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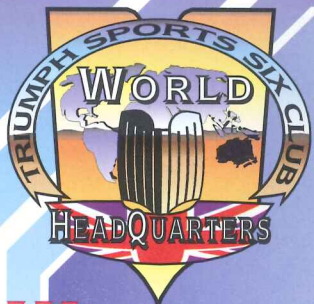
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THE COURIER
203

MAY 1997



COME AND VISIT THE TRIUMPH SPORTS SIX CLUB

WORLD HEADQUARTERS



CLUB MUSEUM

HOW TO FIND US

Leave M1 at Junction 20, take A4304 to Market Harborough. We are situated on right side of the road just before leaving the Village of Lubenham.



CLUB SHOP

OPEN

9-5 Monday - Friday
Phone first for
Goods availability.

Telephone:

(01858) 434424

CAR DISPLAYS



<http://www.tssc-hq.demon.co.uk/TSSC.html>

No. 203

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

Vol 17. May 1997

Price £1.75 Free to Club Members.

CLUB HEADQUARTERS

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Market Harborough,
Leicestershire. LE16 9TF.

TEL: 01858 434424 FAX: 01858 431936
e-mail: tssc@tssc-hq.demon.co.uk
<http://www.tssc-hq.demon.co.uk/TSSC.html>

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

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OFFICE MANAGER

Trudi Squibbs

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TSSC OFFERS MANAGER

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TSSC OFFERS ADMINISTRATOR

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Northampton. NN4 0SY.
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COUNCIL MEMBERS 1997

David Aspinall, Mike Costigan, Annis Green,
Leon Guyot, Tom Longley, Chris Mills,
Stuart 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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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.



Cover Photo:

13/60 Convertible of
Jane Whittaker

Photo: Lewis Barton

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T.S.S.C. Events Calendar



This is the official TSSC Events Calendar for 1997 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
e-mail: tssc@tssc-hq.demon.co.uk

TSSC ORGANISED EVENTS '97

MAY 1997

SAT 3rd - MON 5th
MERSEY AREA
3rd ANNUAL SOAP'S TOUR.

SUN 10th
MERSEY AREA OULTON PARK
CLASSIC CAR SHOW.

SAT 10th / SUN 11th
SOUTH OF ENGLAND MEET.
Leatherhead Leisure Centre.

SUN 11th
MERSEY AREA CHESTER
FESTIVAL OF TRANSPORT.

SUN 18th
WESSEX AREA NEW FOREST RUN.
10th Anniversary.
Contact: Trevor, 01202 548582

SAT 10th
MERSEY AREA OULTON
PARK CLASSIC CAR SHOW.

SUN 11th
MERSEY AREA CHESTER
FESTIVAL OF TRANSPORT.

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

SAT 31st / SUN 1st
MERSEY AREA TATTON
PARK CLASSIC CAR SHOW.

JUNE 1997

FRI 6th / SUN 8th
CUMBRIA AREA
LAKES TRIUMPH WEEKEND.
Poolesley Bridge.
Contact: Shirley, 01946 832080.

SAT 7th / SUN 8th
BREAMORE MOTORCADE.
Contact: Dave, 01202 484421.

SUN 29th
9th DERBYSHIRE PEAK RUN
& CONOURS
Contact: Anthony, 01332 367215

JULY 1997

FRI 12th - SUN 13th
TSSC INTERNATIONAL WEEKEND.
Stafford County Showground.
Contact: Club H.Q. 01858 434424

SUN 6th
8TH WEST YORKS
DALES RUN AND BARBECUE
Contact: Sonia, 0113 2854807

AUGUST 1997

SUN 3rd
MERSEY AREA
WOODVALE RALLY.

SUN 3rd
LEICESTER NATIONAL
15th SUNSHINE RALLY.
Stanford Hall, Lutterworth,
Leicestershire. Contact: Chris,
01530 810672

SAT 9th
TOTALLY TRIUMPH SHOW.

Cooke Rugby Club, Shawsbridge,
Belfast. Contact: Laurence
Cochrane, 01247 812628.

FRI 15th / SUN 17th
NORTH EAST AREA
BEAMISH CLASSIC CAR WEEKEND.
Contact: Andy, 0151 5485188.

SAT 24th / SUN 25th
GREENWOODS BREAMORE
CLASSIC CAR SHOW.
Contact: Dave, 01202 484421.

SAT 30th / SUN 31st
MERSEY AREA TATTON PARK
CLASSIC CAR SHOW.

SEPTEMBER 1997

SAT 6th / SUN 7th
INTERNATIONAL SPITFIRE WEEKEND.
Het Leukermeer, Well,
North of Limburg, Holland.

OCTOBER 1997

SUN 19th
INTERNATIONAL TRIUMPH
SHOW & SPARES DAY.
Sandown Park, Surrey.

SUN 5th
DUXFORD ALL TRIUMPH DAY
Imperial War Museum Duxford
Contact: Chris, 01245 442788
Andy, 01277 214184.

NOVEMBER 1997

SAT 16th / SUN 19th
INTERNATIONAL CLASSIC CAR SHOW.
NEC, Birmingham.

NATIONAL & LOCAL TSSC INVITED '97

MAY 1997

SUN 4th - MON 5th
LUTON HOD CLASSIC CAR SHOW.
Luton, Beds.

MON 5th
JERSEY CLASSIC VEHICLE CLUB
SPRING SHOW.
Howard Davis Farm, Trinity, Jersey.
Contact: Tony, 01534 973827.

MON 5th
CLASSIC CAR & MOTORCYCLE SHOW.
Killarney Country Club,
Co. Kerry, Ireland.

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

SAT 17th / SUN 18th
DOUNE CLASSIC AUTOFAIR
& CLASSIC RUN.
Doune Motor Museum, Nr. Sterling.
Contact: Ian, 0131 539 1402
(Scotland Lothian Area).

SUN 18th
THE GREAT NORTH WEST
MANCHESTER TO BLACKPOOL
CLASSIC CAR RUN.
Closing Date: 22/4/97.

SAT 18th / SUN 19th
GRAND PRIX D'EUROPE 1997.
3km race course,
Luxembourg city centre.

SUN 25th
NORWICH UNION RAC CLASSIC.

JUNE 1997

SUN 1st
13th ANNUAL GREAT BRITISH PICNIC.
Old Warden Aerodrome,
Biggleswade, Bedfordshire.

SUN 1st
BORDERS VINTAGE CLUB RALLY.
Millerstain House, Nr. Kelso.
Contact: Ian, 0131 539 1402
(Scotland Lothian Area).

SUN 1st
2nd SPITFIRE EVENT.
Bogliasco, Riviera Ligure, Italy.

SAT 7th
VINTAGE AIRCRAFT CLUB 20th ANNUAL
VEHICLE DAY & FLY-IN.
Finmore Airfield, Nr. Buckingham.
All vehicles.

SUN 8th
LONDON TO BRIGHTON
CLASSIC CAR RUN.
Pre 1979 vehicles, 2 new routes.

SAT 14th / SUN 15th
DERBY MOTOR SHOW.
Monkeaton Park, Derby.

SAT 14th / SUN 15th
Le MANS 24 HR.
£89 Package - Continental Car Tours.

SUN 15th
BRISTOL MOTOR SHOW & HISTORIC
TRANSPORT PAGEANT.
Ashton Court, Bristol.

SUN 20th
SPORTING BEARS MOTOR CLUB.
Tours 2 Castle. Tour 1 starts South
Midlands, Tour 2 starts Mid Anglia,
in aid of Childrens Charities.

SAT 21 / SUN 20th
15th ALTERNATIVE & KIT CAR SHOW.
Newark/Notts. Showground.

SUN 29th
BROMLEY PAGEANT OF MOTORING.
Norman Park, Bromley, Kent.

SUN 29th
CRICKET ST. THOMAS
CLASSIC CAR SHOW.
Westcountry Wildlife & Leisure
Park, Chard, Somerset.

JULY 1997

SAT 5th / SUN 6th
1ST REGISTRO ITALIANO
SPITFIRE EVENT.
Lake Garda, Italy.
Contact: Ian, 0131 539 1402.

SAT 19th / SUN 20th
S.A.V.E RALLY
Dalmeny House, Nr. Edinburgh.
Contact: Ian, 0131 539 1402.

FRI 25th - SUN 27th
ABERDEEN SPORTS &
CLASSIC CAR WEEKEND.
Hazelhead Park, Aberdeen.
Contact: Alistair, 01224 783977.

SUN 27th
STANDARD TRIUMPH MARQUE DAY
INC. THE CLUB TRIUMPH NATIONAL RALLY.
Heritage Motor Centre,
Gaydon, Warks.

AUGUST 1997

SUN 3rd
BMC/BL RALLY
Ferry Meadows, Peterborough.

SAT 9th - SUN 10th
TRIUMPH 2000 / 2500
OWNERS CLUB NATIONAL RALLY
Hatton Country World, Warks.

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

FRI 22nd - SUN 24th
DOUNE CLASSIC WEEKEND.
Doune Motor Museum,
Nr. Stirling. Contact:
Ian, 0131 539 1402.

SUN 24th / MON 25th
BREAMORE HOUSE
CLASSIC CAR SHOW.
Fordingbridge, Hants.

SUN 29th
BROMLEY PAGEANT OF MOTORING.
Norman Park, Bromley, Kent.

SEPTEMBER 1997

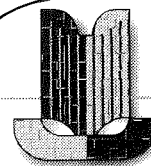
SAT 20th / 21st
SELKIRK VETERAN,
VINTAGE & CLASSIC SHOW.
Sunderland Hall Stately Home,
Selkirk, Borders.
Contact: Ian, 0131 539 1402

SUN 28th
THE LONDON CLASSIC CAR SHOW
INC. THE GRAND LONDON AUTOJUMBLE.
Kempton Park Race course.

OCTOBER 1997

THUR 9th - SUN 12th
3rd RALLYE DES 4 COULERS.
Crouse, D. Creuse Area.
Contact: Guy Painchaud phone/fax
0033 146029412 or TSSC H.Q.

YOU'VE GOT TO SEE IT TO BELIEVE IT
THE 1997 CALENDAR AS SOON
AS THE 1996 CALENDAR IS AVAILABLE
TELEPHONE TRUDI
01858 434424



"Comment"

by Bill Sunderland

SPRING COMES WITH SUMMER SUN



FOOTMAN JAMES - PUSH THE BOAT OUT

Footman James the Club's in house Insurance Company have really started to give TSSC Members the deal that no other Insurance Company will match. Not only do Members get extremely competitive Agreed Value Insurance with legal expenses, as of 1st March all new policies and renewals with Members being over 25 had free breakdown recovery and Green Cards. As of 1st May all Members taking policies and renewing will get the above and members over 25 will also get European breakdown and recovery. This will be added to Members' policies within the coming 12 months.

To summarise:

TSSC Members get: Very competitive priced Agreed Value Insurance cover. **FREE** legal expenses. **FREE** U.K. and European breakdown/recovery. (Members over 25). **FREE** U.K. breakdown/recovery (Members under 25). **FREE** Green Card for European travel.

All the above is the strength of the TSSC Scheme and hopefully we will soon be offering the above to our European Membership as well, sorry to Members further afield but if we could we would. Yes the gloves are off in the Insurance World, fortunately for TSSC Members we are with the U.K.'s leading Insurance House.



948/1200 REGISTER SECRETARY

I'm very pleased to announce that the Club now has a new 948/1200 Herald Register Secretary, Bob Westgarth. Following the request for someone to fill the role we received four excellent responses and we thank all the candidates for applying for the post. Bob has been an enthusiastic and active member of the Club for several years, previously setting up and running the Cumbria Area and his family are equally enthusiastic about the Club and our cars. We wish Bob every success in his new role.

Peter Williams
General Secretary

MOTORWORKS THE COMPANY

A partnership set up to provide customers with what they want, good Quality workmanship, Competitive Labour rates and a very widespread service. This can be anything from fitting an exhaust to a ground up rebuild. They also build, prepare and repair all types of racing cars, which includes composite panel making, with one off being a pleasure.

So that's part of what they have to offer their customers, what about the background of the partners. Eddie Wilkins nicknamed 'Fast Eddie' by Autosport magazine after his record breaking Hillclimb and circuit racing escapades in his 1300 cc Triumph Spitfire.

With this car he took on the mighty 6 cylinder TR6s and Vitesse to not only win the Championship twice but to also fight for the overall race wins. A three year break saw Eddie entering the 1996 Classic Touring Car Championship in a budget Ford Anglia, built in spare time over the winter. This Championship was very competitive but still Eddie managed to take third in class with some 2nd places and a win over the year, that's it to date so what about the other partners. They are Colin Swash and Andy Butler who were also Eddie's race mechanics in 1996, between them they can strip down and rebuild almost anything, (and it will still work)!

How can they cover so much? Well the racing side is shared between all three whereas the Triumphs and Fords are looked after by Eddie, the Italian car mad Colin takes care of the Fiat, Lancia and Alfa Romeos, and last but not least Andy's love of Landrovers makes him their Landrover specialist.

Contact MotorWorks with your requirements on **01202 840440** from the 1st of May 1997.

TRIUMPH DAY AT DONNINGTON PARK

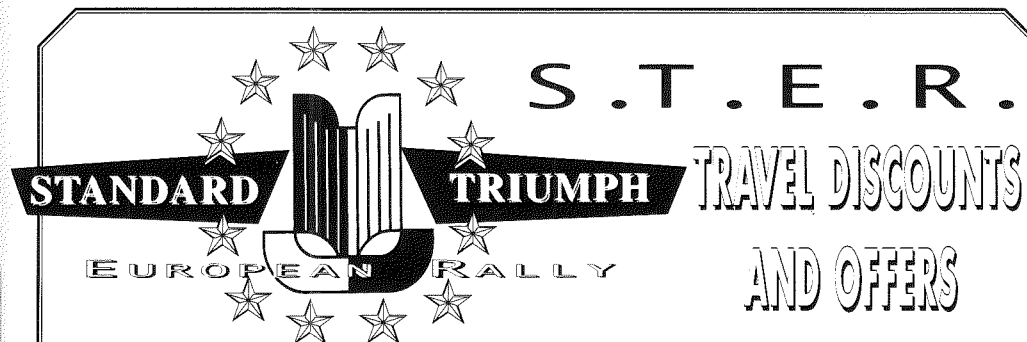
Open to all classics on **Sunday 1st of June**. This event starts as a road rally, and includes entrance to Donnington circuit infield, with a marquee, trade and gift stands. Amongst the competition on the day, there will be prizes for the Best Triumph at the event, Scruffiest Triumph, Triumph that has travelled furthest, Best racing Triumph and Oldest Triumph. These Prizes will be presented on the Start/Finish line.

Each car will form part of a Cavalcade, and each car will also receive a plaque for being there on the day and an additional one for being in the rally. Meanwhile going on all around you will be a full Classic Car Race Meeting! Free Camping is also available. Ticket Prices Per Car are: £27.50 Entrance to Infield and Rally £25.00 Entrance to Infield only. Interested? Then phone Daytime **0115 955 7155** Evenings **0115 985 7400** or **0115 973 2121** Fax **0115 961 2474** or write to **David King, c/o Regency Motor Company, Gedling, Nottingham NG4 3FU**.



*Advance orders now being taken
for collection at
The South of England Meet
10th/11th May*

*Please ring with your requirements before 9th of May
01858 434424*



FERRIES - LE SHUTTLE - RAC COVER

Continental Car Tours are offering a package for Saturday/Sunday nights 24/25th May, Hotel/Ferry inclusive for £99 per person based on minimum of two persons per car sharing a hotel room (en-suite). Limited reservations, contact them on 01304 380244.

P & O FERRIES

Are offering 30% discount over their current brochure prices on a 5 day return from 23rd May to 26th May 1997, Dover-Calais

Contact P&O Central Reservations Office 0990 980980
quoting reference number: 51878 to qualify.
NO MINIMUM NUMBER OF CARS REQUIRED

STENNA LINE

Are offering 20% discount over their current brochure prices for Harwich - Hook of Holland and Dover - Calais.

Contact Stena Line on (0990) 343434 and quote STER to qualify.
NO MINIMUM NUMBER OF CARS REQUIRED

LE SHUTTLE FARES CAR AND PASSENGERS

Travel between	00.00 - 06.00	06.01 - 21.59	22.00 - 24.00
Mini break	£89	£109	£89
valid for trips of up to 5 days the return expiring at midnight on the 5th day.			

Travel on 23/24 May £89 £129 £89

Fares are for cars less than 6.5m in length only - all passengers are included - all fares are return tickets.

For reservations call Le Shuttle on 0990 35 35 35.

RAC EUROPEAN MOTORING ASSISTANCE

premiums per vehicle

RAC AND ASSOCIATED CLUB RAC MEMBERS

RATES BELOW LESS 10%

FULL COVER	£	Supplement for vehicles over 11 years
3 DAYS	28.25	RAC/CAR CLUB = WAIVED. NON-RAC = £37.00
4 DAYS	29.75	Supplement for caravans/trailers
5 DAYS	32.75	RAC/CAR CLUB = WAIVED. NON-RAC = £15.00
6 DAYS	34.25	
7 DAYS	35.75	

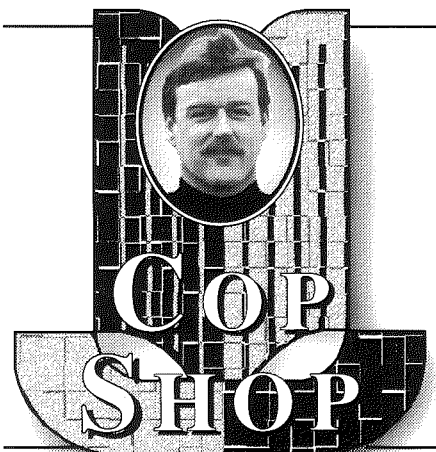
NON-RAC premiums per vehicle Rates as above

RAC personal travel insurance is also available for approx. £10 extra.

Buy both European Assistance and Insurance for a further 5% reduction.

For booking ring RAC European Cover on freephone 0800 55 00 55

STER BOOKINGS: 01344 885541



by Mike Crewes

of any mirror fitted internally shall be surrounded by some material such as will render it unlikely that severe cuts would be caused if the mirror or that material were struck by any occupant of the vehicle.

4) Save as provided in paragraph 5), in the case of a motor vehicle falling within paragraph a) in column 4 of items 1 and 5, or within item 6, of the Table

a) Each mirror shall be fixed to the vehicle in such a way that it remains steady under normal driving conditions;

b) Each external mirror on a vehicle fitted with windows and a windscreen shall be visible to the driver, when in the driving position, through a side window or through the portion of the windscreen which is swept by the windscreen wiper;

c) Where the bottom edge of an external mirror is less than 2 metres above the road surface when the vehicle is laden, that mirror shall not project more than 20 cm beyond the overall width of the vehicle or, in a case where a vehicle is drawing a trailer which has an overall width greater than that of the drawing vehicle, more than 20 cm beyond the overall width of the trailer;

e) Except in the case of a mirror which, if knocked out of its alignment, can be returned to its former position without needing to be adjusted; each exterior mirror on the driver's side of the vehicle shall be capable of being adjusted by the driver when in the driving position, but this requirement shall not prevent such a mirror from being locked into position from the outside of the vehicle.

(see table to the right)

5) and 6) are exemptions for vehicles that comply with various EEC Directives.

7) In this Regulation 'mirror' means a mirror to assist the driver of a vehicle to become aware of traffic

(i) if it is an interior mirror, to the rear of the vehicle; and
(ii) if it is an external mirror fitted on one side of the vehicle, rearwards on that side of the vehicle.

A 'dual purpose vehicle' is constructed for the purposes of carrying passengers and/or goods. There are other descriptions as well but basically it means estate cars, hatchbacks and four wheel drive cars. If you require the full definition of 'dual purpose vehicle' please contact me.

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

mikecrewes@compuserve.com

Recently I have had a number of letters regarding Mirrors fitted to Club cars. Here, once again are the requirements for mirrors under Road Traffic (Construction and Use) Regulations 1988.

Section 33

1) Save as provided in paragraphs 5) and 6), a motor vehicle which is of a class specified in an item in column 2 of the Table shall be fitted with such mirror or mirrors, if any, as are specified in that item in column 3; and any mirror which is fitted to such a vehicle shall, whether or not it is required to be fitted, comply with the requirements, if any, specified in that item in column 4.

2) Deals with vehicles over 3500 kgs.

3) Save as provided in paragraph 5), in the case of a wheeled motor vehicle described in items 1, 2, 7 or 8 of the Table which is first used on or after 1st April, 1969 the edges

ITEM	CLASS OF VEHICLE	MIRRORS TO BE FITTED
5 A two-wheeled motor cycle with or without a side car attached.	No requirement	(a) If the vehicle is first used on or after 1st October 1978, Item 2 of Annex I to Community Directive 71/127, 79/795 or 80/780 or Annex 11 to Community Directive 86/562 of 88/321 or paragraphs 4 to 8 of ECE Regulation 46.01 and paragraph (4) of this regulation. (b) In other cases, none.
6 A wheeled motor vehicle not in items 1 to 5, which is first used on or after 1st June 1978 (or, in the case of a Ford Transit motor car, 10th July 1978).	(i) At least one mirror fitted externally on the offside of the vehicle; and (ii) at least one mirror fitted internally, unless a mirror so fitted would give the driver no view to the rear of the vehicle; and	Item 2 of Annex I to Community Directive 71/127 or 79/795 or Annex II to Community Directive 86/562 or 88/321 or paragraphs 4 to 8 of ECE Regulation 46.01 and paragraphs (2) and (4) of this regulation.
	(iii) at least one mirror fitted externally on the nearside of the vehicle unless a mirror which gives the driver an adequate view to the rear is fitted internally.	
7 A wheeled motor vehicle, not in items 1 to 4, first used before 1st June 1978 (or in the case of a Ford Transit motor car, 10th July 1978) and a track-laying motor vehicle which is not an agricultural motor vehicle first used on or after 1st January 1958, which in either case is: (a) a bus; (b) a dual-purpose vehicle; or (c) a goods vehicle.	At least one mirror fitted externally on the offside of the vehicle and at least one mirror fitted either internally or externally on the near-side of the vehicle.	None, except as specified in paragraph (3)
8 A motor vehicle, whether wheeled or track-laying, not in items 1 to 6.	At least one mirror fitted either internally or externally.	None, except as specified in paragraph (3)

AMENDMENT

I am grateful for Karen Boyle of the DVLA for pointing out an error in my article on Registration Marks. I got confused between the two groups of sizes. The side border must be larger than 7/16 inch (11 mm).

However Ms Boyle is incorrect regarding the types of font. There is only one font allowed by the regulations as many prosecuted motorists around London will testify. Prosecutions (including Fixed Penalty Notices) for incorrect fonts are common place. If you want to follow Ms Boyle's advice, be my guest, but it may end up costing you. If you follow mine it won't!

Mike Crewes



The featured car this month is the very attractive red convertible belonging to Jane Whitaker who lives in Bath, Somerset. If all has gone to plan, you will see an even better picture of the car on the front cover.

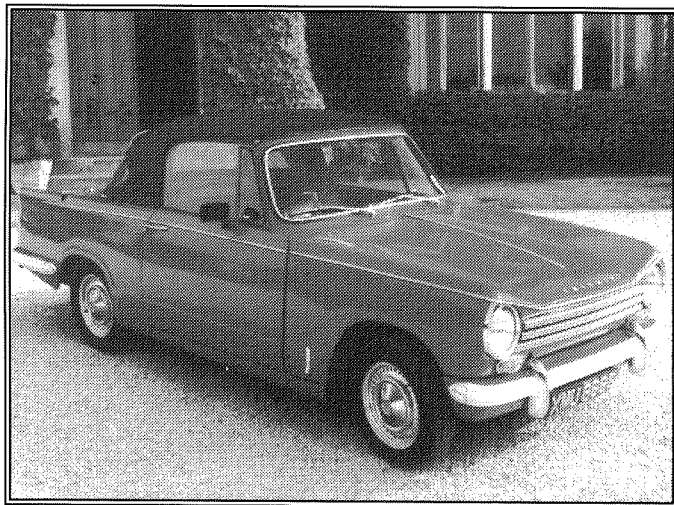
The story started sometime around August last year when a Club member telephoned to tell me of a restored convertible for sale in Maidenhead with which he had been very impressed - although I cannot for the life of me remember why he hadn't bought it! Anyway, within a day or two of this, I received a call from Jane's partner (and mechanic!), Lewis Barton, asking whether I knew of any good convertibles. So, in one of my rare flashes of brilliance, I put Lewis and Jane in touch with the owner. They 'got on their bikes', liked the car and the deal was done.

In the first six months of ownership they have covered 10,000 miles which is fair going for a classic car. It's not been all

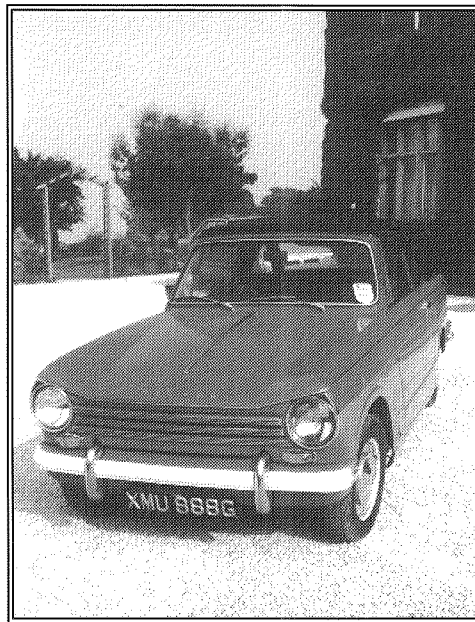
by Phil Willson

plain sailing as they've had to replace the alternator, the starter motor, a half-shaft UJ and, most seriously, the diff. This latter item started making the most horrible noises while they were down in Cornwall but they decided to risk trying to get the car home. In spite of the impression that the unit was going to explode any second, they made it and Lewis was able to fit a replacement unit that he had fortuitously acquired at a pocket money price just a week previously ex an old Bond. Eerie silence is now the order of the day!

Jane and Lewis also assisted with the marshalling for 'Le Jog' which took them through deepest Wales and up to the Yorkshire Moors, so you can see that the car is having to work hard for its keep. The only other problem they've had is that someone - Santa Claus possibly - sat on the bonnet at Christmas! Plans for the future include fitting an overdrive gearbox and converting from Stromberg to SU carburation using parts from a Toledo. Overall, as you will have gathered, they are very pleased with the car and reckon it was the best one that they saw - and at a reasonable price too. So there's a couple of satisfied customers.



As a result of publishing my e-mail address in the March edition, I've had quite a few messages from members - so a collective 'Hi!' to you all. One message, though, was posted to me using the traditional method because it had been rejected by the e-mail system for a very good reason - the sender spelled my name incorrectly. Computers are very fussy things, Alexander How! But I'm actually very pleased that Alexander did contact me, even if it was ultimately by 'snail mail'. He has compiled a list of his 'Top Ten Herald Upgrades' after going through the various articles that I and others have written. Here they are, with his reasons, but in no particular order:



I know that's only nine, but who's counting! Alexander's aim is to improve the comfort and safety of the car without changing the originality or the looks too dramatically. At this stage, I will make no comment on the list but invite you to write in with your personal list of the best 13/60 upgrades, with reasons. Attempts at humour would also be appreciated! Bernard (Mr Editor, Sir) has agreed to donate a couple of pewter 13/60 models as prizes for the best serious entry and the funniest entry (please state whether you would like the saloon, convertible or estate model if you're clever enough to win). I will be the judge - my decision will be final, bla bla bla . . . and will publish the best sets of entries. I will also cover some of the entries in more detail if I consider them generally useful.

Still no progress on my Herald but the 2.5 is coming on apace and should, I hope, be ready for the S.E.M. I've cut out most of the rust and am welding in new bits, so it will soon be structurally very good. The budget won't run to a proper respray this year, so I've bought a tray of 12 large aerosol cans from a cash 'n carry to give it a 'blow over' which will have to suffice

1) Unleaded cylinder head - makes motoring cheaper.

2) All synchro gearbox - saves embarrassing noises especially from visiting drivers who claim 'My dad had one.', 'I learned in one.' etc. and then forget.

3) Silicone brake fluid - no more rust.

4) Synthetic suspension parts (as opposed to the original rubber ones).

5) Halogen headlights - better for those winter nights.

6) Improved brakes - either vented discs or better callipers.

7) A radio (yet to see one that fits well and doesn't occupy the glove box.).

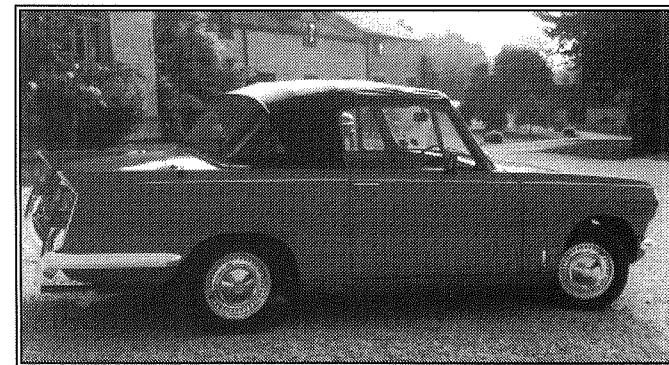
8) Inertia seat belts - mainly to stop the belts getting trapped under the seats.

9) Upgraded steering rack mounts - better road feel.

for a while. At least it'll be the right colour! If you ever do this, by the way, try to get a 12 pack that has been sealed or shrink-wrapped at the factory because it will give you the best chance of getting paint all from the same batch so there will be no colour variations between cans.

I've also (hopefully) got rid of the saloon rear body tub at last - having had no takers through normal advertising channels. It may end up as another sofa like the one at HQ. It's a shame in a way, but at least it'll be a bit of fun. See you at the S.E.M.?

P.S. Heads up Anoraks! My Web Homepage address has changed to : <http://www.elec.qmw.ac.uk/~philw/home>





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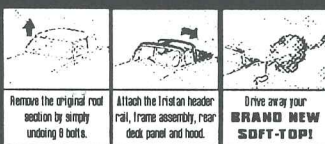
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 Rear wing MkIV/1500/GT6 £105.00
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 Rear wing Vitesse/Herald £68.00
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Son of Little Red Car

by Trevor Collett

My recent request for information on kits or Specials built using Herald or Vitesse parts in the early years of the Herald's life has prompted a letter from Rod Moore, who lives in Cumbria. I have no compunction about reproducing Rod's letter in full; not only is it interesting but it saves me having to write a column myself! (I'm still sorting out my new house). Over to Rod:

"Back in 1963 I built a Falcon Carribean using components from a donor 'Ford Pop' as per the norm. The side valve engine managed a fair turn of speed with the light body but in true rod

and cable brake fashion I am sure I could have stopped quicker by opening the door and putting my foot on the ground. This was in the days of the first MOTs and I can remember almost becoming a fixture in the local scrap yard, once changing the whole front axle from another car instead of replacing the kingpins in order to get the necessary pass certificate - it was cheaper! It was also my first car and it had a short but exciting couple of years life before being demolished by a lorry.

My next car was a Ford Thames van which, although I constantly modified it to go faster and faster,

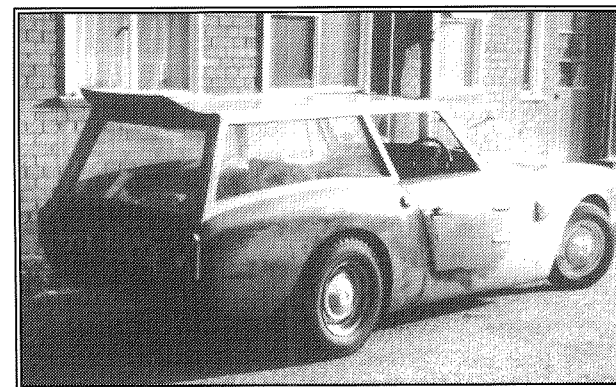


Photo 1. There was a hole-cut modification made in the bonnet to allow for the rocker cover.

Photo 2. Just a few days old, pictured with obligatory model.

it was always hard pushed against Mini Coopers, Anglias and Cortinas. The next step was to fit a V-8 from a Ford Pilot but while on my way to fetch it I saw a Carribean languishing in a garage forecourt. Memories came flooding back about The Little Red Car as the special had been known. It could only have been fate, a quick look and within minutes it was being towed home leaving a very relieved garage chap counting a few pound notes. In retrospect I dread to think what the Thames would have been like as I worked out that the gearbox would have been mounted behind the front seats to get the weight distribution right.

Photo 3. Converting the car into an estate improved the cars road holding.



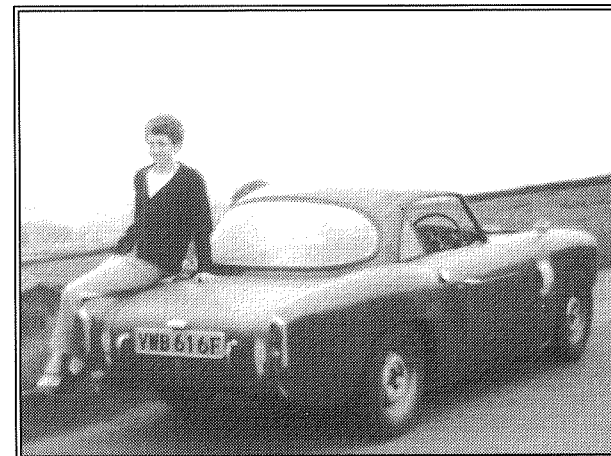
This time I decided to use modern machinery and threw everything away except the body - but what to use? I found from measuring my mother's Herald Estate that the wheelbase and track were almost the same as the Ford Pop, just a few inches longer and wider, so I bought a Courier van with bent bonnet. This was quickly reduced to its mechanical components and the body thrown away

(shame on me but there is worse to come). I rebuilt the chassis so much that when I came to register the car I was allotted a new number, the Log Book stating 'built up vehicle' with a chassis number of LRC2, work that out yourself. Photos 1 and 2 show the car when a few days old

sporting its new numberplates and obligatory dolly bird. The only modification to the body was a hole in the bonnet for the front of the rocker cover, the bulge on the driver's side being the heater intake. It had full instrumentation and went quite fast, I even tried twin Amyl carbs but for some reason they easily went out of tune.

Eventually it had a half race cam, polished and balanced crank, a head so modified backing pieces were needed under the rocker-shaft, double valve springs, racing clutch, disc brakes, oil cooler,

re-modified suspension and a supercharger. It now stopped on a sixpence and went like a legendary 'bat out of hell'; several times I had the speedo needle hard on the wrong side of the 0 mph pin. The down side was a tickover of 2500rpm (due to the cam), whopping insurance premiums and a terrible mpg around town, although on a run it would do around 30 mpg. By the this time road holding had been improved at high speed by converting it to an estate, photos 3 and 4. The spoiler really was needed, especially in a crosswind, as the car was so light.



Other modifications included a sun roof and electric windows, the latter were a constant source of amusement to my friends as I never did get round to fitting the glass.

A rear end shunt broke the bodyshell and the car was stripped down into pieces for storage and eventual rebuild. Marriage in 1971 also meant a more 'normal' car, Joan not being able to drive the special, so I acquired a rolled Vitesse and fitted the mechanical parts to yet another Courier. This was subsequently converted into an 'estate' when I fitted side windows and seats, I said it got worse! The Vantesse estate was run for several years including holidays abroad towing a luggage trailer before being taken apart for rebuilding.

Running in parallel to the above was the purchase of several other Heralds and yet another Carribean body shell that I found by chance in a local garden. A hurried move to the Lake District in 1984 meant rationalising a double garage full of Triumph bits. All the speed mods except the blower went to a local lad, the parts for the special and estate were kept and the rest to the dump. Once settled in the Lakes, two more 13/60 estates were added to the piles of bits. The 13/60 car we had had some time was fitted with the engine and blower from the special while I rebuilt its own engine with Joan, my wife, getting to school in record time.

We now have a very large garage full of unfinished rebuilds and projects including the Carribean body shell. Unfortunately, I don't have a lot of time or money but would eventually like to rebuild the estate back into a van again. Does anyone have the rear tub, dashboard and roof? The dolly bird eventually became my wife but she is now fed up of cars that don't work so if anyone out there is interested in making me an offer on the Falcon body shell . . . ?"

It's me again, thanks Rod. One has to feel sorry for the man; a very bad case of Triumphitis. Still, if he is prepared to sell the Carribean shell without bunging it on a Triumph chassis, he might be getting over it. When Rod is not rebuilding or modifying cars, he is the Curator of



The Cumberland Toy and Model Museum, sounds like a good job. Next time you're in Cockermouth, call in and ask him about his latest project. And Rod, keep us informed on how the van rebuild is going - The Courier needs more on Couriers.

BURLINGTON BACK

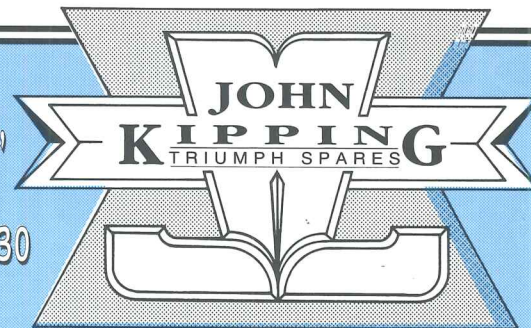
A few weeks ago someone phoned me asking about the availability of the Burlington Arrow/ Beretta kit. I said that I hadn't seen the Company advertise for some years, so suggested the car was not available. You can guess what I'm going to say next - virtually the next day I picked up a kit-car magazine and there is an address for the Burlington Design Company. The cycle-winged Arrow and full-winged Beretta are plan-built cars with a well established pedigree. Apart from the plans, the Company can supply various fibre-glass mouldings needed to complete the car.

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Photo 4.
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Head Work

Part 2

by Brett Dennis

Q Why can't I put an eight-port head on a six-port Spitfire 1147cc block to gain more power?

Q) What's the best head to use on my Spitfire MkIII?

A) Spitfire MkIV from January 1972, part number 218142 or from commission number FH25000. This head had increased inlet valve size (see Table) but still retaining the same compression ratio.

Failing to find a suitable head, you could always have your MkIII head altered to fit the larger valves.

The standard head is 2.960" (75mm) thick. This can be milled to a maximum of .110" (2.8mm). Enlarging the inlet ports should be taken very carefully; this diameter is 1.25" - an old inlet valve should be

Below:
Standard and modified late Mk IV combustion chambers.

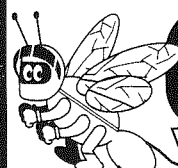
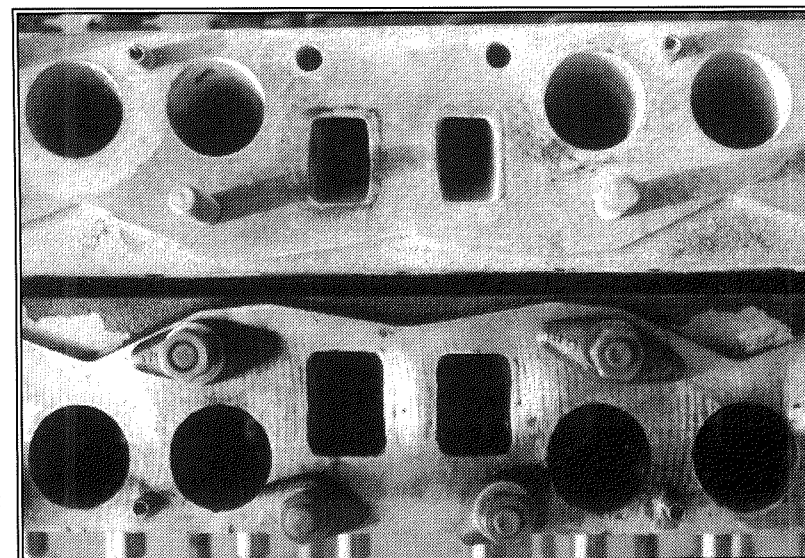
Right:
Photo of standard and modified inlet and exhaust ports.

A) The main reason being the head stud arrangement was altered to better accommodate the four inlet ports, which were now used instead of two.

Q) Didn't Triumph produce an eight-port head for the 1147cc engine?

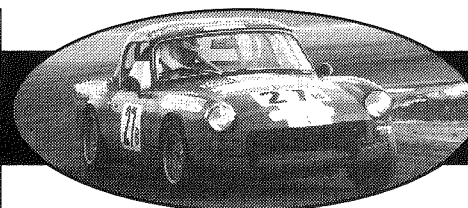
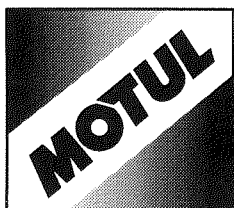
A) Yes, but it was only produced in small numbers. Two of the head studs were 'blind' and could not be torqued down properly. This head I will cover in a separate article.

The "new" eight-port head was used on various different types of Triumph cars: 1296 cc and 1497 cc.



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10 Swoeder Close, Luton, LU3 4BJ.

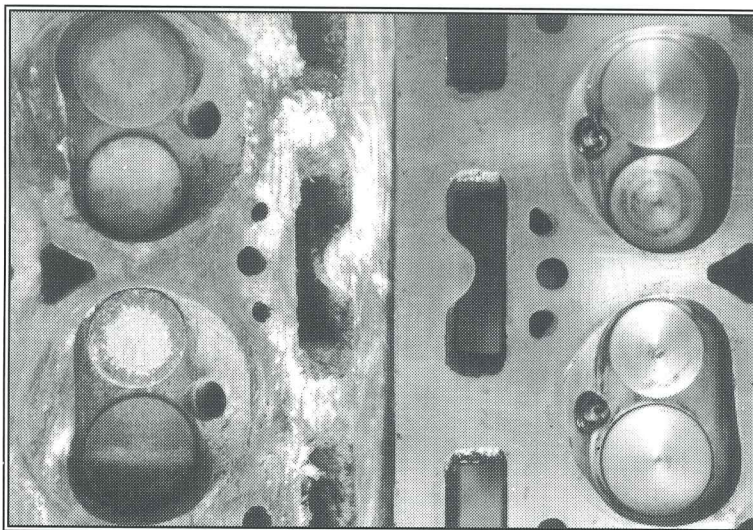


ground to this diameter and used as a check. As you do your porting, you can keep checking as you go to see that the port stays round and the proper diameter is adhered to closely. Your checking valve should slide through the port right up to the inlet guide.

Take special care that you do not enlarge the inlet valve pocket excessively. If there is a ledge between the portion of the pocket and the valve seat area, it is better to leave the ledge than to port out the pocket smooth and have a larger pocket.

It is extremely important that the exhaust ports be opened up as much as possible. This size can be taken from the manifold gasket. Clean the manifold surface of the head and apply engineers blue. Lay up the manifold gasket and trace the exhaust port areas onto the cylinder head surface. Grind the port straight back to the exhaust valve pocket and straight as possible on the sides. Remove approximately 1/16th" from the floor which is about all the port will stand as you are close to water ways at this point. It will be necessary to taper from the floor out to the scribed shape from the gasket. There is a great deal of material that must be removed from the valve pocket. You do not treat the exhaust the same as the inlet. Grind out the bumps and the rises in the side of the pocket so that the exhaust can flow as straight and easy as possible.

Combustion chamber modifications has been very well



covered by John Thomason's article from November 1993 (as long ago as that - doesn't time fly!) but for what we are after here, I don't think any further modifications are necessary.

STD Comp Ratio		9.0:1	8.5:1
Gasket Volume		4.48	4.48
Comb Chamber Volume		34.12	37.6
Clearance Volume		40.24	43.7
Machine To	.5	.028	.033
Raise C/R	1.0	.053	.062
By	1.5	.075	.088
	2.0	.094	-
STD Comb			
Chamber Depth		.460	.500
Head Part No.		147390	307871

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(high spec won't sag)	£69.31
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Rear Shock Absorber (state model)	£16.39
Rear Trunnion Bush Kit (per side)	£4.64
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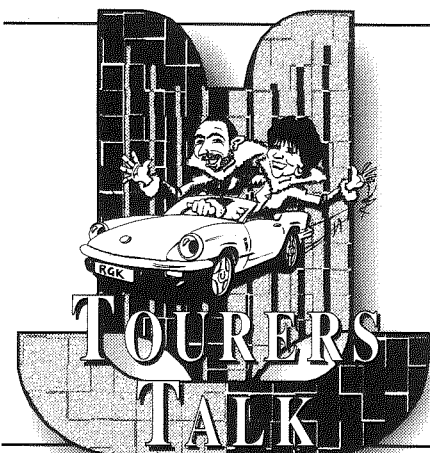
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Caravan Towing

by Rick Roberts

Very little from me this month as the contribution from Tom Longley of Surrey Area and Council member, for which I am most grateful, leaves room for little else.

Just this. Please, please, please keep 'em coming as I'm running really short of material . . . Rick. Over to you Tom. . .

Car accessories come in all shapes and sizes, but perhaps the one that has the largest impact on one's car must be the trailed vehicle, be it trailer, horse-box or caravan. The particular accessory I have for my 1969 Vitesse MkII convertible takes the form of a 1968 'CI Sprite Alpine S' caravan.

This particular model was very popular in the sixties and is still quite a familiar sight on the roads today. All the models in the Sprite range of the period were painted white with a rather distinctive pastel green. The Alpine has a body length of 12' 7" and an overall length of 15' 9 3/4" but, surprisingly for a caravan of this modest size, has

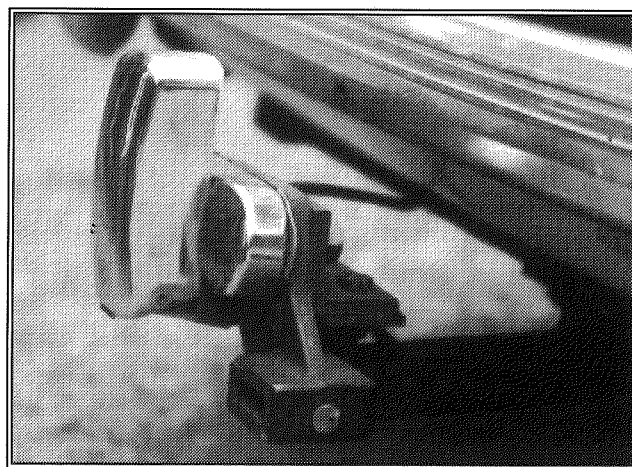


Fig.1

the capacity to sleep five, the format being; one double, two singles and a fold-away upper bunk. Some of the equipment has been upgraded or altered over the years and now comprises two burner hob, grille, oven, sink, 'fridge, radio-cassette, mains powered and twelve volt lighting, pumped water and an awning. The awning effectively doubles the available space and has a removable 'inner-tent' which sleeps two.

Although the Herald chassised cars are probably not the best tow-cars in the world, because they are not particularly heavy, they compensate for this with their relatively torquey engines, and I find that the two litre six of the Vitesse does a pretty good

"Although the Herald chassised cars are probably not the best tow-cars in the world, because they are not particularly heavy, they compensate for this with their relatively torquey engines, and I find that the two litre six of the Vitesse does a pretty good job . . ."

job and its' quite easy to exceed the 60mph maximum allowed speed when on a flat bit of motorway - I would imagine.

With an Ex Works Weight of 584 kg (+ or - 3%) and a Maximum Gross Weight of 749kg, it compares quite favourably with the 927kg of the Vitesse. Incidentally the original guidebook supplied by the manufacturer suggests the Triumph Herald 1200 as a suitable tow-car, along with the BMC 1100 and the Vauxhall Viva of the day, and I know for a fact that this very example has been successfully towed by a 13/60 estate.

When I started towing I fitted a second-hand 'Witter' towbar (Stanpart No. 509675) to what was a pair of fairly unsatisfactory (i.e. rusty) boot-supports which resulted in a set-up which didn't inspire much confidence. It was shortly after fitting this that I took on some fairly major restoration work on the car and replaced the chassis with a completely rebuilt one, and it was at this time that I discarded the Witter towbar in favour of a new one, manufactured by a firm called 'Watling', and supplied to me by the Club. The Watling model has the advantage over the Witter one in that one of its fixing points is on the main part of the chassis, whereas the Witter model relies on the boot-supports and, in part, the rear valence. It also does not require any holes to be made in any visible parts of the body (holes have to be cut in the rear valence and the alloy finishing bumper strip for the Witter one to be fitted). Two large bolts, with spreader plate, go through the base of the spare-wheel well, connecting the two major towbar components together and to the car's body. I have found that it is a good idea to place some sort of packing between these bolt-heads and the spare-wheel to prevent the tyre from chafing. In my opinion the Watling model is a much better piece of kit than the Witter one, and I attribute this to its more comprehensive method of fixing.

It is usual for people who tow to use some type of stabiliser to

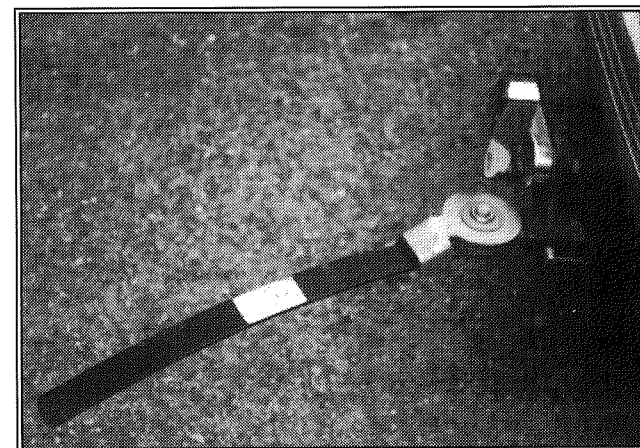
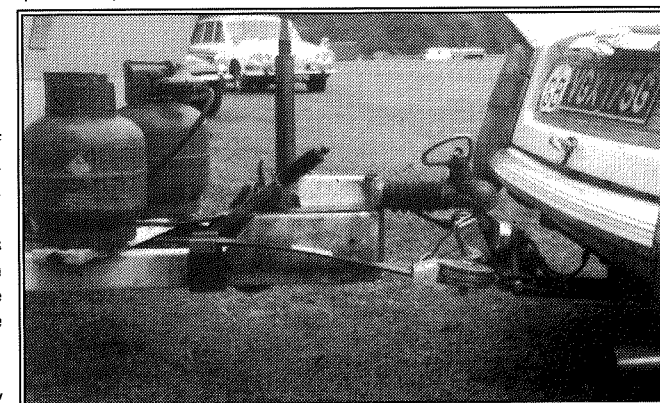


Fig.2

reduce snaking and pitching. I use a fairly simple model called the 'Bulldog Major 200'. A bracket is fitted to the drawbar of the trailer and another to the car, between the towball and towbar (Fig. 1). One end of the 'Stabiliser Spring Arm' is then slotted into the bracket on the car (Fig. 2) and the other end slipped in to the caravan bracket. Broadly speaking- friction discs fitted at the pivot point of the Spring Arm reduce snaking (side to side movement) and the spring of the Spring Arm checks any pitching (up and down movement). I would advise anyone towing anything big with a Herald chassised car to use a stabiliser of some description. Once the

Fig.3





Village of Ronchamp, NW France, en route to Switzerland.

brackets are fitted it is a very easy job to fit the Spring Arm when hitching up. *Figure 3*, shows the fitted item.

Still on the practical side; I fitted a 'Hella' electronic flasher unit, in place of the car's original bi-metallic strip type unit. This gives a constant flash rate irrespective of how many bulbs are connected to the circuit (i.e. when towing), and also provides a connection for the dashboard tell-tale lamp which is a legal requirement. One slightly strange feature of some of these electronic flashers is that they are almost completely silent in operation. Mine fortunately came with a separate small unit which makes the 'click-

clock' sound associated with the operation of the indicators and is simply fitted under the dashboard. (More modern units may incorporate this facility within the flasher unit.)

The caravan has been used at many Club events including International Weekends, S.E.Ms, and the Leicester show, as well as several holidays. However, for the Summer of '95, it went on the longest trip of its life when it

played its part in a Continental touring holiday. Ten people and five cars set off on a rather ambitious trip to mainland Europe, taking in Belgium, Luxembourg, France, Switzerland and Italy. Of the cars, my Vitesse was the youngest at 26 years and the oldest was a Frogeye Sprite of 1960 vintage. The other cars in the party were a '66 Vitesse 1600 estate, a '67 GT6 Mk I and a Mk 3 Spitfire of 1968. Much of the travelling was done in convoy and the five old cars caused quite a

stir almost everywhere we went.

The fitting of mains electrics to the caravan was undertaken shortly before the trip; not many sixties caravans had this, and it's an extremely worthwhile addition, powering kettle, 'fridge, stereo and lights to both caravan and awning. A proprietary after-market kit was used, which includes the necessary RCCB unit and polarity tester. The polarity tester is an essential part of the instal-

lation as some European sites are wired incorrectly. If this is the case a warning light illuminates on the consumer unit and, so as to avoid any damage to the caravan's electrical equipment, the wiring in the hook-up plug to be changed, which is probably the last thing to want to have to do when you pull into a campsite at ten o'clock at night after a whole day's driving!

After a week spent at Lake Brienz in Switzerland we had a week at Lake Garda in Italy. We had booked both of these campsites some time in advance because of the fact that we needed at least two adjoining pitches for the number of cars and people, caravan, awning and tents in the party.

As my Vitesse has an automatic gearbox (a special order: see Turning Circle No. 14) I fitted a transmission fluid cooler in the form of a small radiator squeezed in vertically next to the car's water radiator as space is very limited as any Vitesse owner knows. On the subject of cooling I must say that I have always used a



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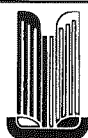
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SPF645	131796	Diff mount, front lower.	2	£3.10
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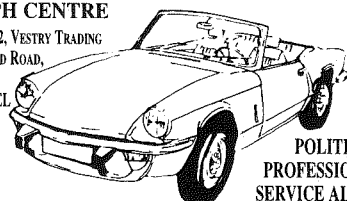


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Kenlowe fan and although I've always found this to be fine whilst towing in England, the cooling system really needed the engine-driven fan to provide additional cooling when on the move, particularly when driving in the more mountainous regions. We were also travelling during a heatwave which didn't help!

Still on the subject of cooling; its usual for towcars to be fitted with both the engine-driven fan and a supplementary electric fan to aid cooling for towing in warm climates. Sadly this isn't an option for the Vitesse due to lack of space. It seemed that what was needed was to achieve greater cooling when the car was actually in motion, and the Kenlowe, I believe, is really only intended to be effective when the vehicle is stationary and this is certainly the only time it's ever had cause to come on in the past.

It therefore appeared that the solution was to take off the Kenlowe and re-fit the old engine-driven fan, thus achieving cooling whilst stationary and on the move. Now that we had the solution only one problem remained; the old mechanical fan was seven hundred miles away back in England!

Fortunately, one of our party was joining us by air a few days into the holiday, and after a quick 'phonecall to England my old engine-driven fan complete with its bolts, were duly retrieved from their resting place in my garage, and taken as hand-luggage to Bern airport where they were collected along with their carrier. I understand that this strange cargo caused a few raised eyebrows at customs but didn't quite result in a full body search. The following morning was spent taking out the electric fan and putting back the old mechanical one - the ideal holiday activity and much more fun than lying in the sun at the lake with a few cool beers!

Once this had been sorted the car was much happier and managed to drag the caravan to the top of the Susten Pass, which is 2224 metres above Sea Level, with no problems, however the brakes did get a little hot on the descent, and in fact we did have to change the brake pads half way through the holiday and I must pass on my thanks to Fiona Kipping of John Kipping for their efficient service in sending these, and a couple of other bits for the other cars, to us at our Italian campsite.

All the cars and the caravan, made it back to England in one piece except for the Vitesse's Estate which managed to part with its entire exhaust system whilst disembarking the ferry at Ramsgate at five o'clock in the morning. It didn't take long to re-fix and we were soon on our way back to Surrey and funnily enough the most awkward manoeuvre with caravan on the entire holiday was reversing it up the driveway upon returning home!

Returning home - the old racing circuit at Reims.



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MIKE WILKINSON

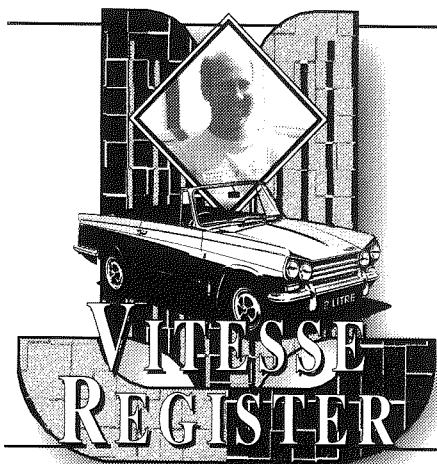
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by Mac Reynolds

lives but also the many friends you make along the way don't miss out on a good thing!!

The second plea for your ongoing involvement is of course the completing of your 'IVRs' (don't think that I have mentioned this for a couple of months . . . so I am due for a reminder!!) . . . The project is going well but it will only work with your support . . . No information from you . . . no register of our Vitesse' so please do look out your IVR form (they are printed in the March 97 News Review, also July, Sept, and Nov 1996). Complete one and send it to Dick (Plumridge) or myself . . . Don't delay . . . do it today!!

Right . . . onto the first featured Vitesse . . . As mentioned last month this is a Vitesse that was built by Brian Freeman from three donor cars . . . two saloons and a convertible, (he also built a 'buggy' . . . see last month)

Hi! . . . As I write this . . . The clocks have now sprung forward and we are beginning to get a taste of those long warm sultry evenings to come, it's a time of year that I certainly always look forward to time seems to slow down slightly to give us more (daylight) hours to get through lists of jobs and still have time to pop down the pub afterwards . . . Or attend your local meetings!! (as Phil Wilson commented in his April Register) please do come along and add your support . . .



It was completed over a period of seven years from 1981 to 1988 . . . so NAB 623D can now be seen finished in Ford 'Electric Blue' (Brian's good lady's choice 1) but as he says it does make her unique (and quite well known in Pembrokeshire). She was first registered on the 1st January 1966, but now fitted with a 2litre engine, MkII seats/steering wheel and wire wheels, all looking good if I may say so Brian!

The second feature this month is a recently completed project which has taken Tom Wetjens (Netherlands) five years to complete, a MkII convertible in light blue (Vauxhall 1950). She was imported from GB in 1980 and has since been converted to LHD (complete with overdrive) chassis number HC 7043 CV (1968). Unfortunately Tom does not mention the original registration . . . nor can I make



out the new registration from the photograph . . . And again she looks good!!

I have to apologise here . . . but the follow up information that I said I would impart upon you are the centre consoles . . . will have to be in next months register . . . I have been a little behind in coming forward . . . as it were . . . and have not done

my homework and due to lack of time, I just haven't got around to contacting several people that I should have . . . watch this space.

A couple of interesting details with reference accelerators . . . A rare (?) item but none the less very important . . . The small securing clip of control cable to accelerator pedal part number 609729 . . . you don't see many of these! . . . Pedals are more than often crimped together at the end to hold the cable in place . . . not a satisfactory arrangement . . . Anyone know if these are still available? Fig.3 . . . also at the other end of the cable, the throttle spring attachment, a small piece of link wire (part number 147131 See Fig.20) which holds the throttle return spring under tension . . .

Another question here . . . where is the correct location of this link wire to attach it to the engine? Just clipped under the sump lip? Please let me know . . . if you do!

A shorter register this month . . . I'm trying to catch up a backlog of mail/enquiries cut the lawns decorate, wash iron, Hoover . . . And go to work . . . Bumper summer register next month . . . maybe. Thanks . . . Take care . . . Cheers . . . Mac.

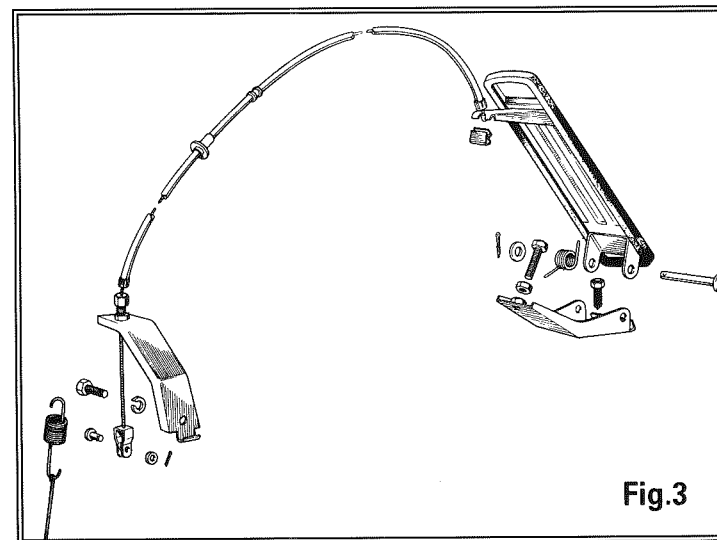
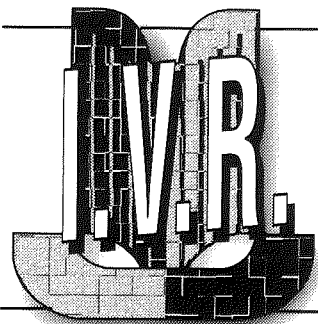


Fig.3



Mk2 Vitesse IVR Project Update SEM Special!

by Dick Plumridge

Just three main messages for this update:

1. Don't miss-out on the Cash Draw!

All those appreciative and discerning Mk.II owners (I know, aren't we all?) who've done a Form for the Mk.II IVR Project, get their "number" automatically entered, free, in this Cash Draw at the South of England Meet May 10/11th!). Prizes of £25 and £15 will be drawn by Angie Hill, our TSSC Membership Administrator. (So if you've been "about to" fill-in your IVR, do do it now!

2. IVRS done years ago, I'm afraid we no longer have!

Mac and I are still trying - perhaps optimistically - to hunt-down the IVRs written before about 1990 (way before Mac became Register Sec., I stress). But currently, we have only the 260 or so dating since the entire Club did a big "push" on IVRs in April 1990; plus about as many again from this current Project. So if a Vitesse IVR was done pre-1990, much as we'd want it, we just don't have it on record now. If you have such a Car, please do take a few minutes on an IVR to re-fill these gaps in the picture.

An article by a much earlier Register Sec. once quoted 994 Mk.IIs on the Register! This is just painful. To see that this never happens to the present records, we hold them securely on computer,

and also on paper copies held separately by both Mac and me. We value them.

3. If you want History on your Mk.II, then send us an IVR!

Mk.IIs do still occasionally appear in the pages of The Courier, with owners seeking history on their cars. I'll normally check on the computer in case I can pass-on anything and sometimes I'm surprised to find we may not have an IVR even from the member who's enquiring! Looks like it might help if I quickly go over what the Mk.II IVR Project is about...

The IVR is the chief way for the Club to know a car exists. But also, through this Project, I send out a response tailored to each car, with help on contacts for the car's individual Factory Records; info. on Registration, Authority Records and whether they may still exist! (e.g. SKG 105H was Registered in Cardiff, Feb/Mar 1970 Time! - but a few KG Records survive) - also contact numbers; info. on the Dealer and price when new; help on DVLC Records of previous owners (at least since the '70s), and copy of the original Logbook and Tax applications indicating when the car was on or off the road; a translation of the Commission Plate data to show the car's original model type and finish; and info. putting the car in the context of "known surviving". Mk.IIs in terms of present rarity, age, etc., within the Mk.II Register. A useful start on the car's history.

All you do is the IVR (but please, please take care with the details), and send it to me with 52p of stamps.

Having followed-up the contacts, some members write back for a second time round with a more complete or corrected IVR - which is excellent. Not only does this help you as an individual members, assembling all this data helps the rest of the Register too. E.g.1) I only realised Saffron superseded Jasmine on Mk.IIs once I put the IVRs all together - 11 Jasmine all up to a certain date, 10 Saffron all later. b) A member queried the authenticity of their combination of Saffron/Tan - I found we had another similar and also apparently genuine, Saffron/Tan Mk.II. c) Only when I noticed from the Register the rarity of original sunroof Mk.IIs, did I check elsewhere and spot this was indeed dropped as an option quite early in the Mk.IIs life! - are there really only 3 original sunroof overdrive Mk.IIs left out there? d) A recent query on "One Owner from New" Mk.IIs - I found we had just 11 (now 12 - thanks for your IVR, John) and was able to send these owners some further info. on this aspect... I think my point is, your IVR helps everyone else and they help you. Revolutionary talk, I know. Do an IVR.

P.S. Wasn't it good to see - and hear! - DPK 939J enjoy such generous exposure in BBC2's "Travels With Pevsner". Good stuff. (Yes, it's on the Register - Thanks Raymond).



Keith Robson's '76 Tahiti Blue 1500 and MG Midget.

This month's photo is sent in by Keith Robson of Ilkley, Yorks and features his 1976 Tahiti Blue Spitfire 1500 and 1976 Tahiti Blue MG Midget 1500. Keith reports that the Spitfire only goes out on dry, summer days - shame! Keith's impressions of the two cars are that the Spitfire seems more modern and roomy, whereas the Midget is cramped with a big steering wheel.

"In terms of performance, the Spitfire seems quicker and cruises at speed much easier than the

lower geared MG. However, the MG does have enormous 'punch' in third and top for overtaking.

The Spitfire corners very flat and fast and is easy to drive on throttle round a tight bend. The MG just grips like hell, but rolls a lot and really oversteers a bit too much - I think the word is 'twitchy'. So, the relaxed, effortless Spitfire or a fun MG. Well, they are both great in their own way. I love the 'new' MG but just adore the Spitfire. If looks can kill, the Spitfire always wins."



Spitfire Safety Legislation

by John Thomason

As discussed last month, crash legislation plays an important part in the design of a car and the Spitfire was no exception. This month we'll look at how the legislation increased over the years, with little impact (excuse the pun!) on the early Spitfires but increasing considerably on the Mk.IV and then Spitfire 1500s.

Interestingly, some of the changes you would not have at first glance, associated with crash safety.

Serious crash legislation really started in the USA, taking a couple of years before the U.K. started to adopt similar legislation, this trend continuing over the years. However, with 80 - 90% of Spitfires sales going to the U.S., Triumph had to adopt such legislation if they wished to continue to sell cars in the lucrative U.S. market. Sometimes the modifications were incorporated

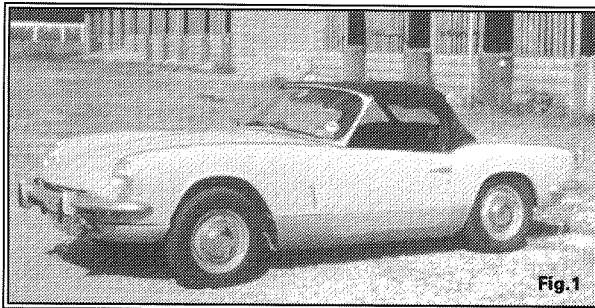


Fig.1

Fig.1
Bumper heights were raised on the Mk.III as a result of the U.S. crash legislation.

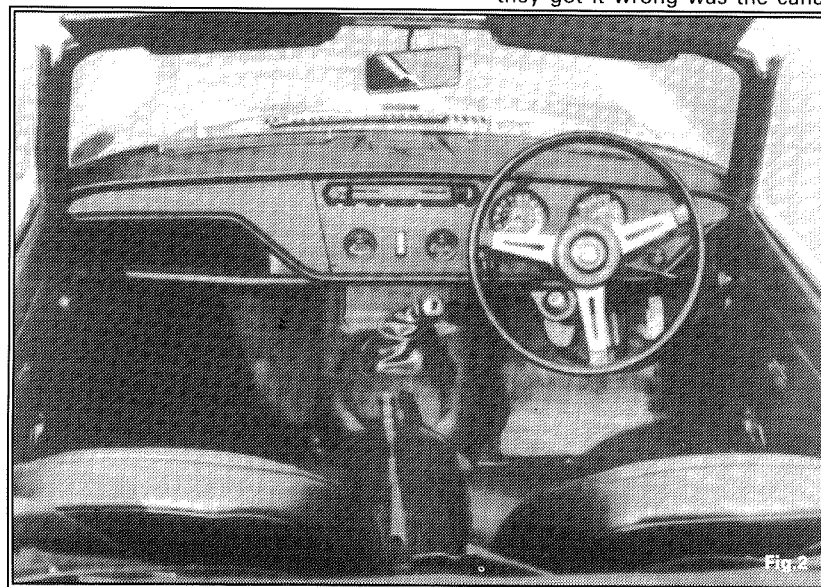


Fig.2

Fig.2
The Mk.IV dash (right) that first appeared on late U.S. Mk.3 Spitfires. Note the lack of protrusions compared to the earlier Mk.3 dash.

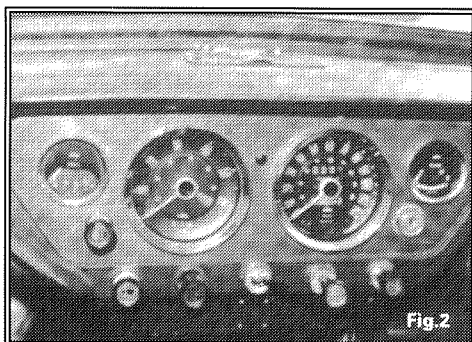


Fig.2

Fig.3
The 'break-away' rear view mirror designed to break off when impacted by the head.

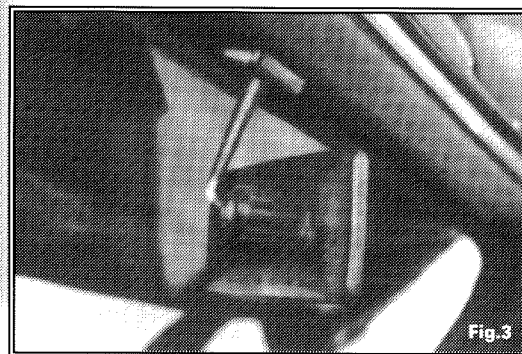


Fig.3

on all cars, sometimes only on U.S. cars, depending on cost and ease of incorporation on the production line.

As is still the case today, due to the length of time it takes to design and produce a car, manufacturers must look into the future and determine what legislation it is likely to have to meet by the time the car goes into production, even if no such legislation exists at the time of the initial designs. A good example of where they got it wrong was the cancella-



Fig.4
Herald-type hood catches could cause nasty head injuries.

tion of the proposed pop-up headlights for the Mk.IV Spitfire due to fears of U.S. legislation against pop-up headlights, that in the event never happened.

Probably the first major impact

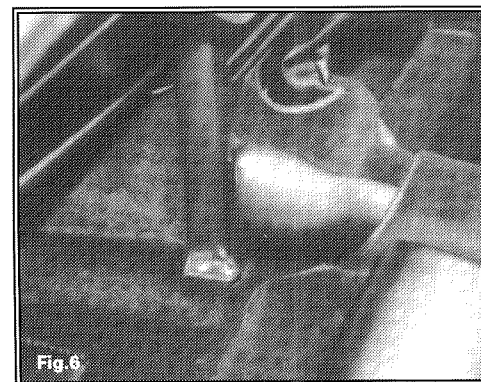


Fig.6

Fig.6
The steel backed knee pads.

U.S. legislation had upon the Spitfire was raising the front and rear bumper heights on the Mk.III Spitfire; a change which completely changed the appearance of the car! Fig.1.

Other changes that appeared on the Mk.III were rear seat belt anchor points to meet legislation introduced in April 1967. Anti-burst door locks continued to be fitted but their performance was improved at FD24,023.

One of the biggest areas of

concern, that was well illustrated on the crash videos mentioned last month, was facial and head injuries as the occupants were thrown forward into the dash. In this respect the U.S. introduced legislation that required 'minimum radii for interior components and energy dissipation tests for parts of the instrument panel which can be

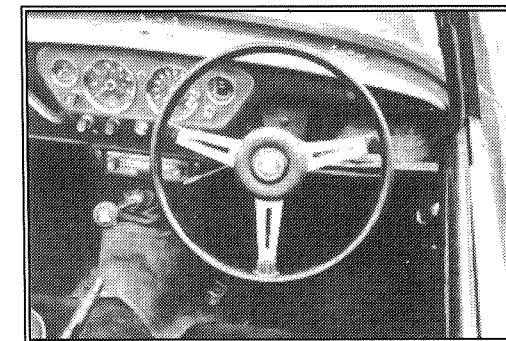


Fig.5 The steering wheel centre was padded.

contacted by the head'. The result of this legislation was a new dashboard for late Mk.III Spitfires in the U.S. We all know and love this dash, as the matt black dash that did not appear in the U.K. until Spitfire Mk.IV, fig. 2 - U.K. legislation being 2 years behind that of the U.S.

There are a number of items related to this 'Interior Fittings' regulation that were fitted to both UK and US cars for commonality and included a 'breakaway' rear view mirror, fig.3, and the deletion of the Herald-type hood catches fig.4, in favour of 'out of the way' lever-type catches. After FD75,000, a padded steering wheel centre, fig.5 and knee pads either side of the transmission tunnel, fig.6, intended to give a measure of cushioning to the lower leg in the

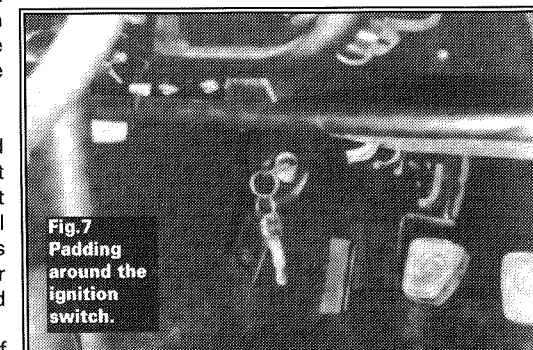


Fig.7
Padding around the ignition switch.

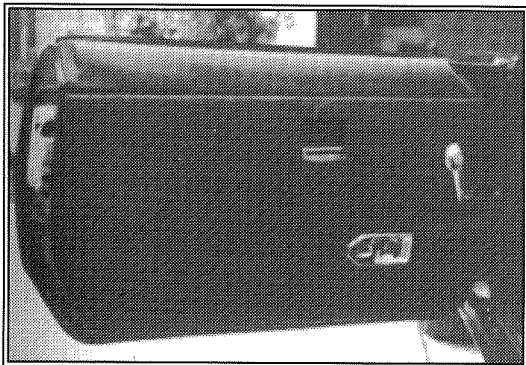


Fig. 8
Flush fitting
door handle
and pull
(left).

The exposed hood frame was now covered in black, plastic mouldings, *fig. 9*, to offer a degree of protection. Seat belts were now fitted as standard by the factory.

External changes included substantially stronger bonnet hinge brackets, covered by black polycarbonate underriders designed to meet Federal 2.5 mph impact tests. The external bonnet seams were removed and the external door handles made flush fitting, in this event to meet impending 'external-protrusions' legislation aimed at reducing pedestrian injuries.

event of the engine / gearbox being pushed rearwards from a frontal impact were also introduced.

The Spitfire Mk.IV saw the full effect of new safety legislation from the States and the U.K. *Fig.* The black dash was matt to reduce glare / dazzle so were the instrument bezels. Instruments, the light switch and heater controls were recessed to reduce protrusion, whilst the choke and wiper switches were well rounded and moved behind the steering wheel *fig. 2*. The ignition switch was moved off the dash to provide an ignition lock, but was surrounded by considerable padding to prevent knee injuries when the steering column was impacted, *fig. 7*. The crash pad above the dash was increased and the protective scroll around the bottom edge of the dash, offered a measure of protection to the head, *fig. 2*.

Internal, trigger-type door handles were also made flush fitting as was the door pull, *fig. 8*.

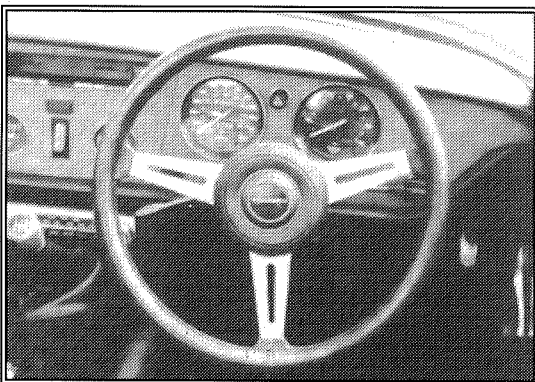


Fig. 10
Padded
steering
wheel rim
and centre.
(left)

1971 / 1972 saw the publication in the U.S. of a number of new legislation requirements covering frontal impact tests and fuel system integrity. Some of the resultant accessory changes, such as: side impact beams, rear boot outriggers (that made the chassis rust like the Herald!), engine restraints, laminated glass, dual circuit brakes, reinforced front / rear bumper mounts and the beginning of some totally outrageous, rubber, front and rear overriders, were not introduced on U.K. cars.

However a number of the U.S. changes did become common after FH60,000 such as 'beefing up' the bonnet hinge brackets, by reinforcing



Fig. 9
Hood frame
protection.

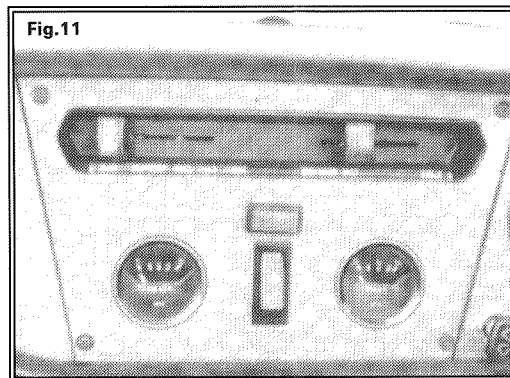


Fig. 11

Fig. 11
The mandatory seat belt
warning light.

ing the front and sides of the brackets, (the resultant double double skin acted as a real rust trap). The steering column was far better restrained, whilst the steering wheel rim was now padded and deformable, and the padding around the horn push increased, *fig. 10*. Interior trim was made fire retardant, whilst blanking plugs were fitted to the seats for the mandatory U.S. head restraints, that were only an option in the U.K. Under the bonnet, fuel system integrity necessitated the rerouting of the fuel pipe from around the front of the engine, to the rear.

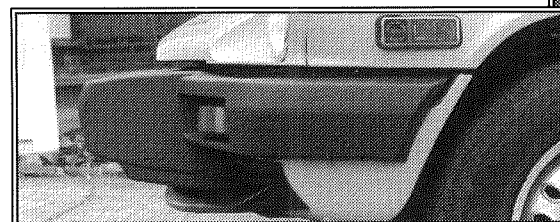
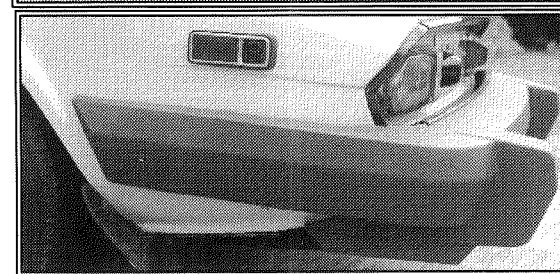
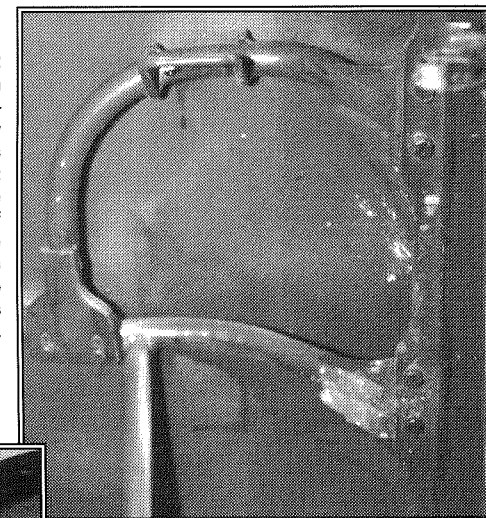


Fig. 12
Bonnet retention
brackets -
the reason why
late U.K. bonnets
and replacement
wings have
2 sets of
bolt holes in the
flange, whereas
Mk IV and GT6
MkIII bonnets
don't.



Compared to the Mk.IV, changes to the U.K. Spitfire 1500 were fairly minor and consisted of the fitment of a number of features already fitted to U.S. cars, as U.K. legislation caught up. These included:

- a) A seat belt warning light, *fig. 11*.
- b) Head restraints fitted as standard from FH80,000.
- c) Laminated windscreens fitted as standard from mid-1978.
- d) Dual circuit brakes from FH130,000.
- e) Maybe not the main reason for its introduction but the repositioning of the ignition key on the TR7-style steering column binicle, removed a possible source of knee injuries. Although not intended for



UK cars, some late cars featured the U.S. fitted bonnet retention brackets, that prevented the rear edge of the bonnet lifting in a front impact and smashing the windscreen, *fig. 12*.

One item that fortunately never found its way onto U.K. cars were the ultimate, U.S., 5 mph impact rubber bumpers, *fig. 13*.

Fig. 13
The less said, the better!



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Hello, my name is Bob Westgarth and I have just been appointed as your new register secretary. I have been involved with Triumph cars for the past seven years when I bought a Bond Equipe GT4S as a restoration project. At that time I was not a member of the Club and was simply looking for a classic car to tinker with. My wife told me that I could only buy a Triumph Herald so the search began.

The Bond was available locally and I persuaded her that it was a Herald under the skin. Unfortunately the skin was about all that was left of the car and eventually she passed on without my making any progress at all. My next foray was with a Herald 13/60 which was given to me in a dismantled state and missing several important parts, the engine and bonnet being the most obvious. After this had rested in the garage for a while I found out about the TSSC and joined up. At this point I felt that this Herald was not a viable project and bought a local Vitesse 1600. This was my first usable



by Bob Westgarth

Club car, but even this was not useable for long. The main chassis rails were rotten and the bodywork had been repaired with plates pop riveted over rust. It was while owning this that I made enquiries at Club H.Q. regarding why there was no area close to my home. After giving the idea serious thought for a couple of days I decided that if an area did not exist I could start one, and Cumbria area was born.

At the third meeting of the new area a young man turned up in a red and white Herald 1200 saloon. It had no headlamp cowl, some other chrome missing and ragged wheel arches. He said that he wanted to sell the car and I took his details in case anyone contacted me wanting a car. By now my Vitesse was getting really tatty and one day, a couple of months later on a cobbled street in Carlisle it developed its own form of four wheel steering when a rear outrigger collapsed. I again decided that I could not repair the car myself and took her to a local Morris Minor specialist for advice and a quote. It was cheaper to just buy another car and so AAO 489 A came into my possession. The owner had been unable to sell the car in local adverts and was willing to sell to me for less than I had been quoted to repair the Vitesse. This was the first Herald I had driven and she proved a revelation. Though not as powerful as the Vitesse she handled beautifully with light steering and quite a modern feel to the controls. Headlamp cowl were obtained the day I collected her and were fitted the next morning before taking her to a local



show. Some people were a little confused as she was in the program as a Vitesse but I felt proud of my new car. This one drove perfectly and had no rust holes in the body.

There followed a period in my Triumph life of complete stability, she covered several thousand miles going to shows and in normal use going to and from work without letting me down. I fitted a Tristan Conversion which I bought at Stafford when they were announced. I obtained a year related number for her when the rules were changed to allow it. I also traded a modern Euro-box for a second Herald 1200 for my wife to use. People said I was becoming obsessed but I didn't care. They were probably right! I was given a 948S which needed restoration and this time I joined a class at my local college and learnt to weld and paint. These two cars were sold, along with a Mk3 GT6 that I had bought from a friend when after being made redundant I started freelance photography. I held on to our little red and white Herald though as restoring her immediately after redundancy kept me sane, and she was by now as much part of the family as my children.

Over the past few years since redundancy several other Triumphs have passed through my hands, a Mk 2 Vitesse, a 1300FWD, two Spitfire 1500s which I still have and a 2000 estate car. All good cars but the Herald remains number one even though she is now a little the worse for wear,

having been used as our only regular family car summer and winter for the last four years. Having restored her to original specifications, I now feel that she needs further body and interior repair, a clutch replacement, and work on the engine. This work will still have to be done on a budget as freelance photography is not the most stable of professions.

In future articles I hope to be able to show how I tackle some of these jobs. Some are specific

to the early cars, others can be applied to even modern cars. All will be done as cheaply as possible, though without compromising safety or longevity.

As your new register secretary I really would appreciate contact from the members, details of your cars, anecdotes, tips etc. You can write to me at the address in the back of the Courier or give me a call. If I am not at home my wife is reasonably knowledgeable about the cars by now, as is my son who helps me with the restoration and maintenance of all my cars. If they can't help they will at least be able to tell you when I will be available.

Until the next time, enjoy your Herald and always remember without our cars none of the other 'more desirable' Club cars would exist!



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Handbrake gaiter	£7.64
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.53
Master cylinder dust cover/boots	£3.82
Boot seal - as original	£18.80
Boot seal (non original)	£9.99
Estate rear tailgate glass seal original	£23.50
Rear quarter window seal, saloon	£19.98
Rear windscreen rubber, saloon	£22.27
Window runner channel, front	£6.46
Window runner channel, rear	£4.70
Rear roof to deck seal, saloon	£9.99
Petrol tank filler neck seal	£4.70
7 inch headlamp seal HERALD	£3.53
Front side indicator lamp rubber seal	£4.35
Petrol tank sender unit cover	£5.29
Petrol tank drain neck seal, sponge	£5.29

SEALS - SPITFIRE/GT6

Front windscreen seal, SPITFIRE I, II, III, GT6 I, II	£21.15
Front windscreen seal, SPITFIRE IV/1500, GT6 III	£17.04
P seal on windscreen frame	£3.82
Roof to windscreen top seal, GT6 I, II	£21.15
Hood header rail/hard top seal, front, SPITFIRE	£6.46
Door skin to door glass, outer weatherstrip	£5.99
Door skin to door glass, inner weatherstrip	£3.23
Door glass glazing seal	£3.53
Bonnet scuttle/bulkhead seal	£4.70
Wheel arch to dash seal (small mud flap)	£2.70
Door check link seal	£2.64
Door aperture seal (Furlex) SPITFIRE	£14.10
Door aperture seal (Furlex) GT6	£17.63
Front valance seal, SPITFIRE I, II, III, GT6 I, II	£1.18
Front valance seal, SPITFIRE IV/1500, GT6 III	£2.35
Gear lever gaiter, SPITFIRE (ALL), GT6 (ALL)	£8.81
Handbrake gaiter, SPIT I, II, III, IV	£7.64
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.53
Master cylinder dust cover/boots	£3.82
Boot seal	£9.99
Tailgate aperture seal, GT6	£9.99
Tailgate glass seal, GT6	£22.33
Petrol tank filler neck seal	£4.70
7" headlamp seal SPIT/GT6	£3.53

ALL OTHER SEALS AVAILABLE - PLEASE RING

CHROME/LOCKS/BRIGHTWORK/BUMPERS

Front windscreen insert, HER/VIT, SPIT I, II, III, GT6 I, II	£5.88
Tailgate rubber insert GT6 I, II, III	£5.88
Cover clip for inserts	£1.53
Door handle l/h HERALD, VITESSE	£18.80
Barrel and keys, right hand, HER/VITESSE	£7.05
Door cam lock r/h HERALD/VITESSE	£32.90
Outer door handle ass. SPIT I, II, III, GT6 I, II	£14.04
Outer door handles (matched pair) black or chrome, SPIT IV/1500, GT6 III (includes lock barrels)	£75.20
Matched pair of door lock barrels, SPITFIRE II, III, GT6 I, II	£14.69
Matched pair door lock barrels, SPITFIRE IV/1500, GT6 III	£14.69
Inner door handle assembly SPITFIRE IV/1500, GT6 III	£17.04
Inner door handle chrome bezel SPITFIRE IV/1500, GT6 III	£7.05
Window winder handles and inner door opening handles, all models - please state model	£5.88
'B' post striker catch SPITFIRE, GT6	£11.46
Boot hinges (pairs) HER, VIT, SPIT I, II, III	£21.15
B post strikers, less slider, HERALD/VITESSE, pair	£25.85
Boot 'T' handle and keys HER, VIT, SPIT I, II, III	£13.51
Boot lock assembly SPITFIRE IV/1500	£14.69
Tailgate handle and lock assembly GT6 I, II	£14.69
Tailgate handle and lock assembly GT6 III	£14.69
Boot latch/striker assy. SPIT IV/1500, GT6 (ALL)	£8.52
Chrome flip top petrol cap SPITFIRE IV/1500	£23.50
Lock barrel and keys for GT6 petrol cap	£9.40
Locking petrol cap, SPITFIRE, chrome	£15.28
Locking petrol cap, HERALD, VITESSE, chrome	£9.40
Chrome wiper arm assembly, all models	£8.23
Stainless wiper blade and holder, all models	£7.40
Bonnet mirror (head & stem), HERALD, VITESSE, ORIGINAL from	£18.80
Door mirror (black or chrome), SPITFIRE IV/1500, GT6 III	£15.86
Bonnet lock kit (pairs) all models	£12.34
Bonnet catch assy. all models	£20.50
Steering column lock assy. SPITFIRE IV/1500, GT6 III	£35.19
Ignition barrel and keys SPITFIRE I, II, III, HER, VIT, GT6 I	£5.88
Ignition barrel and keys as above HIGHER SECURITY	£8.81
Matched lock set GT6 I, door, tailgate & ignition locks	£22.33
Full lock set as above with paired bonnet locks	£30.84
Matched lock set SPITFIRE I, door, boot & ignition locks	£18.80
Full lock set as above with paired bonnet locks	£25.85
Matched lock set, SPITFIRE II, III, door, boot & ignition locks	£23.50
Full lock set as above with paired bonnet locks	£30.84
Matched lock set, HERALD/VITESSE, door, boot, ign., c/box locks	£22.33
Full lock set as above with paired bonnet locks	£30.84
Cubby box lock assy., HERALD, VITESSE	£8.23
Rear overrider HERALD, VITESSE, fully pressed (each)	£32.90
Front overrider, HERALD 948/1200, original (each)	£34.66
B post capping SPITFIRE IV/1500	£4.99
Chrome w/screen washer jet, complete ass., original SPIT/GT6	£4.11
Chrome w/screen washer jet, complete ass., original, HER/VIT	£4.99
Rear number plate light aluminium cowl, original HERALD 13/60	£11.75
Windscreen frame ally capping	£35.25
Rubber bumper set HERALD	£99.88
Bumper end cap, aluminium HER	£8.81
Front bumper, SPIT IV/GT6-III (EXCHANGE)	£176.25
Rear bumper, SPIT IV/GT6-III (EXCHANGE)	£176.25

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

PANELS - HERALD/VITESSE

Front valance, quality fibreglass	£32.90
Bonnet D plate, HERALD, VITESSE	£11.75
Front wing, HERALD 13/60 ORIGINAL PRESSING	£64.68
Front wing VITESSE	£85.19
Front wing, HERALD 1200	£92.83
Front wing arch repair	£14.10
Sill, HERALD, VITESSE	£18.80
Door skin, ORIGINAL PRESSING	£49.94
Door under section repair panel, HERALD, VITESSE	£19.98
Door step/tread panel (not aluminium finisher) as original	£8.81
Rear wing, HERALD, VITESSE	£79.90
Rear wing arch repair	£14.10
Rear quarter valance steel (with or without bumper strip)	£24.68
Rear centre valance, VITESSE, original pressing	£45.83
Rear centre valance, HERALD, original pressing	£49.35

PANELS - SPITFIRE/GT6

Battery box	£14.10
Front valance, original SPITFIRE I, II, III, GT6 I, II, steel	£94.00
Front quarter valance, SPITFIRE IV/1500, GT6 III steel	£52.88
Front quarter valance, SPIT IV/1500, GT6 III, fibreglass	£24.09
Front wing, original, SPIT I, II, III, GT6 I	£65.21
Front wing, original GT6 II	£84.60
Front wing, SPIT IV/1500, GT6 III (GENUINE)	£45.64
Front inner wheelarch, outer section, SPIT IV/1500, GT6 III	£27.03
Sill, all SPIT, GT6, as original	£17.63
Six piece sill kit, both sides SPIT/GT6	£60.00
Door skin, SPIT I, II, III, GT6 I, II	£24.68
Door skin, SPIT IV/1500, GT6 III	£25.85
Full floor, ONE SIDE, front to rear, new improved	£52.88
Heelboard panel	£18.80
Heelboard bracket for radius arm	£18.80
Rear wing, SPITFIRE I, II, III, GT6 I, original	£85.78
Rear wing, SPITFIRE IV/1500, GT6 III, original	£141.00
Rear inner wheelarch, outer section, SPIT IV/1500, GT6 III	£38.19
Rear valance, SPIT I, II, III, GT6 I, II	£44.65
Rear valance, SPIT IV/1500, GT6 III	£36.43
Boot floor, all models	£65.80

ALL CHASSIS AND OTHER PANELS STOCKED PLEASE RING

MECHANICAL/SUSPENSION/STEERING

Front transom/swivel ORIGINAL STANPART	£14.69
Front lower w/bone assembly, inc. bushes, all models	£44.65
Adjustment shims for above	£1.18
Front wishbone bushes	£1.18
Steering rack exchange	£44.65
Steering rack rubber mounting	£2.94
Driveshaft all models, non rotolox	£58.75
UJ flange to diff, small or large	£15.28
NEW propshafts from	£88.13
Front vertical link, VITESSE, GT6, original	£54.05
Front vertical link HERALD, SPITFIRE, original	£54.05
Front wheel bearing kit (inc. hub felt)	£12.93
Top ball joint, all models	£11.16
Track rod end, all models	£7.64
Universal joint, all models	£6.46
Front suspension bolt/nut kit, all models	£15.86
Rear suspension, non rato, bolt/nut kit, all models	£15.86
Front coil spring, STANDARD, state model	£14.69
Front coil spring, HEAVY DUTY, state model	£15.28
Front shock absorbers (inc. bushes) all models	£21.15
Rear shock absorbers (inc. bushes) all models	£19.95
Rear full wheel bearing kit, rotolox models	£17.63
Rear full wheel bearing kit, non rotolox models	£16.45
Rear leaf spring SPITFIRE IV/1500, GT6 III late, NEW	£70.50
Rear leaf spring SPITFIRE I, II, III, NEW	£70.50
Rear leaf spring GT6 II, III, rotolox, NEW	£70.50
Rear leaf spring HERALD, NEW	£75.20
Rear leaf spring VIT 1600/I, NEW	£75.20
Rear leaf spring VITESSE II, NEW	£75.20

FUEL SYSTEMS & CARBS

Petrol tank sender unit HERALD, VITESSE	£26.44
Petrol tank sender unit SPITFIRE	£27.90
Fuel pump HERALD, SPITFIRE	£17.63
Fuel pump VITESSE, GT6	£23.38
Carb repair kit (Stromberg) inc. needle valve	£14.10
Carb repair kit (S.U.S) inc. jet	£15.86

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SPITFIRE 1500	£88.13
VITESSE 2 Litre, GT6 all models	£88.13

BRAKES ETC.

Brake master cyl.	
SPIT IV/1500 single line	£49.35
Brake disc 4 cyl. models	£14.98
Brake disc 6 cyl. models	£16.74
Brake drum, late GT6 MkIII ORIGINAL	£24.68
Wheel cylinders - state model	£8.81
Brake hoses front/rear - state model	£8.52

MOUNTS & BUSHES

Engine mounts, 4 cyl.	£4.70
Engine mounts, 6 cyl.	£6.46
Overdrive gearbox mounting	£14.98
Standard gearbox mounting	£1.88
Steering column bush (excluding late 1500)	£5.88
Bump stop rotolox suspension	£24.99
Rear inner wishbone bush rotolox models	£6.46
Rear spring eye bush, all models	£5.88

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Hoods, SPITFIRE zip rear window original quality	£89.89
Hoods, HER/VIT - double duck/canvas	£164.50
Hoods, SPIT - double duck/canvas	£158.63
Headlining, HER/VIT, saloon, coupe	£47.00
Pair of front seat recovering kits HERALD/VITESSE	£129.25
Rear seat covering kit HER/VIT	£129.25
Pair of door trim panels, HERALD	£49.35
Pair of door trim panels, VITESSE	£52.88
Pair of rear quarter trim panels, convertible HERALD/VITESSE	£58.75
Front scuttle side panel, HER/VIT	£10.87
As above, left hand for VITESSE, with pocket	£19.98
Under dash mill board panel HERALD/VITESSE	£18.21
Seat base diaphragm, HERALD/VITESSE	£16.45
Moulded carpet set, HERALD/VITESSE	£122.20
Carpet set, SPITFIRE, tufted and bound	£77.55
Moulded carpet set, SPITFIRE	£164.50
Moulded carpet set, GT6 (state model)	£193.88
Car seat recovering kit, SPITFIRE IV/1500 black (car set)	£99.88
Door trim panel, SPIT IV/1500, black	£24.68
NEW SPITFIRE IV/1500, GT6 III, dash top cover	£29.38
Door trim panel GT6 state model	£24.68
Glove box, SPITFIRE, GT6, each	£15.86
Pair of sun visors SPIT IV/1500, GT6 III	£29.38
Radiator cowl, GT6	£13.51
Radiator cowl, SPITFIRE	£11.69

ALL OTHER INTERIOR TRIM STOCKED

LIGHTS AND MISCELLANEOUS

Side/Indicator light unit, SPITFIRE III, IV/1500, GT6 II, III	£17.63
Halogen headlight conversion set, HERALD, SPITFIRE & GT6	£34.66
Halogen conversion kit, Lucas VITESSE	£59.93
Wood rim steering wheel, all models	£49.35
Leather rim steering wheel, all models	£32.90
Fibreglass tunnel covers, state model	£32.90
Overdrive column switch cowl	£17.63
Alloy rocker cover, 6 cylinder	£52.88
Alloy rocker cover, 4 cylinder	£39.95

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Race Championship

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by Jo Field



A very good turnout of cars for the first race of the season, with a field of seven Triumphs racing within the 750MC Roadsports Champion-ship.

We were pleased to welcome Russell Williams, in his Spitfire (Modified class) to the group and hope that he will have an enjoyable season with us.

All of our number finished the race, although Paul Lucas missed out on a class win when he caught his fuel cut off switch, thus meaning he lost of a couple of laps. Class winner was Dave Beardsley, closely followed by Steve Crane, with John Davies, Martyn Adams, Mark Field and Russell Williams all finishing within 30 seconds of Dave.

Unfortunately we did not get any 'Standard' cars out for this meeting, but there is still a long way to go this season, Placings after the first race (all 'Modified' class) are shown on the opposite page:-

MALLORY PARK, SUNDAY 23RD MARCH.



Martyn Adams (37) and John Davies (57) line up for the start.

John Davies (57) outbrakes Alan Jones' E-Type at Shaw's hairpin, and nearly outsteers himself (right).



FirstDave Beardsley
Second.....Steve Crane
Third.....John Davies
FourthMartyn Adams
FifthPaul Lucas
Sixth.....Mark Field
SeventhRussell Williams

By the time you read this we will have been to Brands Hatch, and preparing to go to Cadwell Park (10m NE of Horncastle, Lincs on A153) on May 4th and Lydden Hill (7m SE of Canterbury off main A2, midway between Canterbury and Dover) on May 17/18th, We look forward to seeing you there for a great day out.

If in the meantime anyone would like further information on the sections activities please do not hesitate to contact me on;

01536 763799.



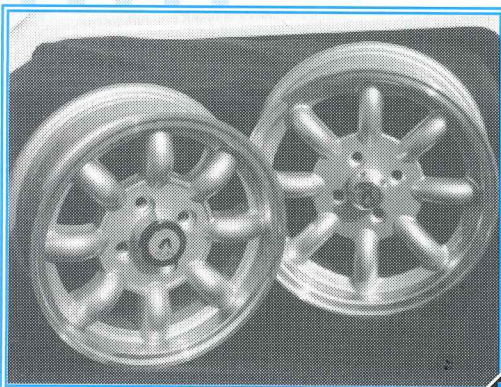


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WH004 - WH005

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WH007



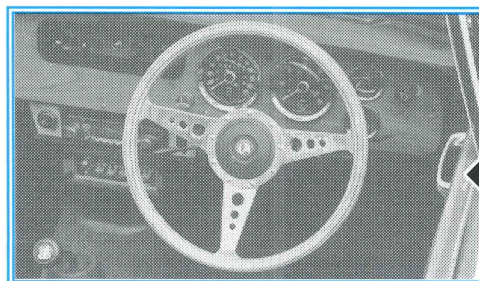
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WH004	MX - (MINILITE REPLICA) SILVER 5½" x 13"	£280.00
WH005	MX - (MINILITE REPLICA) SILVER 6"x14"	£345.00
WH007	SUPASLOTS - POLISHED SILVER - 5½" x 13"	£285.00
WH014	WHEELNUTS - (SET 16) (MUST BE USED WITH ALL THE ABOVE)	£28.00

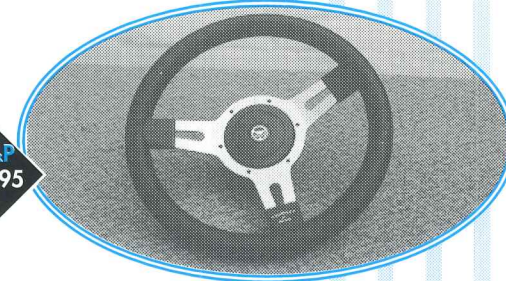
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SW100	WOODEN 13" FLAT	£105.00
SW101	WOODEN 14" FLAT	£105.00
SW102	WOODEN 14" DISHED	£105.00
SW110	BLACK LEATHER 14" FLAT	£105.00
SW111	BLACK LEATHER 14" DISHED	£105.00

MOUNTNEY

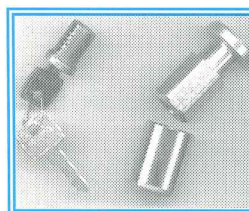
SW107	WOOD RIM 13"	£59.95
SW108	BLACK LEATHER 13"	£44.95

Suggested Applications

13" FLAT - Spitfire & GT6. 14" FLAT - Early Spitfire & GT6. 14" DISHED - Herald, Vitesse & Bond.

LOCKING WHEEL NUTS

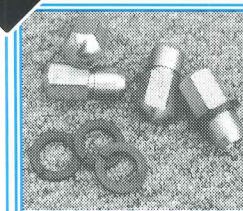
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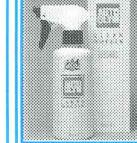
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DK002
SET 4 WHEEL
CENTRES

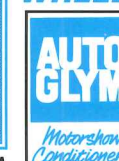
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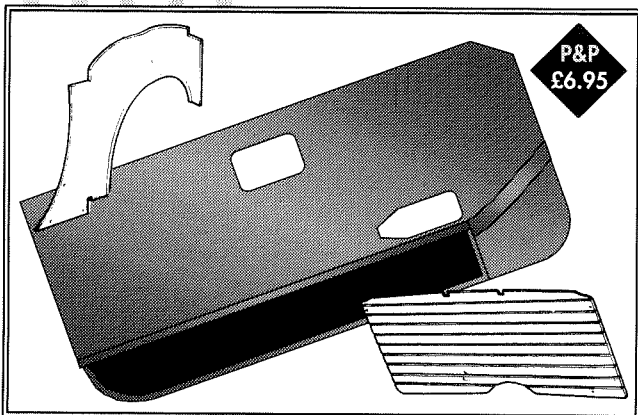
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Developed exclusively for Club Members the new Club trim kit is now available, for Spitfire IV/1500 owners. With a range of unique features.

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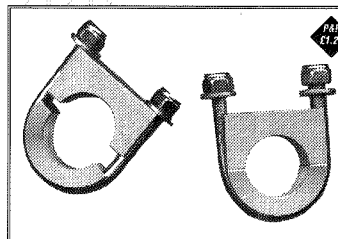
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NEW FOR 1997



ALUMINIUM RACK MOUNTS



RM100

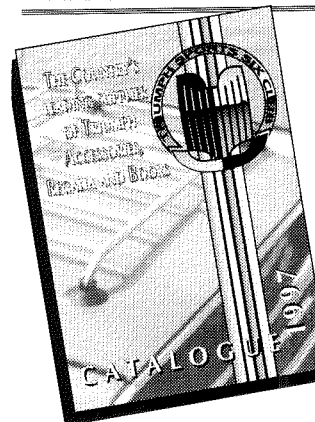
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Spitfire Mk.3-4 zip fr.	£79.95	£104.95	£149.95	£229.95
Herald/Vitesse fr.	£74.95	£94.95	£149.95	£224.95

Tonneau covers from £59.95. Hood covers from £45.95

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...Pen to Paper...

"I'M PICKING UP BAD VIBRATIONS".

On the night that Scottish Central and West members were battling with Gill's pop quiz I was able to announce that the transmission vibration on my Spitfire Mk 2 had finally been cured. For many moons those who paused to admire GGD 5C would be regaled with the history of: this problem and asked for advice. Small wonder that several amongst those present gave a quiet sigh of relief. I too felt fairly chuffed as I departed flushed with the triumph of winning the booby prize with a total of one mark out of sixty eight.

Some long time ago, following a blast round Silverstone on the Norwich RAC run I noticed a vibration which came in at around 60 mph. Propshaft! said I, so I took the offending article to a transmission specialist in Glasgow who in so many words said "It's shot, Jimmy" - He offered to make a new one for £65. At that time that seemed a reasonable price and in due course the result of his labours was installed. A test run soon revealed that my diagnosis had been wrong the vibration was unabated. Now the Diff had soldiered on for something like 95,000 miles so I changed it for one of John Kipping's units. No improvement! By now the symptoms had worsened coming in at the classic 55mph and by 65mph providing a most effective vibro massage for the nether regions of the occupants. So pen to paper to ask John Kipping for his advice. John was convinced that the problem lay in the propshaft. Back to the

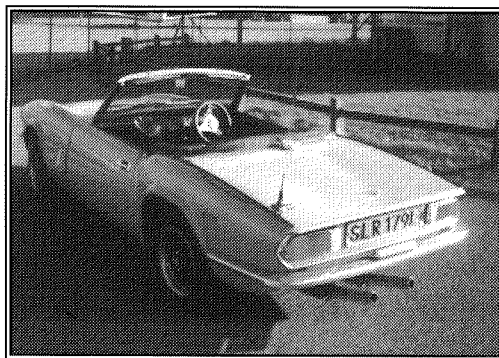
transmission specialist "Ach! its needing a wee bit balance and one universal replaced Jimmy' he says. Thanks John I thought as I carried the pristine propshaft back home. Wrong! No change. Totally baffled I resigned myself to driving at a maximum of 52mph. This is not the way to win friends and influence people on the motorway, except the surprised Reliant drivers as they rocketted by (relatively speaking). But at least I got to most of the shows, although Stafford was a case of discretion being the better part of valour.

More head scratching came up with the thought that all this vibration could not have done the overdrive output bearing any good. So off to Chic Doig we went, "yes" said Chic, the bearing and housing are past their best" (or words to that effect!). In went a reconditioned unit and, yes, how did you guess? No improvement. Other things were tried but to cut it short for those readers who have stuck with it so far, a replacement propshaft was obtained and Chic noticed it was about half an inch shorter than the Glasgow special. Low and behold GGD 5C now runs like silk. So with apologies to all those who have suffered my moans over the years, a moral to this Saga . . . GET YOUR SPARES FROM A TSSC APPROVED DEALER!

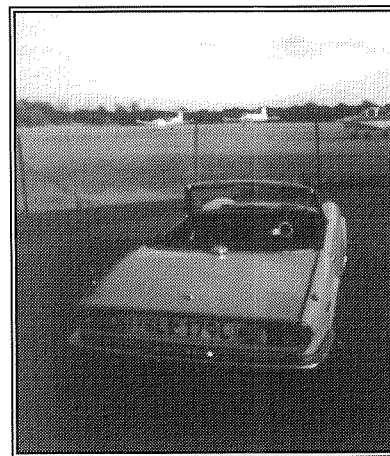
Peter Sherrard

SEWING MACHINE

In October of last year I bought a Saffron Yellow Spitfire Mk IV - SLR 179L. This was after much searching and seeing more than a few 'dogs' including one where the owner 'forgot' to tell me the brakes were 'iffy' before I test drove it. My Spitfire has had nine previous owners and I was wondering if anyone in the TSSC had previously owned it and could supply a little history for some of it's previous incarnations.



It's a relatively standard MkIV of indeterminate mileage due to a broken speedometer when purchased (but it must be at least 110,000), it has the original engine, which whilst it is both oil and water-tight the big ends are beginning to rattle (a nice little job for



the summer!). The previous owner had put new front wings on and had started to re-fit the interior with new door trims and carpets as well as a new hood before running out of time and/or



enthusiasm. The first weekend of ownership was spent sorting out the car as I intended to use it every day to get to work; the wiring was in a bit of a state and more than a little dangerous with live trailing wires in the engine bay. I also fitted my amateur radio transceiver and aerial (my other interest apart from Triumph Spitfires).

...Pen to Paper...

When purchased the car was doing a very good impression of a sewing machine! Renewing the UJ's soon cured that problem (one UJ had seized completely and the other was about to) and allowed me to hear the whining alternator, which was promptly replaced with a new high current version. A couple of weeks later the nearside headlamp failed, time to spend some more money! I've ordered a TSSC halogen conversion kit to replace the existing glow worm sealed beam units (good job I bought the high current alternator!). The only other problem I've so far encountered is with the sports exhaust and trying not to completely destroy it every time I go over a speed bump. Does anyone have any tips on how to keep the front joint (down pipe to exhaust) gas tight, it seems to stay tight for a while and then start leaking again which is not bad in itself, but it blows directly on to the floor under the drivers side footwell and at speed is very noisy inside the car.

On the Sunday 8th June I am taking part in the London to Brighton Classic car run starting from Crystal Palace in South London and going via Penshurst Place near Tonbridge in Kent and Bentley Wildfowl and Motor Museum at Halland in East Sussex and finishing at Madeira Drive on Brighton seafront. Are any other TSSC members taking part? If so maybe we could all meet up somewhere?

Peter J. Francis

MARSHAL SNOOK

As a member of both the T.S.S.C and Club Triumph I was interested to read the reports in The Courier on the Round Britain Run, particularly as I was fortunate enough to marshal at both John O' Groats (yes I was the fellow Bond owner) and Dorchester. I did however, get a short night's sleep in between.

One fact that I don't think has been mentioned, is that most of the garages which open especially to provide petrol, food etc. are ex-Triumph dealers, who have been providing this service for many years.

The amount raised for this year's chosen charity, Alzheimer's Research Trust, was over £20,000 - a record and a marvellous achievement by the participants.

John Snook

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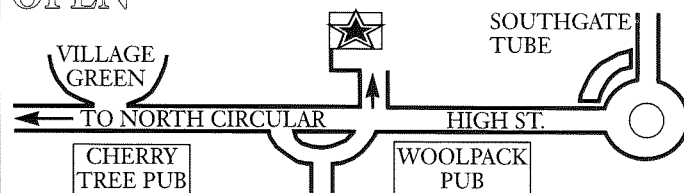
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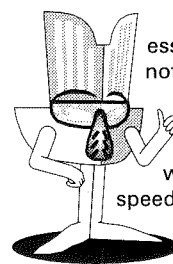


GROUND RULES

Brett Dennis, in his article on flowing the cylinder head (April '97), did not discuss how to drive the grind stones. The problem is that stones must be run at high speed, at least 15,000 rpm for smaller diameter stones. An electric drill can achieve only 6000 rpm, and when stone strikes metal slowly, the grinding wheel will wear away much faster than the cylinder head. Flowing a head this way will take a fortnight, and use a lot of stones.

There are two answers. Instead of grind stones, use a burr to remove the head metal. Burrs have many more grooves than a drill bit and the grooves have a sharp edge all the way along the length, unlike a bit which is sharp only at the tip. Burrs may be straight, cone or even ball shaped, to get into every cranny. They remove metal even at the slow speed of a drill.

Even better is to use a burr with an air powered miniature die grinder. This setup is so fast that you can flow a head in two evenings, and the burr will still be sharp enough to do another head or two. The Photograph illustrating Brett's article shows a die grinder in use.



The photo also shows some essential equipment, that Brett did not mention: eye protection and a breathing mask, GOGGLES or a FACE SHIELD to protect your eyes from metal fragments, which can travel at nearly the speed of sound. Even a slow moving piece is very painful in the eye and can blind you.

If YOU use grindstones, please use a BREATHING MASK. The dust from the stone contains silica, which if inhaled can cause silicosis, or miner's lung, a dreadful form of emphysema.

Finally, anyone interested in head flowing should read David Vizard's book 'Theory and practice of Cylinder Head Modification'. Your local library will loan you a copy, which will probably be an early edition (1971) with details of Triumph head grinding.

Best of luck. There's a good 20 BHP to be found in them thar valve ports!

John R. Davies

Pen to Paper...

SPITFIRE ANTENNA

Ref. Pen to Paper page in the March '97 Courier, Charlotte Hamilton asks how to install an electric aerial into a Spitfire 1500.

My 1977 Spitfire 1500 is fitted with a Bosch 'Club' or 'Clubman' electric aerial fitted into the near side rear wing in a position as far back towards the rear of the car as possible. This is a compact unit and just fits into the space, the limiting factor being the width between the inner section and outer wing. The hole for the antenna is then drilled in the wing and the unit installed in a vertical position. The position for the hole is best marked out with the actual aerial unit in hand. As the motor and aerial unit tightly wedges itself inside the wing cavity, further brackets are unnecessary and in the 19 years that it has been fitted the installation has worked perfectly. Being rear mounted it has the advantage that it is as far away from the engine and ignition as is possible. I would advise the measurements for the position of my installation but at present I am in West Africa and the car is in middle England, but if further details are required they could be available upon my return in July.

Andrew Deacon

SPITFIRE TRACING

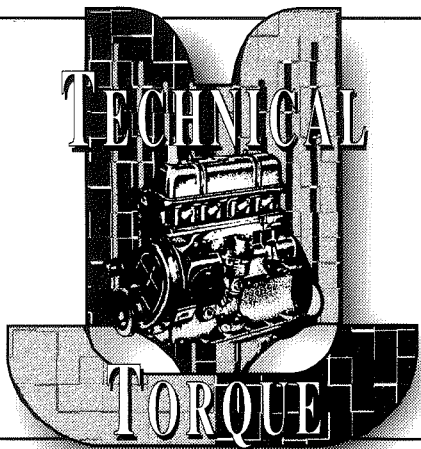
I acquired a 1500 last August, on which the paint code is given on the commission plate as JMA. (Tahiti Blue)

As this didn't seem to make sense given the age and commission numbers etc, I asked BL Heritage to perform a production record trace. In this, the colour is given as Pageant Blue, which also seems to be the best colour match.

The car (Reg no: EGH 748T) was built 4-6th July 1978, Chassis number: FH/125881-0, Body Number: 108400/FH.

Hope that this is of use - puzzling eh?

Mark Viner



Rear Suspension Tuning the Lo Tec way.

by John R. Davies —

The worst feature of the Triumph swing axle is the astounding amount of positive camber that can occur. If that means little to you, when the top of the wheel is further from the car's centre line than the bottom it has positive camber, and that is BAD!

Negative camber is desirable, but even more that the wheel should stay at the same angle as much as possible. There are many ways of improving the situation, but how can you decide what might be best, without a series of expensive experiments on your car?

How can you decide between lifting the spring with a spacer on top of the differential casing and changing the position of the wishbone mountings? Spitfires came with more than one length of drive shaft, and the later, longer shafts in an earlier car can increase the negative camber. Which lengths to use, and how to combine these options? All very confusing, and impossible to evaluate, without time, money or a degree in mechanical engineering. So here is a way to examine any possible modification of your suspension and assess the likely effects, with some graph paper and cardboard on the kitchen table.

You need the paper and cardboard to make a model of your rear suspension. Not for real, but full size and in only two dimensions, which is quite enough for measuring camber. The graph paper needs to be about 2 x 1.5ft, much bigger

than the usual A4 pad, but tape some sheets together, or buy it by the roll at W.H.Smith.

You will also need to know the precise dimensions of your suspension, and the modifications you want to make. Many of these numbers are available from your workshop manual, or from past issues of The Courier (Ref: 1), but unless you are certain that your car's parts are original, it will be best to get under and get measuring.

MEASURE OR KNOW FOR CERTAIN:

1) HALF the length of spring (eye centre to eye centre) (520mm).

2) EITHER (Non-Rotoflex) Length of drive shaft, U/J centre to tyre centre,

OR (Rotoflex)

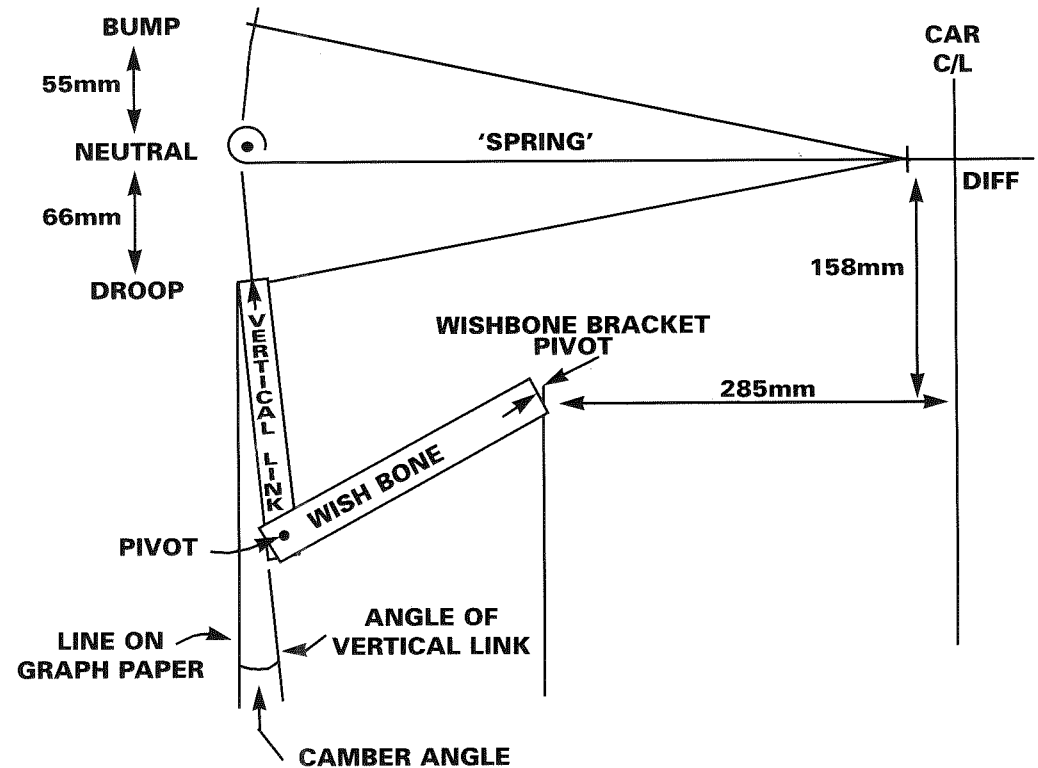
Wishbone length between chassis bracket eye and vertical link eye centres (235mm).

3) Height of Vertical link from wishbone eye centre to spring eye centre (232mm).

(The dimensions given are for my own car, for you to try out this method.)

MAKING THE MODEL.

This is how to make a Rotoflex model, and other variants can be made in the same way. Look at the diagram. Cut two strips of cardboard, and join them together at one end with string, a paper clip or other means of allowing them to pivot on each other. Cut them to length so that the distance, from the pivot point to the ends, are the same as the actual



length of the wish bone and of the vertical link. Draw a vertical line on your graph paper, to the right hand side of the paper. This is the centre line of the car. Draw another line at right angle to this, about a third of the way down the paper, and measure along it HALF the spring length. This marks the NEUTRAL position of the spring.

Using a piece of string as compasses, draw an arc to show how the spring moves from bump (up) to droop (down). Remember that the spring is bolted to the top of the differential, which is four inches across, so that this centre part of the spring hardly moves. Centre your 'compasses' two inches along the spring line away from the centre line.

Mark the limits of spring movement. Unless you have fitted wider tyres or other modifications, in which case measure these as well, use 50mm of bump and 66mm of droop.

Now draw a vertical line 285mm to the left of the centre line and a point on it 158mm below the spring neutral line, to mark the normal position of the wishbone bracket. These dimensions are correct, I think, for Heralds and Vitesse: Spitfires and the GT6s may be different. Your model is now complete!

USING THE MODEL.

To operate the model, place the cardboard vertical link / wishbone assembly on the paper, and fix the inboard end of the wishbone to the wishbone bracket point with a drawing pin, get the top of the vertical link on the spring movement arc, and move it from bump to droop. As you do so, you will see that the vertical link is not always in a vertical position. In fact, it will change from slightly negative camber (top of wheel in, bottom out) in bump to wildly positive (top out, bottom in) in droop.

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The wheel is always parallel to the link, so this camber is the same as wheel camber.

Use a protractor, that semicircular piece of plastic that you measured degrees with in school, to measure the camber angle. Line up the straight edge of the protractor with the edge of the 'vertical link', and read off the angle from the vertical lines on the graph paper. You may have to slide the protractor up and down the link a bit to find a good place to measure, especially when the angle is near zero. Remember that negative camber (good) has the top of the wheel, or 'link' nearest the centre line.

The instability of the swing axle is due to the amount of positive camber that it produces, and the change in camber across the range. Now that we have a model, we can experiment and find the best modification, at no cost and without dirty hands! You will find that changes in the suspension are easily simulated. Remember that raising the spring and lowering the, wishbone bracket are the same in terms of this model, although the first will do more to lower the centre of gravity of the car. Measure either change along the vertical line for the wishbone bracket

Some very interesting figures result:

TABLE 1.			
Wheel camber from bump to droop.			
Different spacers under spring.			
	Bump	Neutral	Droop
Normal position	-1	+2	+8
25mm spacer (1ins)	-1	+1	+5
50mm spacer	-0.5	+0.5	+2

This shows that a two inch spacer gives the least camber change from bump to droop. However, a spacer this tall is too big to fit without. modifying the floor of the rear body tub to accommodate the higher spring. Let's look at the effect of changing the wishbone bracket:

Here, I use three designs of wishbone bracket, all of which lower the eye below the standard position. A design used in racing Vitesse and GT6s, which also pushes the eye out by 5mm, and two designs described by a Swedish engineer, Mr. C.H. Eickhoff. His article in The Courier (Ref:2) predicted from theory and detailed engineering drawings the bracket position for the least strain on the rototex doughnut (Eickhoff A), and for minimum change in camber (Eickhoff B).

TABLE 2.			
Wheel camber from bump to droop.			
Different wishbone brackets.			
	Bump	Neutral	Droop
Normal bracket	-1	+2	+8 (as above)
'Racing' bracket	-2	-0.5	+3.5
Eickoff 'A' bracket	0	+1	+3.5
Eickoff 'B' bracket	+1	+1	+1.5

Differences from standard bracket 'Racing' = 25mm down, 5mm out Eickoff 'A' = 44mm down Eickoff 'B' = 66mm down.

Without boring you further with tables, it is sufficient to point out that Eickoff was right. His 'B' bracket does produce the minimum of camber change, but the camber always remains positive. The 'Racing' bracket on the other hand imposes more change, but mostly stays in negative camber.

Further experiments with combinations of the above show that a 25mm spacer to lift the spring and the 'Racing' bracket together produce the optimum position:

TABLE 3.			
Wheel camber from bump to droop.			
25mm spacer under spring and 'Racing' bracket:			
	Bump	Neutral	Droop
	-1	-2	+1

Observation with a jack under the car, and testing on the track confirm that this is what does happen.

FURTHER EXPERIMENTS.

As you can see, it would be easy to make a similar model for cars with the standard swing axle by making a cardboard drive shaft. and changing the length. Different spring lengths can be modelled. I am sure that even swing spring cars may be modelled, but I have not done so. Would anyone with such a car like to give it a try?

References.

- 1) John Thomason; "Suspensions sussed", p.31, Courier August 1993.
- 2) C.H. Eickoff; "Rear Suspension Talk", p.9, Turning Circle Feb.1989.



INTERNATIONAL LIAISON SECRETARY

Triumphs at
the All British
Field Meet at
Bellevue in
Washington
State in 1993.

Hi Gang. Here we go then, the last time my words make their merry way from the left of this page and over to the right, before STER in Holland!

"You're lucky they said, it might have been a Ferrari, then we'd have had six Webers to sort out, instead of just three!"



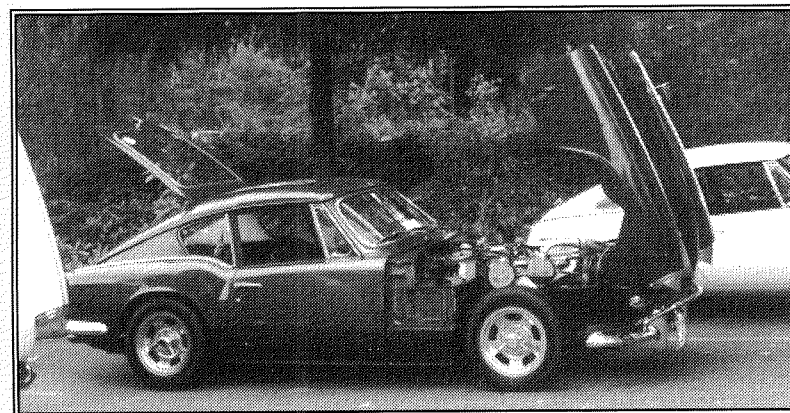
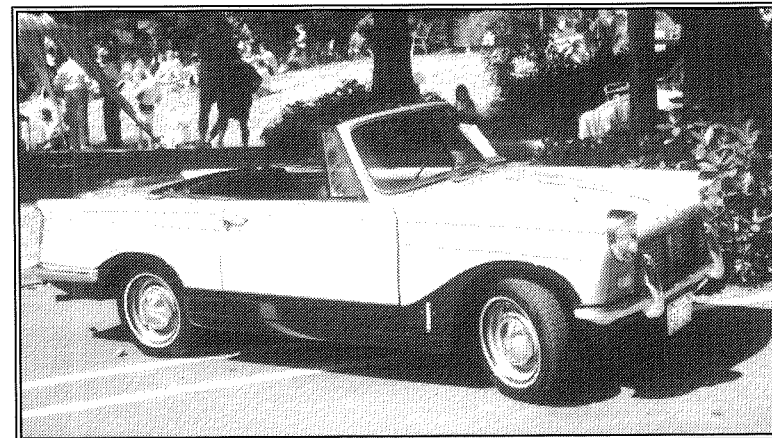
by Léon Guyot

Hmmm, as if that was supposed to make me feel better, it was the end of the first entire day, the guys down at the workshop had been trying to get the Weber 40DCOE's on my Vitesse to run in unison and more importantly, to stop them chucking petrol out of the bell mouths and constantly flooding! First we had decided it was because of oversized Main Jets, Air Control Jets, and Accelerator Pump Jets. So, at considerable cost, these were changed for slightly more conservative items, being used in a friends' GT6+ Alas, that was not to be the answer, the flooding continued. The carbs by now resem-

bling the Victoria Falls, but with refined hydrocarbons instead of water! Then 'twas decided that the new needle valves and their seats were in need of lapping in, this apparently, being a common fault in new needle valves as supplied by Weber.

Well, that got the balance better, so now all three of them flooded in unison! So the eye of suspicion turned in the direction of the twin S.U. fuel pumps, (one per tank), perhaps the fuel pressure was too high? Well, I called the

gentleman who had converted the pumps to electronic operation instead of the usual unreliable manual contact breaker operation, he said I should be using needle valves with damper spring action in order to cut off the excess fuel supply, but of course, these were already installed. He told me that there was no way that an S.U. pump could possibly be creating a



A rather splendid looking Triumph Herald 1200 (above) and a GT6 Mk.1 from Chilliwack, in British Columbia. (left)

fuel pressure greater than 4 psi, but of course the pressure gauge we connected registered a PI pleasing 7.5-8.0 psi !!!

So we went against his advice and fitted a fuel pressure regulator, as used on racing TR6's, and suddenly everything was working just perfectly, all in balance and with no more flooding, idle is around 750 rpm, although we find that the CO level cannot be adjusted down far enough to pass an MOT test and still run. So it's perhaps just as well my Vitesse is registered in 1963 . . . wonder how the

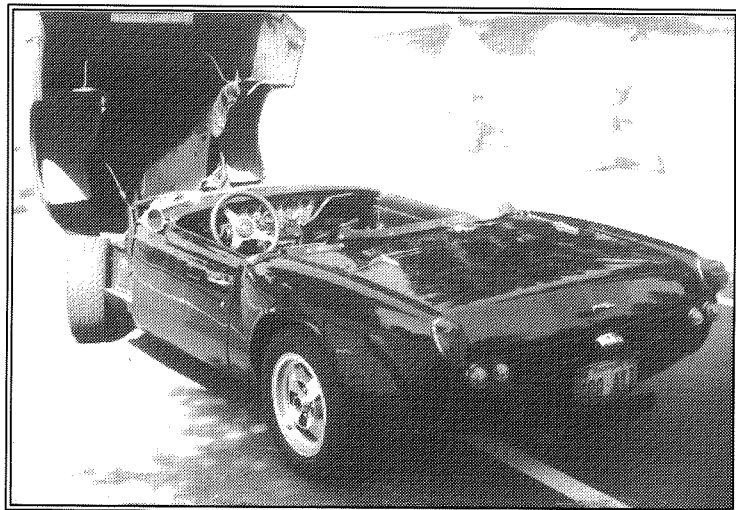
Americans get their Triple Webered Triumphs through their emissions tests?

Anyhow, the upshot of all this concentrated effort is that my Vitesse is now looking increasingly likely to make it to STER, if it passes the MOT test, if I can afford to insure it, buy a ferry ticket, and the fuel to get there! Let alone get it up to Newton Commercial for them to install a set of their excellent carpets on the modified floorpan. If, if, if!!! I guess you'll all find out when you get to STER!!! Right now, you know as much as do I (Sun 13 April).

The full story of this mammoth 13 year long restoration will appear on these pages in the fullness of time.

OK, now a little International business, I've not had a great

"So it's perhaps just as well my Vitesse is registered in 1963 . . . wonder how the Americans get their Triple Webered Triumphs through their emissions tests?"



A rather racey looking Spitfire in black with no windscreen or surround. Look out for the bugs!

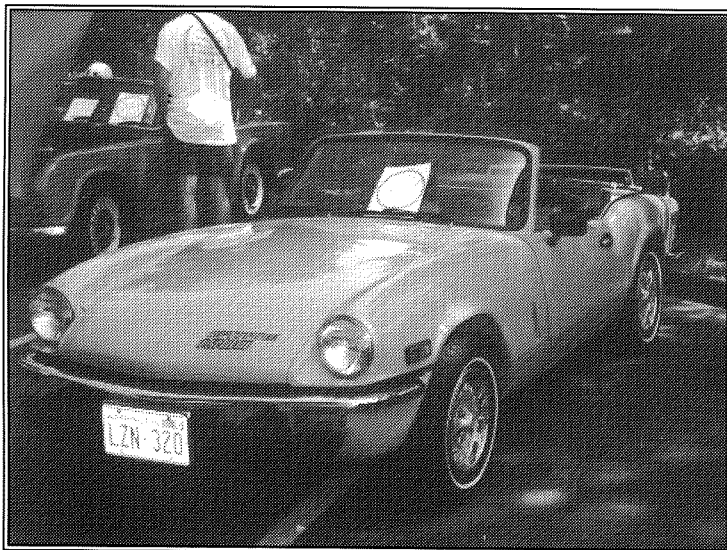
"... my Vitesse is now looking increasingly likely to make it to STER, if it passes the MOT test, if I can afford to insure it, buy a ferry ticket, and the fuel to get there!"

An Inca yellow Spitfire 1500 with all-amber indicator/cruise lights.

deal through snail mail this month, but I can report that member Clive Bergman had a very close shave indeed, when his much treasured, restored red Vitesse 6 Convertible was stolen from a local supermarket car-park, and, but nine (long) days later, the police phoned to say they'd found it, believe it, or not, back in the same supermarket car park!!!

Ingress had been obtained by the pushing-in of the drivers' side quarter light window, and the ignition had been started by disconnecting wires from the back of the ignition switch, apart from that, and 125 extra miles on the speedo, there was no other damage! Now that is what I call Lucky, with a capital L.

So, let that be a warning to you all, lock it, or lose it!!! Go out and buy another security device right now, no excuses, anything is better than nothing. Right, I feel better now! So let's look at some photos from America. So far as I can tell, from the information at hand, these photos were taken at the All British Field Meets, held in Bellevue, Washington, (the State), we'll start off with, *figs. 1, 2,*



and 3. Apparently taken at the 1993 meet, and showing a rather splendid looking Triumph Herald 1200, an early one I believe, and aided by the fact it's called a Herald 1200 and not merely a 'Triumph 1200', also the normal 1200 radiator grille, as opposed to the 12/50 'export 1200' grille, and the suppliers'



A very attractive early Spitfire in black, sporting Minilite-type wheels.

fitted for this year with Wolfrace type wheels, then an early Spitfire sans windscreen or surround, it certainly looks racey like that, but I hope the driver brushes the bugs from his teeth regularly! Then we have a more standard, but nonetheless very smart Spitfire 1500 in summery Inca Yellow, note the all amber front indicator / cruise lights. The following four shots are of unknown age, but may be either 1991 or 1994 shots.

name badge to the left of the bootlid, I would guess this is a Canadian car ex-Vancouver, B.C., now residing in Washington State up in the beautiful Pacific North-West, (is that enough yet Dave?) ... Note also the chrome plated valance trim covers, just like those found in India and Australia, but never on home market cars. In case you were wondering, it appears to be in a sort of powder blue shade which rather suits it.

"So, let that be a warning to you all, lock it, or lose it!!! Go out and buy another security device right now, no excuses, anything is better than nothing. Right, I feel better now!"

First off, *fig. 7* is a very nice looking black early Spitfire with Minilite type wheels, registered as LMK632 I think, taken in 1994. This photo, *fig. 8*, depicts the concours entries in the Spitfire / GT6 class, and nearest the camera is a much loved white Spitfire Mk.IV, a resident of Washington state, and taken

And next along, *figs. 4, 5 and 6*, is the very smart GT6-1 which came down from Chilliwack in British Columbia, The concours entries in the Spitfire / GT6 class, the white Mk.IV hailing from Washington state.



on a beautiful summers day back in 1991? The next shot, fig. 9, shows how popular the GT6 has / is becoming stateside,

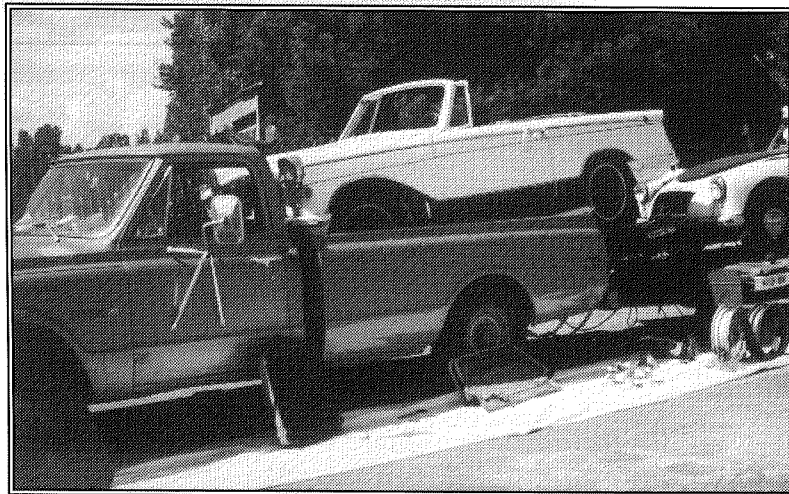
reminds me that whilst I was in the workshop, I had a conversation with another customer, which went something like this: "Gosh," he said, "It sounds just like a Ferrari!", "and it's the right colour too". "Yes"



Popularity of the GT6 seems to be increasing in the 'States as this photo reveals. You can just make out the Spitfire at the far end.

This 1200 is still in one piece (but for how long? and looking rather obscure in this situation.

with a fine line-up of this model, in which we can see GT6's of all types, and a smart Spitfire in the distance. The last picture, fig.10, is a bit of a joker, I know not where it was taken, but at least this poor Herald is apparently still in one piece, let's hope someone saw it up there and felt sorry enough for it to save it! Remember, when they're all gone, they're gone forever.



said I, "that's because it has cost about the same to get it this far!", unfortunately, I wasn't joking, for once . . .

Until next month, fire on all six

. . . Leon.





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Ruining Report

by Gregor Steele

I remember every little thing as if it happened only yesterday, as the song says. I was sitting in a lecture theatre at teacher training college half listening to a talk on a subject whose relevance I found hard to identify. "When I start work," I told myself, "I'm going to reward myself for putting up with this." And the reward, I decided, was to be an open car. Insurance considerations meant that the choice was restricted to a Midget or Spitfire. The latter seemed the better bet because they were cheaper and seemed easier to work on.

magazines were openly calling it "pansy" and a "hairstresser car". I didn't worry. You can't be a teacher with a thin skin.

The end of term came. I was in a scrap yard talking Spitfires when I was overheard by a man who had one in his garage. Actually it was in his stable and had been for two years. It was a Spitfire 4, now called a Mkl and when I saw it I loved it. Loved it too much to notice that you could have kicked the sills in with a pair of sneakers. Anyway, it only cost £100 and £100 wasn't a lot of money in those days either.

My father and I "did it up" on a tight budget (too tight - I ought to have replaced all the tyres and shocks)

"The car seemed to have something against one of my girlfriends though, its passenger door choosing to fly open (no seatbelts!) on a right hander in Edinburgh."

Fellow Scotland Central West members may be surprised to see the author with a) his own Triumph and b) his own hair.

"As the magic 100 approached the car began to shake the way the Starship Enterprise does when Scotty yells "ma enjins canny tek' much mair ol this, Captain!"

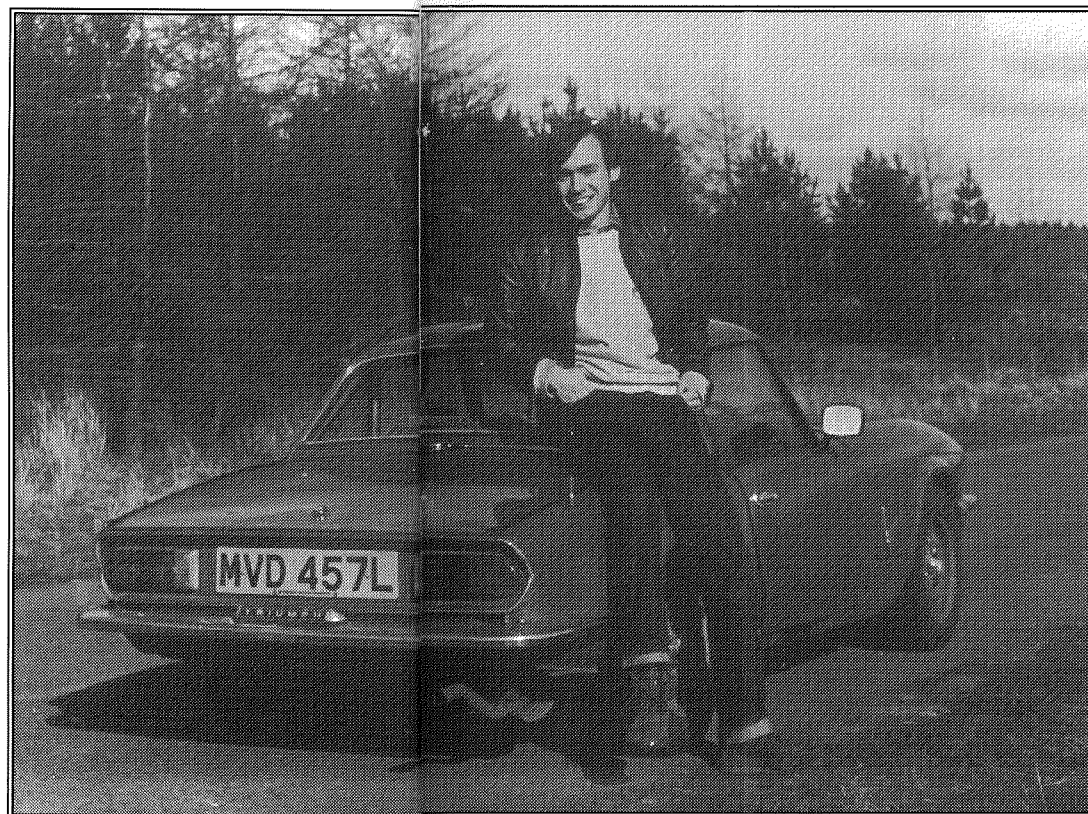
and three months and £200 later it was ready to go. It went pretty well. The gearbox made a fairground "swing the hammer and ring the bell" noise until I learned to double declutch but the engine was delightfully eager. The car seemed to have something against one of my girlfriends though, its passenger door choosing to fly open (no seatbelts!) on a right hander in Edinburgh.

The car died in early October, 650 miles after it was back on the road. I lost control of it on the first ice of the winter on a trip through the west Highlands. The chassis was terminally kinked by the impact with a grass verge. Also, the bump revealed that the Mkl had been pretty weak in places. The doors no longer closed, suggesting the sills had the structural integrity of Play-doh.

One month later I could be seen at the wheel of a Mk IV hard top. I made sure that the first thing I did when snow fell was to go and practice skid control. The Mk IV had a tatty body and a dodgy drive shaft. My father fixed the latter and I made inept attempts at sorting out the former. Come spring I bought a soft top and a stereo and enjoyed motoring as never before. I tracked down poor performance to a dodgy HT lead. I loved the way the engine now revved freely and I was now much wiser about matters involving swing axles.

But I wasn't wise enough. On a beautiful evening on the M8 motorway, in an act of crass immaturity, I decided to see if I could "do the ton" in my Spitfire. The answer proved to be "yes, but not for long". As the magic 100 approached the car began to shake the way the Starship Enterprise does when Scotty yells "ma enjins canny tek' much mair ol this, Captain!" Indeed, had the space legend been around to make this remark he would have been shown to be correct. There was a loud knocking, the oil pressure light came on and my big ends went into melt down.

So, I confess, I ruined two Spitfires, one terminally, the other . . . I sold it to someone who was going to restore it. Then I became a family man and bought Skodas - I seem to have a penchant for unjustly maligned machinery. Now I'm saving up for another Triumph. It's my duty to save one to atone for my past. And this one *will* get looked after.



At the time (the early eighties) a lot of the motoring press was viciously anti-Spit and some

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—by Chris Mills—

International Concours 1997

Following the write-up
in February's Courier
and several calls from
prospective entrants I will
go with my comments as
in that article.

The aim of all the subtle changes is to increase the interest in concours both at the highest level and to encourage new participants with the Cruised & Used class, opening up this section means all members with A1/A1+ cars have the opportunity to see their car in the main hall competing on an even basis.

The Concours team needs help in the form of judges and a couple of people willing to assist with anything during the day. Can all previous judges contact us, before the event if you are able to judge this year and any member willing to assist for a couple of hours during the show.

Please find opposite the advanced entry form, entries can be taken right up to the weekend prior to the event, i.e. 7th July, although this may seem far away, it's best to register now while it's on your mind (photocopies ok) the form is printed for you overleaf.

New for this years event, is each entrant will receive a voucher redeemable against TSSC Offers to the value of £5.00, as we feel we have exhausted the medal idea it therefore means that if you use the advanced entry and buy an item from TSSC Offers, your Concours entry is free and you may walk away with a trophy.

As usual both Alison and I are willing to discuss any detail regarding the Concours competition, providing you call at a reasonable time.

Otherwise we can be contacted via - e-mail:

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BLAST FROM THE PAST

Fitting additional instruments

TSSC ARCHIVE

A wide range of extras are available at garages and accessory shops, which can be fitted easily to most cars.

Some items do of course present their own particular fitting problem, not the least of which are those small electrical jobs, such as fitting of temperature gauges and various other instruments.

In this article we will discuss the various points concerned with fitting some of the most popular accessories.

The addition of an ammeter and a temperature gauge provide the car with a much more comprehensive set of instruments.

An ammeter is easily fitted into most electrical systems, and provides a ready check on the rate of charge, or discharge, and can also be of considerable help when trying to

check and locate short circuits.

If a small auxiliary panel is made up to accommodate the instruments a neat practical arrangement results, which has only to be wired up as follows (see Fig.1)

Before commencing on this, it is essential that the battery is disconnected.

The ammeter is connected in series with the main feed from the battery to the "A" terminal of the voltage regulator unit. This feed runs directly from the battery to the voltage regulator or from the starter solenoid to the regulator.

On the Herald range this main supply is a thick brown coloured wire running from the starter solenoid to the regulator. This cable must be disconnected at both ends and substituted with two wires. One running from the starter solenoid to the negative side of the ammeter, and then the positive

"The addition of an ammeter and a temperature gauge provide the car with a much more comprehensive set of instruments."

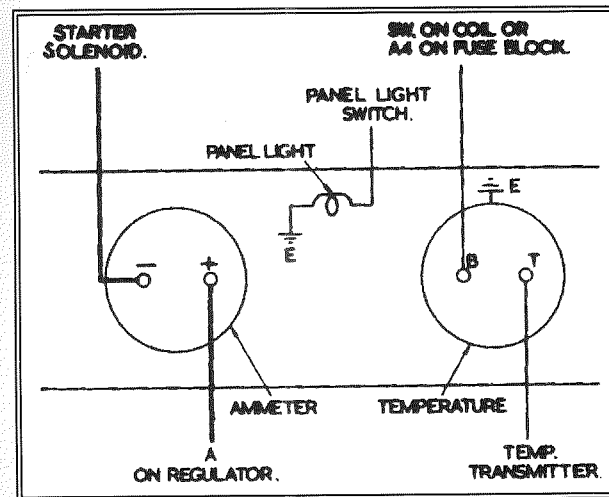
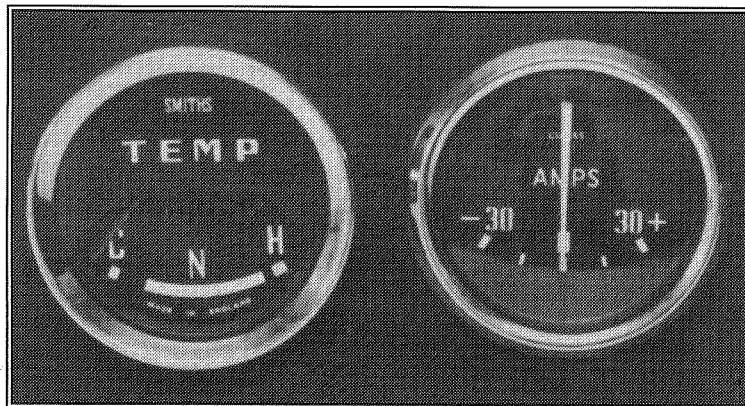


Fig.1
Wiring up the ammeter and temperature gauge.

terminal of the ammeter must be connected to "A" on the regulator.

The new cable should be neatly taped in position, passed through the bulkhead to the ammeter then back through to the bulkhead to the engine compartment to terminal "A".

Make quite sure that there is no possibility of the wire chafing through and shorting against the body, especially where the cable runs through the bulkhead. If existing holes in the scuttle cannot be used, then a suitable hole must be drilled, the edges of the hole being protected from the wire with a rubber grommet.

It will be necessary to employ the use of a lucar type connector to the solenoid and at A terminals and in this instance heavy duty 35 amp connectors must be used as opposed to the 15 amp type used elsewhere on the vehicle. The new wire must be capable of carrying the heavy current and must at least be the same size cable as originally fitted.

By leaving the original cable taped in place but disconnected from the terminals, it becomes a simple matter to bring the wiring back to original specification if the ammeter is removed at any time.

At this stage it would be a good policy to test the ammeter for satisfactory operation. Reconnect the battery and switch on the side and headlamps, the

instruments should now show a deflection to the negative side, i.e. discharge. If the needle flicks towards the positive side then the cable connections on the back of the instrument must be interchanged. If the meter reading is in order then disconnect the battery and proceed to wire up the temperature gauge.

Temperature Gauge:

This instrument is particularly useful in hot weather and also in wintry conditions especially if the radiator is blanked off, a watchful eye must be kept on engine temperature.

This instrument relies for its information on an electrical transmitter fitted into the water jacket Fig.2. This is normally located in or around the thermostat housing and a number of cars not usually fitted with a temperature gauge have a blanking plug in the cooling system. Removal of this plug after draining the water will provide a location for the transmitter. When fitting a transmitter the type of seat should be noted, this will be either flat or conical and the appropriate unit with its associate gauge must be fitted.

The following gauges and transmitter are suitable for fitting to a Herald 1200, 12/50, and Vitesse.

Gauge No. 128214. Transmitter No. 121997. These are Stanpart Numbers and the parts are available from Standard Triumph dealers. The temperature gauge must be wired into the ignition circuit as there is no other means of isolating this unit.

The easiest way of linking into the ignition circuit is by connecting suitable lengths of cable

"... the temperature gauge is particularly useful in hot weather and also in wintry conditions especially if the radiator is blanked off ..."

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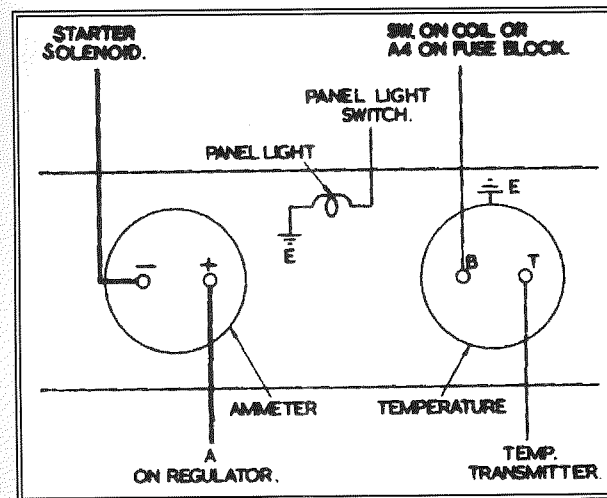
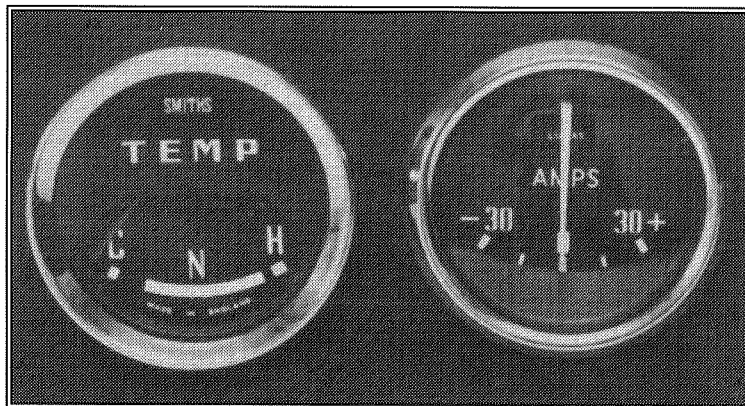


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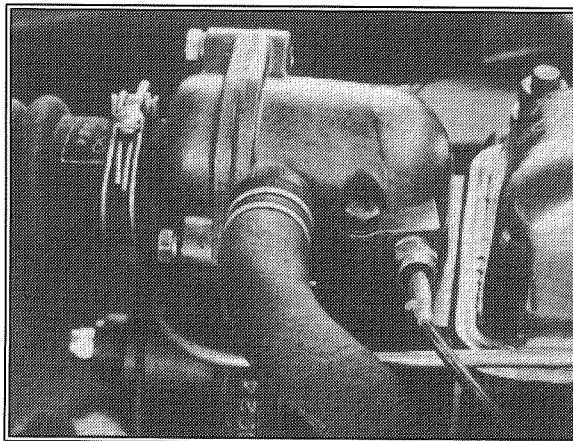


Fig.2
The temperature gauge relies on an electrical transmitter fitted to the water jacket.

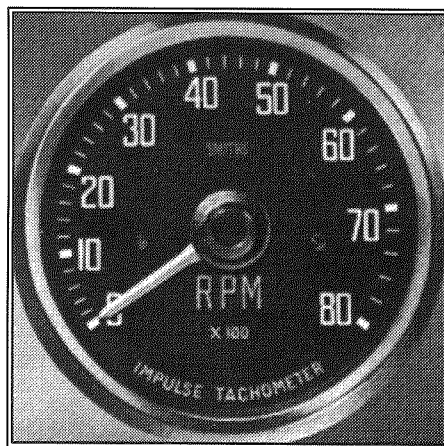
from the S.W. terminal of the ignition coil, to the "B" terminal of the gauge. The "T" terminal of the gauge is then connected to the transmitter unit fitted to the water jacket. The body of the gauge must then be earthed, this is done by connecting a wire from the knurled clamping nut on the gauge to a suitable earth on the body of the car.

The bracket supporting the auxiliary panel will usually serve as a satisfactory earth point. Some sort of panel illumination may now be wired up but this depends largely on the gauges used.

"For the real enthusiast, it is essential at all times to know the r.p.m. of the engine."

One design provides a bulb aperture in the back of the gauge, a small holder and a 12v 2.2w. panel lamp bulb can be purchased with the gauges. This is then fitted to the gauge giving direct illumination to the unit.

Fig.3
Tachometers allow the driver to be fully aware of the car's behaviour.



Alternatively: gauges employing any illumination apertures set into the side of the instrument may be used. In this instance a suitable bulb holder placed between the two metre may be used, this will supply adequate illumination.

These bulb holders are supplied with wiring which must be connected to the existing panel light switch on the dash board. The bulb holder must then be earthed and the panel will light automatically with the remainder of the instruments.

When all connections have been made connect the battery and check operation of complete panel.

Impulse Tachometer (Fig.3)

For the real enthusiast, it is essential at all times to know the r.p.m. of the engine. Only by having this information can the expert driver be fully aware of his car's behaviour.

Every tachometer is supplied complete with mounting bracket as sometimes there is insufficient room to cut a 33/16 in. diameter hole in the dash panel.

To wire up the unit (see Fig.4), locate the battery feed wire which runs from the ignition switch to the S.W. terminal of the coil. Disconnect this lead from the coil and connect the white lead identified by the red marker in its place. Connect the other end of the white lead identified by a black marker to the lead that has been removed from the coil, making certain that this lead has been properly insulated.

Connect the yellow lead (supplied with the instrument) to the appropriate 12v. terminal

located on the rear of the tachometer and then connect the wire to a Ign controlled fused supply. From the centre terminal on the meter marked '+' connect the balance of the yellow lead and earth the yellow instrument to a suitable point on the engine frame.

For panel illumination light connect bulb holder supplied with the meter into the panel lamp circuit as previously described. Refer Fig.4. Check wiring with circuit diagram.

The last instrument we will consider is the oil pressure gauge. This is vital and perhaps the most important instrument one can have on the auxiliary panel.

With the gauge is usually supplied a suitable length of tubing along with a tee piece to facilitate connection to the engine.

Most cars not fitted with an oil pressure gauge have an oil pressure warning light. To fit the oil pressure gauge remove the oil pressure warning light switch which is normally located on the side of the engine. Screw a tee piece into the block in place of the switch, connect the oil pressure pipe to the union, then refit the pressure switch to the end of the tee piece.

See Fig.5. Take the pipe line by the most convenient route to the gauge unit.

NOTE - Before connecting to the instrument or the tee piece the pipe line should be coiled at bot ends, to prevent engine vibration fracturing

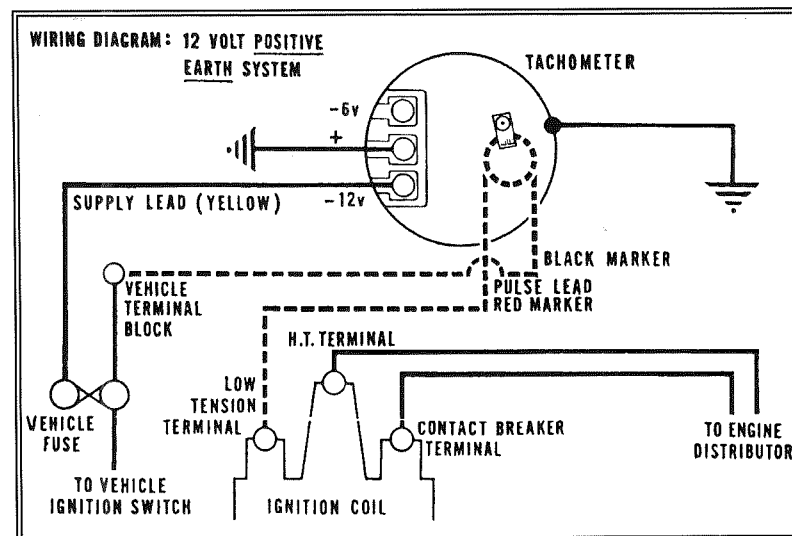
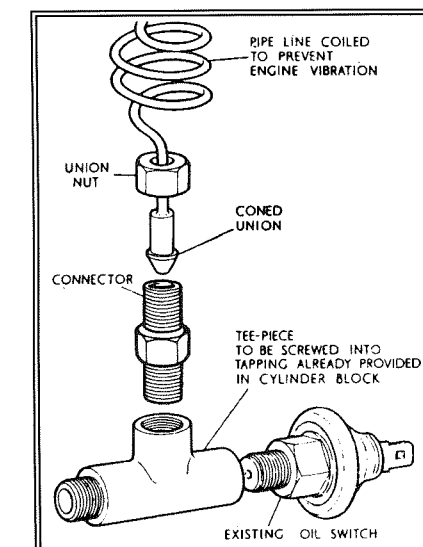


Fig.4
Wiring up the unit.

Fig.5
Take the pipe line by the most convenient route to the gauge unit.





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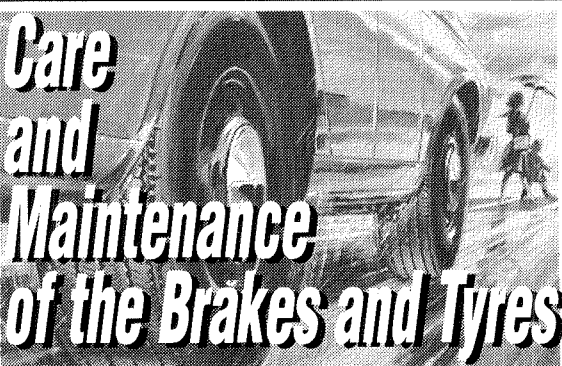
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BLAST FROM THE PAST



Care and Maintenance of the Brakes and Tyres

TSSC ARCHIVE

Two of the parts of the car which have the greatest influence on the safety of the driver and passenger must undoubtedly be the brakes and tyres. Maintenance of these on the Herald is not a difficult job, and you may wish to tackle this work yourself.

found not only inside the drum itself, but will also be deposited on all the parts of the brake assembly, and in some cases of severe neglect sufficient dust can be present to cause brake squeal. Dust off with a soft brush taking care not to breathe in the possible asbestos content of the dust.

Replace the drum and apply the foot pedal once or twice in order to centralise the brake shoes, and then carry out the adjustment. There are two adjusters to each front wheel and one to each rear wheel. They have a quarter inch head which protrudes behind the back plate, and access to them is therefore from the rear of the whole assembly.

Turn one of the adjusters clockwise, at the same time spinning the brake drum. When the shoe contacts the drum, turn the adjuster anti-clockwise one notch (it is quite possible to feel each 'notch' whilst rotating the adjuster) and check the drum for free movement. Repeat these operations with the second adjuster on the front wheels. The query is sometimes raised as to whether the rear wheels should in fact be clear of the ground for rear brake adjustment. The independent rear suspension design permits the wheels to 'drop' to a considerable extent as the car is jacked up, and it is occasionally thought that this could adversely affect correct brake adjustment. This, however, is a fallacy, and the proper procedure is to proceed with the adjustment with the wheel hanging clear of the ground. It is, of course, most important that the handbrake lever should be in the full downwards, or 'off' position whilst the adjustment is carried out. Utilising the single adjuster, repeat the operation as for the front wheels, but remember when spinning

"If the car has covered several thousands of miles since the last brake adjustment, it is probable that a certain amount of dust will have collected inside the brake drums,"

A good indication that adjustment of the Herald brakes is due is when the pedal travels to within one inch of the toe-board before solid resistance is felt. When the brakes are correctly adjusted, there should only be half to one inch of free movement before appreciable resistance is encountered.

If the car has covered several thousands of miles since the last brake adjustment, it is probable that a certain amount of dust will have collected inside the brake drums, and before commencing adjustment, it is advisable to get rid of all this dust. Jack up each wheel in turn, and remove the wheel and brake drum. The dust will be

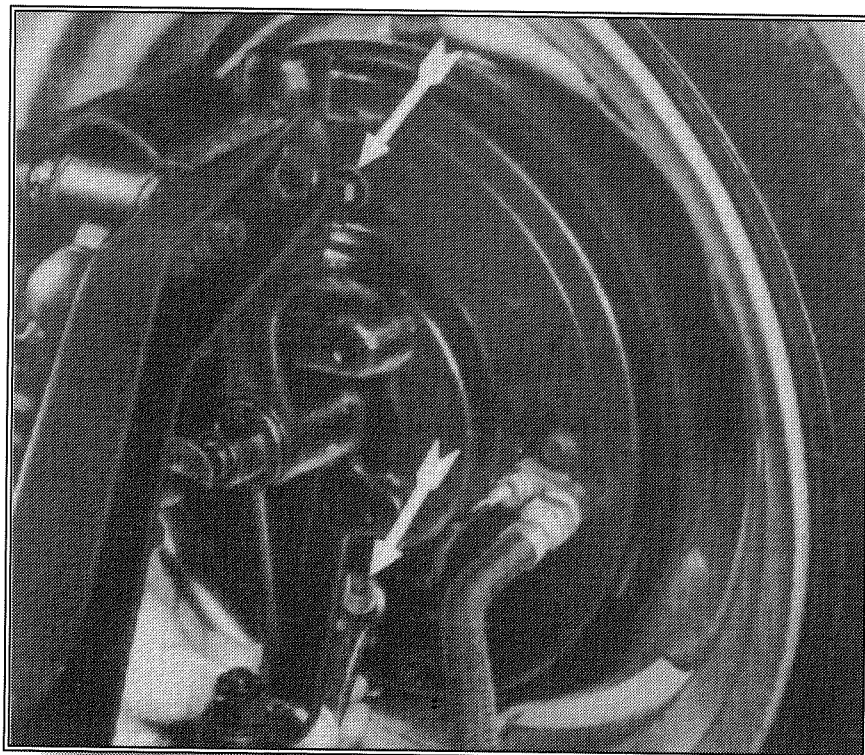


Fig.1
'Adjustment
of the front
brake shoes,
showing the
positions of
the two
adjusters'.

the rear drums that a certain amount of drag will be present from the differential unit, and this should not be confused with brake drag.

The handbrake is automatically adjusted when the rear brakes are adjusted, but after considerable mileage slight stretching of the handbrake cable may occur, and in this case adjustment may be effected to advantage. The rear wheels should once again be clear of the ground, and the adjustment is then carried out at the end of the cable at the attachment point to the back-plate lever. The cable is secured to the lever by means of a threaded rod and clevis, which is in turn attached to the lever by means of a clevis pin. Remove this pin, and with the handbrake in the 'off' position

and the brake shoes correctly adjusted, screw the clevis onto the threaded rod until the pin may be inserted into position without pulling the lever from the 'off' position. If a brake pull-off spring is incorporated, it should be detached during these adjustment operations.

If any air is admitted to the hydraulic system, such as when changing any of the parts associated with this system, or if for any reason a pipe joint is uncoupled, it will be necessary to bleed the system. Evidence that bleeding is required is shown by a marked 'spongy' feeling when the brake pedal is depressed, which can be momentarily eliminated by 'pumping' the pedal several times.

Before commencing to bleed the brakes, it is a wise precaution to carry out a visual check of the hydraulic system, so that if necessary any faulty parts can be replaced. Particular points to check are leaking from the wheel slave cylinders, which is shown by fluid on the back plate and/or drum;

"The query is sometimes raised as to whether the rear wheels should in fact be clear of the ground for rear brake adjustment".

leakage from the flexible hose connections or pipe joints, or bulges, cuts or chafing in the flexible hoses, the latter two probably being due to contact with the chassis, tyres or road wheels.

Equipment which you will require for the bleeding operation will consist of a glass jar (a clean jam jar will do), a short length of rubber tube which will fit neatly over the bleed nipple, and a spanner to fit the nipple itself. Firstly, make sure that the master cylinder reservoir is topped up to the correct level, and throughout the operation frequently re-check this level and do not allow it to fall below half full. This is most important. New brake fluid should be used for topping-up.

Start with the nearest bleed nipple to the master cylinder, which for right hand drive cars is on the right hand front brake assembly. Clean the nipple, then attach the rubber tube to it and allow the other end of the tube to hang into the glass jar, which should be partly filled with brake fluid. Unscrew the nipple about half a turn, and get someone else to depress the brake pedal as far as it will go, then allow it to return. This operation should be repeated several times, allowing a

short pause between each depression of the pedal.

Watch the fluid which is being passed into the glass jar, and when all the air bubbles have ceased to appear, tighten the bleed nipple and remove the rubber tube. Repeat this procedure for the other front wheel, and then the two rear wheels.

There is not very much point in making sure that the braking system is in good order unless the condition of the tyres is such that the greatest advantage can be obtained from efficient brakes.

A frequent cause of excessive tyre wear is over or under-inflation. The amount by which the wear is increased is not often appreciated, and it must be stressed that it is important to adhere to the manufacturer's recommended figures for inflation. Since pressures increase with heat, tyres are sometimes 'bled' to reduce the pressure to normal when the tyre is hot. The pressure increase due to

"Interchange of the front tyres with the rear as recommended in the Owner's Handbook is important since tyres tend to wear at different rates".

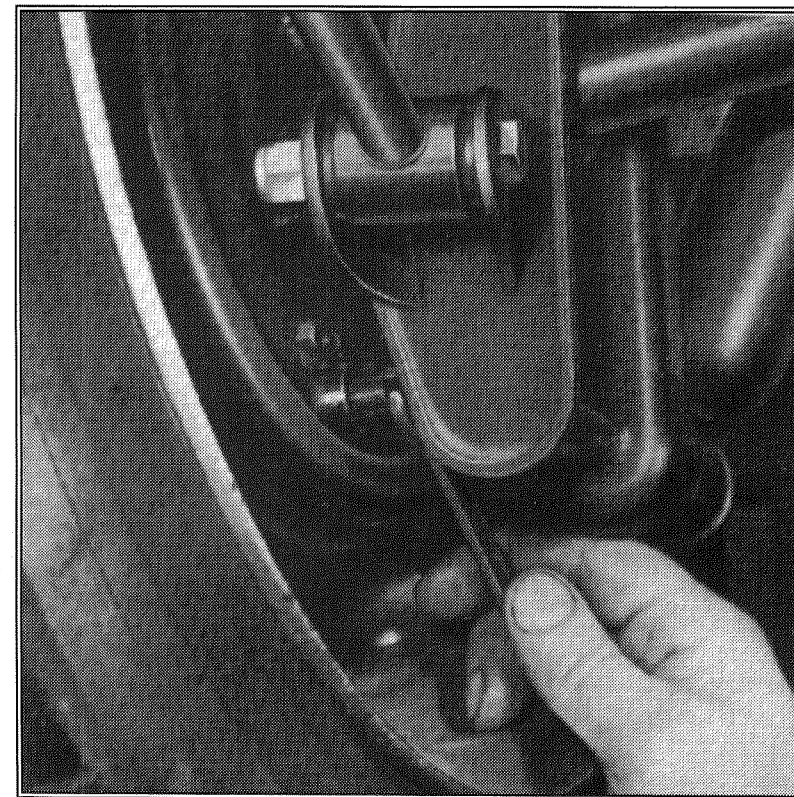


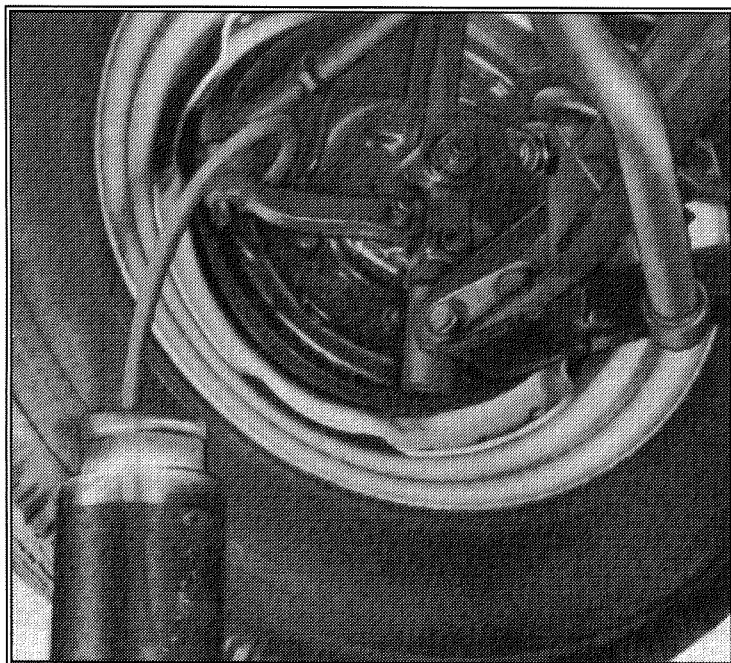
Fig.2
'Rear brake
shoe adjust-
ment'.

heat is taken into account in tyre design, and no adjustment is necessary for warm tyres which would of course then be under-inflated when they cooled.

Interchange of the front tyres with the rear as recommended in the Owner's Handbook is important since tyres tend to wear at different rates. This is due to factors such as driving methods and features of the suspension design which are necessary for the correct control and steering of the car.

It is of considerable advantage to inspect the tyres regularly in order to remove any small objects which may be embedded in the treads, or any oil or grease. The latter should be removed by using petrol sparingly. Repair of greater damage should always be placed in the hands of your dealer, since specialist vulcanising equipment may be required to carry out an efficient repair.

The tubeless tyres fitted to your Herald may be removed in exactly the same way as tubed tyres, but it is absolutely essential to avoid damage to the bead surfaces since damage at this point will cause air leaks and consequent inability to inflate the tyre, or alternatively it may not retain its pressure. A good tip when removing tyres is to keep the levers moistened with water. Before refitting a tyre, always clean the rim bead seats and flanges of the wheel thoroughly, and never use a hammer or mallet



to assist the operation of putting the tyre on the wheel.

If it is necessary to fit a new valve to the wheel, this is not difficult since all Heralds are initially fitted with a 'snap-in' type of rubber valve. If you do remove one of these, it should NEVER be re-fitted. The new valve of the 'snap in' type can be fitted by lubricating it with soft soap, and pulling through the rim hole from the inside to the outside.

After fitting a new tubeless tyre, it is necessary to force the beads outwards against the rim seats in order to provide a seat for inflation. This can be achieved by using a specially designed tourniquet which contracts the centre of the tread, and this tool is again marketed by the tyre manufacturer. In necessary cases, it may be possible to improvise a tourniquet by using a piece of rope and a twisting bar. The rope should be passed round the periphery of the tyre, along the centre of the tread, and then be drawn tight by means of the twisting bar.

Gentle Warning.

This technical article has been designed for the "mechanically minded" reader who feels capable of carrying out his own maintenance to this degree. If you have doubts about your ability to cope with the instructions, you are earnestly advised to leave the job in the hands of a Triumph Trader.

Fig.3
'Bleeding
the brake
hydraulic
system'.

Tommy the Triumph

LOOK WHAT I FOUND
RUMAGING THROUGH
MUM'S OLD PAPERS



A JOB CARD
FOR GRIMLEY'S
GARAGE FROM
1966!!



APPARENTLY YOUR MUM
PUT HER TRIUMPH
GT6 IN FOR
REPAIR...



...AND IT LOOKS LIKE
IT WAS NEVER
COLLECTED—WHEN
DAD WAS TAKEN
ILL....



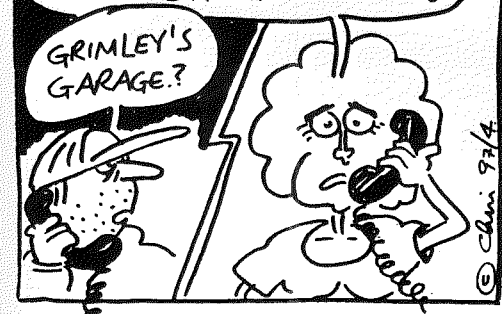
GRIMLEY'S? YES, I
KNOW THE PLACE....



OOOHH, I USED TO
LOVE THAT CAR.....



HELLO, GRIMLEY'S? YES, MY MUM
BROUGHT A TRIUMPH GT6 IN
FOR REPAIR IN 1966.....
DO YOU STILL HAVE IT....??



ER...OH YES, MADAM—ITS STILL
HERE.... IT'LL BE READY A
WEEK ON THURSDAY



BY CHRIS SHEEDAN

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All magazine material must be received before 15th of each month prior to the month of publication.

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