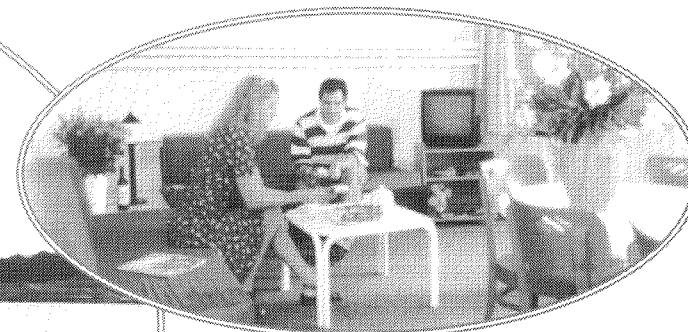
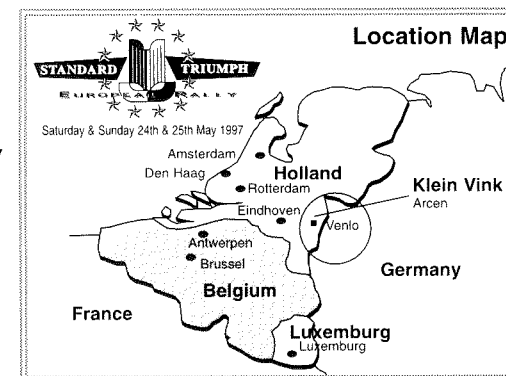
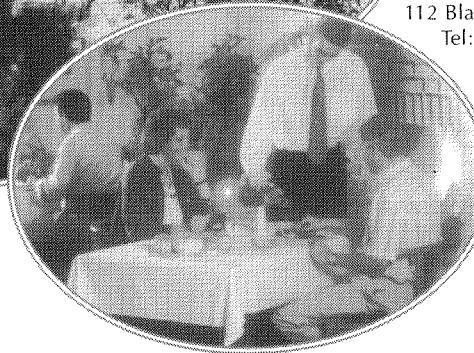
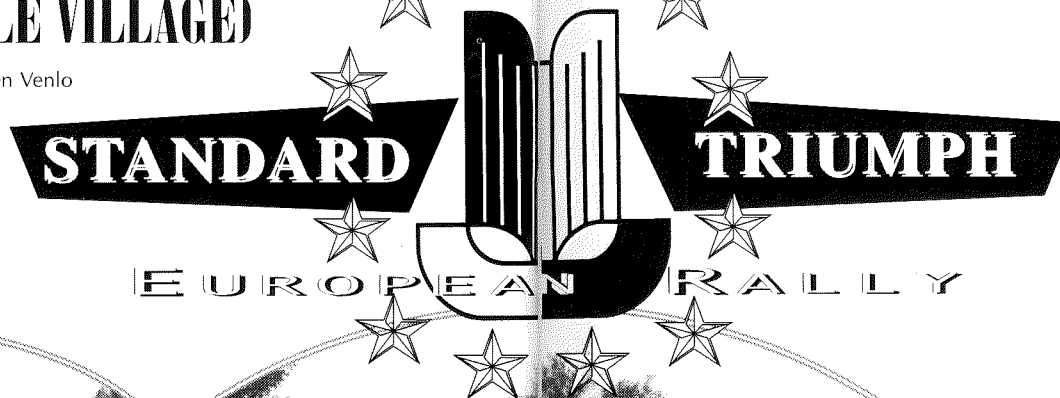
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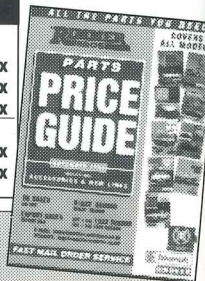
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EVENT REPORT

Stafford. That Mecca to all enthusiasts of small chassied Triumphs. I had been there in previous years, but never in my own car. This year however was going to be different! Oh yes, the Stafford show-ground was going to be graced by the presence of a little MkIII Spitfire. KOW 603E, the Red Cow.

Perhaps a little background history would be helpful here. The Red Cow was purchased during my first year as a medical student in 1989, via an advert in The Courier. This was during the very peak of the classic car boom, and, oh dear, it really wasn't a bargain! She was horrid. And red. With an orange skin textured finish. Which was flaking off . . . revealing her true colour of Royal Blue.

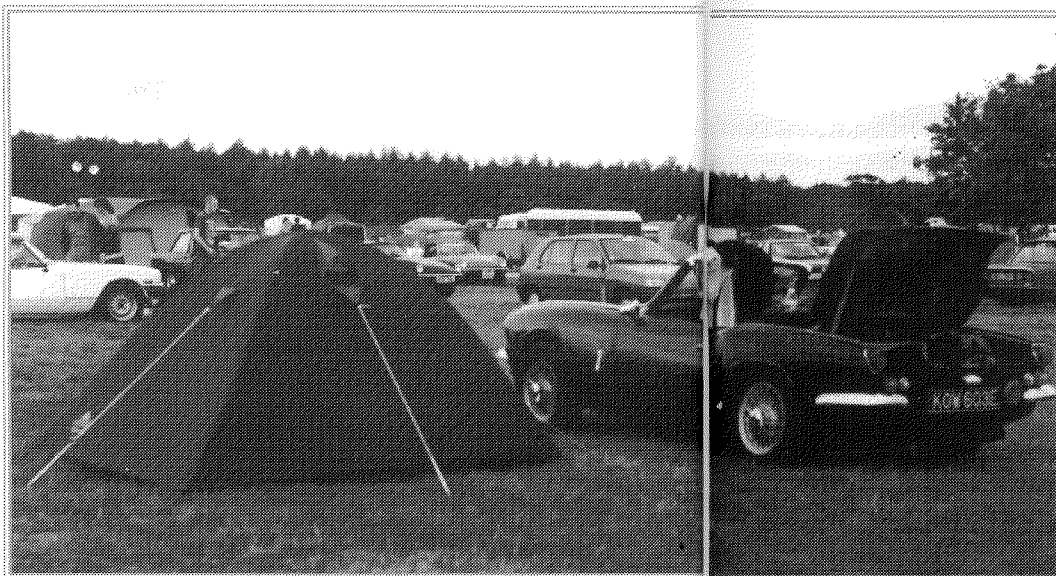
THE *The Adventures of a* RED car called; COW!

Did I mention rust? Ah well, there was quite a surprising amount of that too, unfortunately. And holes. And some more rust. The interior was a fashion victim from the seventies with lots of synthetic fur (at least I hope it was synthetic, anybody missing their cat?). Brown household carpet stuck to the hard top's roof was definitely a highlight. The red peau d'orange demeanour thus gave rise to the Spitty's now affectionately held name.

Seven years, and lots of love later, the Red Cow was again Royal Blue. Not terribly red, I agree, but the interior had become this colour, so the name kind of still holds true. And, I thought, RC was ready for the BIG EVENT (cue fanfare).

The trip was going to take some organising. I work in London, and RC has a cozy garage 100 miles away in Wiltshire. I had no time off work, and therefore

Look - we made it!
KOW certainly not looking worse for wear.

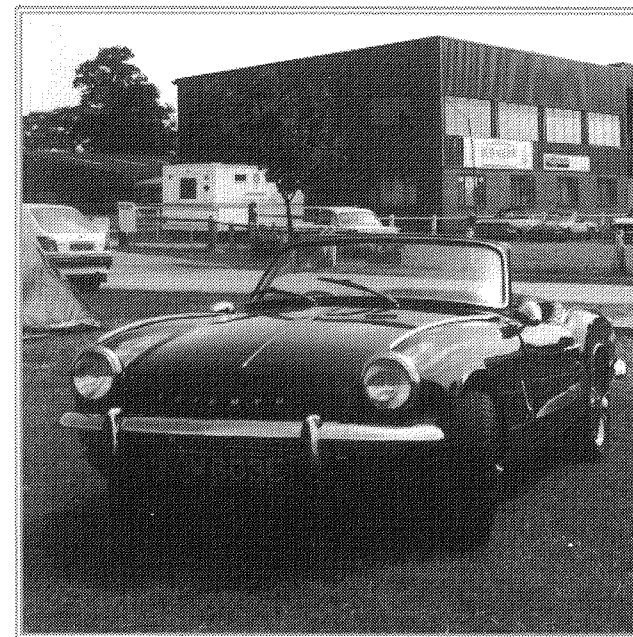


had to do all the necessary preparation in the weekend prior to Stafford. That was fine. No problems. Naturally my tent had disappeared, but then these things can't go too smoothly, can they? The plan: drive to London and park RC in my brother's garage in East London. Safer there than on the street. One call on the Friday night, so the trip to Stafford would have to start early on the Saturday. The car would be pre-packed for Tom (my brother) and I for this early start from the Isle of

Dogs to a rather more attractive destination, Stafford. Arrive at the show ground early/mid afternoon. And then shop, party and chill out. Complicated plan eh? RC being a Triumph, decided that the plan simply was not complicated enough.

And thus the saga began. The preparation

went smoothly enough for the weather the weekend before Stafford was great, working in the sun doing the odd tweak here, an odd tweak there. Working on my Triumph, what bliss? Then late on the Sunday, the 100 miles drive to London, with my father in the "chase car" bringing Tom and the chattels required



for his student existence. This was to be a fortunate arrangement.

RC is really a most standard MkIII Spitfire, it has no overdrive. This means that motorway speeds are accomplished at rather high engine revolutions (approx. 4500-5000). One could go slower I suppose, in deference to RCs 29 years, but really, being overtaken by 1.1 Ford Fiestas really is too much. RC is a SPORTS CAR! And the car loved it, and went predictably superbly (what do you mean, I'm biased?!). Besides I had been saving up for an overdrive which would save RC from such touring stress in future. RC purred (if a car fitted with a Bell stainless sports system can be said to purr, roar perhaps?). A303, M3, M25, M4 then A4, the Spitfire penetrated the heart of London. Until just over the Hammersmith Flyover when, totally without warning, something went horribly, dreadfully wrong. A rattle, of sudden onset, emanating from the engine bay, that emphatically had not been there mere seconds

Showing off her beautiful BLUE body work at Stafford.

THE RED COW!

before, instantaneously the engine lost power, the oil pressure gauge swung left towards zero. (Aside:), is this a design feature? This graceful death arc thus points the direction in which I was to steer the car! Do left hand drive cars have oil gauges that swing in the opposite direction as a helpful hint to those poor souls who are forced to drive on the wrong side of the road? I was thankfully able to direct RC straight into a rare empty parking bay. Before the car had come to a halt, the engine had posted its resignation and promptly expired. Oh dear.

Now usually when RC comes to a halt, I can often effect a roadside repair of sorts to get home. But this was quite different. Something was very wrong and nothing in the extensive tool kit that I had piled into the boot (there to help other poor Triumph owners, not for myself of course!) was going to help now . . . Hmmm, where was my AA card? Ah. Do I have Relay. Er. No.

A 40 minutes wait? Uh uh . . . somehow they seemed unsurprised that this example of 60s British automotive engineering had come to an ignominious halt. But they are terribly nice people aren't they? So, politely they did not say anything. My father and brother had by this time caught up with me and had driven past. COME BACK! They had spotted the stricken RC and managed a U turn on the busy A4, eventually coming to a stop to keep me company in the patient wait for the nice man in his banana wagon to turn up. But hello, was that an AA man a little way up the road tending to a more modern car that had broken down? My father went to investigate and

encouraged him to come to us once he had finished up there. Within 20 minutes we had an experienced patrolman sucking through his teeth as he turned and attempted to start the engine (ow, please don't do that!). Definitely knackered, and not a roadside repair job, an opinion that was seconded by another AA man who had been officially sent to my rescue. Did I have Relay? NO! £85 for a tow? NO! And thus the sight of RC, a gleaming blue Spitfire being towed through London's West End by my fathers' Nissan. National pride out of the window.

Plan B. Mission impossible. Have the Spitty diagnosed, and repaired in time for that weekends event. Who had this task? Tom! Monday's 24 hour on call does not really enable me to undertake this job, so I decided not to undertake that particular mission! So I thrust my Members' Handbook into my brother's hand, thanked my father for the tow, and left them to it!

Monday. Tom contacted the first company on my highlighted list: British Sports Car Supplies, on Goldhawk Road. They agreed to come along and collect the car to investigate the problem. They warned that it would probably require them taking the engine to pieces. But fortunately they felt reasonably confident that the job could be done before the weekend. Room for hope then?

Tuesday. The car was collected, and initial work started.

Wednesday. Shock horror, the extent of the damage was established. The exhaust valve had dropped into the engine. Apparently this is a rare occurrence on Triumph engines, the valve spring had fractured, the collets released, enabling the valve to leave its usual boring environment to explore pastures new, the combustion chamber! As the piston had descended, so had the valve, but tragically for the valve's life span, the piston has a cyclical vertical motion. Therefore just as the valve was beginning to explore its brave new world, it was crushed, up against the interior surface of the cylinder head. Hence loss of power, the uncharacteristically rapid turn over on the starter,

no compression in cylinder one! The damage to cylinder, valve and cylinder head was such as to necessitate replacement of all three items, plus in addition, two main bearings that had come under strain during Sunday's flurry of excitement in cylinder one! Open wallet surgery was required!

The Silver lining: new cylinder head time . . . time to go unleaded! Unleaded conversions are a topic of much debate in the classic press, and I must say I had thought about this subject before, but considered this uneconomic as a one-off conversion. If however it was going to be necessary to replace the cylinder head anyway, well . . . one call to Mark at Sportscar Supplies, and this was agreed.

Thursday. Engine rebuild (as it had practically become) going to plan, except for the aforementioned cylinder head was going to cost rather more than initially expected. Time for stiff upper lip and a discussion with the listening bank (who appeared to have wax in their ears. . .).

Friday. On call for 24 hours, agreed to pick up the RC at

1200! Excellent, what could go wrong now?

Saturday. 1200 hours. Engine had run for the first time, 30 minutes ago . . . good, it works! Some cheque bashing later, RC was about to embark upon a 400 mile round trip. Engine straight out of the box. Mark appeared anxious. I was oblivious. How better to run in an engine than taking it on a long drive. Shame about the 3000rpm rev limit though. That's approximately 50mph! IN NEED OF OVERDRIVE!

This is now Stafford weekend and I need to get north as soon as possible. To the East End to collect Tom, and the camping gear. Probably, I reasoned, the most direct way to get my brother would be via the A4. This was a mistake. On a Saturday, the A4 is chockers with shoppers going to Harrods etc. And nobody told me that newly rebuilt engines ran hot. No one at all. Thanks. But they do, and RC did. And spluttered to a halt outside Harrods. Where better? In the outside lane. In a mile long jam. People were being surprisingly patient as I pushed RC into

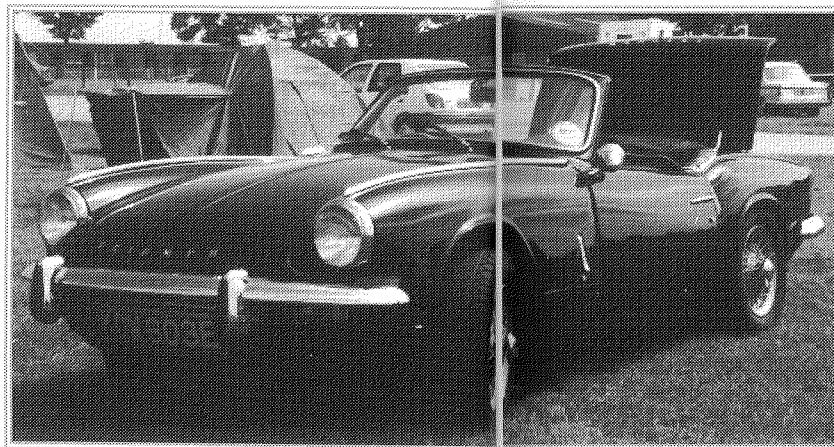
the side of the road, on a red route, in a bus stop. Bet they wouldn't be so forgiving if RC were a Eurobox!

Fortunately, even the traffic warden was sympathetic. Apparently, even his MG would overheat in much the same way. Oh the indignity of it all. He did however suggest an alternate route to the Embankment which would be less congested. Hurrah!

60 minutes and a great many stares later from a number of fascinated onlookers (I think RC became incorporated into a sight seeing tour!) later, and we were both cool enough to move off, with the heater on full blast as an auxiliary cooling radiator. An amazing scenic tour on the back roads of Kensington ensued. No overheating on the move. Straight into another traffic foul up. A collection of tree hugging, lentil eating cyclists had blocked the road! No I wasn't feeling terribly sympathetic as RCs temperature gauge started to soar again . . . two and a half hours later than expected, I arrived at Tom's place, loaded the car up, and set off for Stafford. At last. At a constant fifty miles an hour. Hold your hair on, boys!

RC didn't miss a beat. Not once. Wow, what a hero. We arrived at Stafford, set up tent and enjoyed. I don't need to tell you about it, do I, because you were there weren't you?

RC has now completed her first 500 miles without complication. Most of those miles were undertaken during the trip to Stafford, the journey back to London and then subsequently back to Wiltshire. If RC made it through a near death experience, so can your Triumph. See ya next year!★



Kow's that for a Spitfire?

!MAD ABOUT THE BEAT

SPRINT REPORT

Let's Go Sprinting

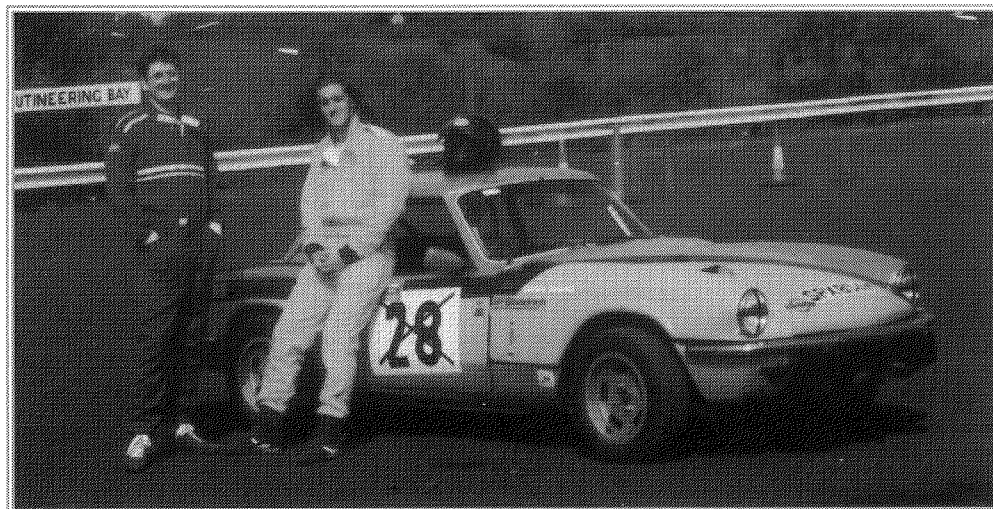
THE START

We'd been to few sprint meetings and thought we would like to join in some sort of way. At a Lydden meeting I was talking to a friend, Darren Horne, and he said that he wanted to get back into competing as he had sprinted about three years ago before house buying slowed things down.

Therefore to cut a long story short we decided to put in a bid to buy Pete Hatcher's (an old TSSC member) Spitfire between us to try and keep the budget to a 'shoe-string'. One driver would be Darren and, as I'm getting on a bit, my driver would be my son, Matthew, who is also a Club member (I could also get him to do a lot of mechanical work).

Pete competed in the car for a few years but it had been out of action for about two years as Pete has moved on to another pastime, Archery. I wasn't sure that when

Darren Horne (left) and Matthew Arnold (right) at Essex Arena.



John Arnold



'push came to shove' Pete would want to sell it but, again to cut another long story short, he agreed to our bid (hopefully on the basis he knew where it was going). We duly collected the car but we all felt a bit rotten taking it away as Pete looked so sad as the car was towed away from his house.

As the car hadn't run for a while we gave it a good service but didn't want to touch it too much and upset Pete's work and adjustments. The work we did, as always, took longer than anticipated and time was running short as we had entered a meeting to be held at North Weald by the Borough 19 Club. We wanted to start at North Weald as it was our first event and Darren had never driven a Spitfire before; you can't do any real damage if you go off there. However we wanted to try it out before hand but thought it would be a problem, as it's not road legal, until John Low suggested we take it to Essex Arena. John is another TSSC member and has campaigned in his Mk2 Spitfire for many years in both sprints and races, and with some considerable success.

ESSEX ARENA

I had never been to the Arena before but it turned out to be a good idea. Darren booked the track, it was relatively cheap; and when we got there we were the only ones for a while. We unloaded and started to get things ready but for a while we looked like the 'Keystone Cops' as we got in each other's way. At home the car started at the first turn but up the track it wouldn't fire at all - isn't it always the way? Eventually we pulled the spark plugs out and found that some weren't sparking at all and the rest were sparking in the most peculiar places. A quick trip to the local Halfords soon cured the problem and the car started a treat. Matthew and Darren took it in turns to take it around the track albeit the engine seemed to be a bit flat so we thought it could do with a tune-up - not surprising after so much time not being run.

After a while a few other cars turned up so we only went onto the track when it was free; the other cars were basically stock cars and 'leaned' on each other as they went around. All went well, enjoyable and all very worthwhile. As Darren said, he wouldn't have wanted to have driven it for the first time at North Weald in competition. With the event being our first, we weren't expecting much, so we thought we would have the carbs tuned for the following meeting (also time wasn't with us).

NORTH WEALD - Before the Run.

We still had a few things to do on the Saturday before the meeting which should have taken a couple of hours - instead it took all day and resulted in a quick trip over to Jon Low's to

Matthew Arnold at North Weald 11th August 1996.

Let's Go Sprinting

borrow a carb' connection as I had broken it trying to connect up a piece of tubing; talk about the eleventh hour! Matthew said that with all the bits we had borrowed off Jon it might have been easier to have taken Jon's car!

The event meant we had to leave early which did not appeal to Matthew at all (Saturday night is usually pub night). However on the Sunday, Matthew was up before me and Darren was late as he had overslept. We hitched the car up and the four of us set off; the four of us - Sarah had decided to come and see Darren's return to competition. As the engine had been running on the hot side we had brought some water along, Sarah said that Darren had had the same idea but his bottle of water was a large bottle of Evian! (we said we would put some fresh air in the tyres for Darren when we got to the track). The journey went well and Sarah joined in unloading

and setting up as soon as we got there despite me pointing out she was a girl and shouldn't be getting her hands greasy (the bruises have nearly gone now).

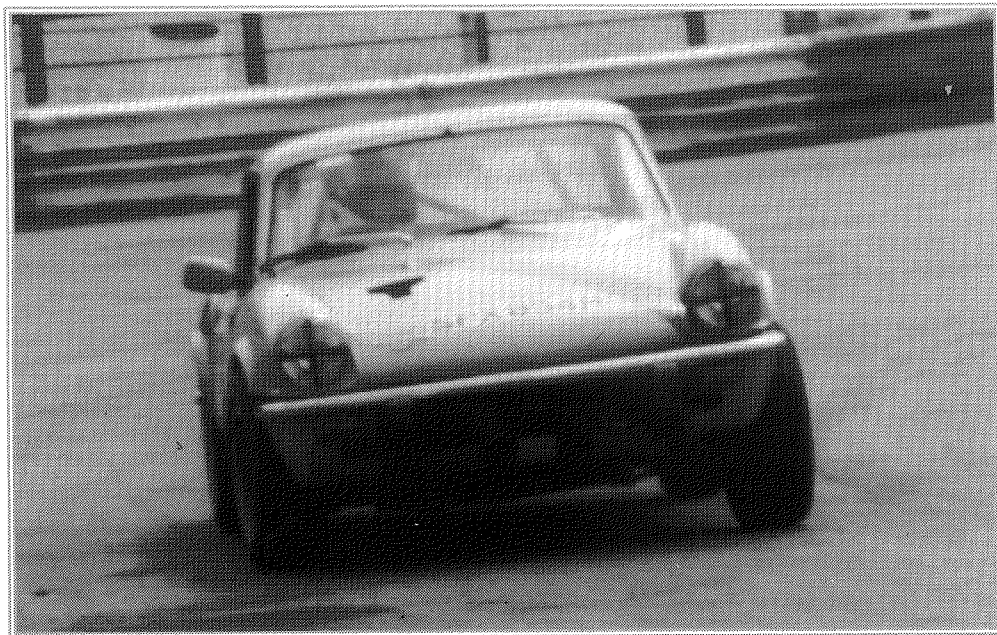
Darren and Matthew went off to get signed on but as soon as Pauline Acott (the secretary for the meeting) realised who Darren was, she had a go at him. She nearly had a heart attack when Darren's entry arrived. "What have I done to warrant NatWest hand delivering a letter at that time at night?" (Darren works for NatWest and had delivered his entry using one of their envelopes).

As we had never competed before I was worried that we wouldn't get through scrutineering, what have we forgotten and there are two lost fees involved! The car got through with no trouble but there was a problem with Darren's overalls; as he hadn't competed for three years they were out of date and the scrutineer considered confiscating them. Darren went into idiot mode and when the scrutineer said approved overalls had a label in them, Darren pointed to the label and said, "Well what's that then?" "The washing instructions sir" came the reply. In desperation Darren then asked, "What's that symbol then?". "That means you shouldn't iron them sir." All the time this was going on Sarah was bouncing up and down as she wanted to have a go as well but every time she got close Darren swept her to the back of him. After he explained to her

Matthew Arnold (L) and Darren Horne (R) at North Weald, 11th August 1996. (right)

Let's Go Sprinting

Sprinting at the Essex arena.



that it wasn't like taking something back to the shops and her giving the scrutineer a 'Glasgow Kiss' would have got him banned from motorsport for life. In the end the scrutineer was very reasonable (contrary to what we think sometimes) and Darren's overalls were let through but with instructions to get some approved ones for the next event. (I found out about the episode later and it had us all in stitches).

Whilst we were waiting to be called we decided to have a bacon roll and a cup of tea which, although went down a treat, was against Jon Low's coaching (he has something to eat after his runs in order to save weight). (Ooh, runs. Awful! Ed.) During this time Mick Rowney (another TSSC member) turned up as he is thinking of entering a car for next year. Nice to see him there.

NORTH WEALD - The Competition.

A sprint usually consists of a convoy run, a practice run and two timed runs. As we were double driving the change over had to be quick. We were up against some stiff competition; some fast Minis, a very well sorted MG Midget, a few other cars and a 1969 Daverian.

Our runs didn't go that well as the carbs meant that the engine wasn't revving properly. However the lads enjoyed themselves. Darren got it sideways once, which looked very entertaining and Matthew was also 'giving it some' as he nearly collected the flag marshal as he went over the line. Although our times were not that good, at least we had the biggest fan club there. Leigh and Kathy (Arnold), Ian (Thompsett) and Matthew's two girlfriends (that's another story) Sharron and Kathy had come along to see our first event. A Club member said that you have to be fast but you also have to out pose the others. I think Darren's bottled water for the radiator gave us the edge there. (To be honest Darren had forgot the water as he was in a hurry so, not to let us down, he got the next best thing and popped into a shop on the way to us).

During the day their times got quicker and they were both looking forward to what they could do once the carbs had been adjusted. Unfortunately in the last run the big ends went and that was it (perhaps the result of us not having the carbs adjusted and the engine running hot?).

Even though it could be said that we didn't have the best of days we all enjoyed it and at least we are having a go albeit we won't be that competitive - it has to be done on a very limited budget. Let's hope we can do more on justice to Pete's legacy next time out.★

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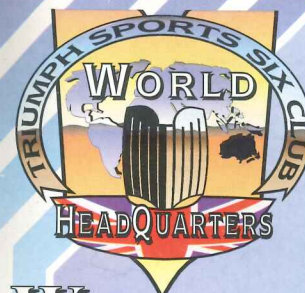
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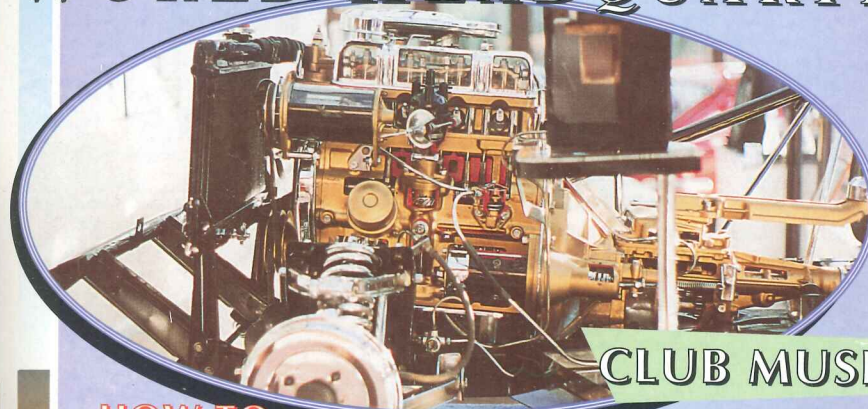
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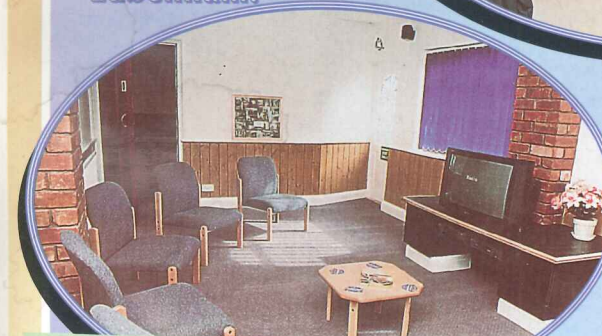
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