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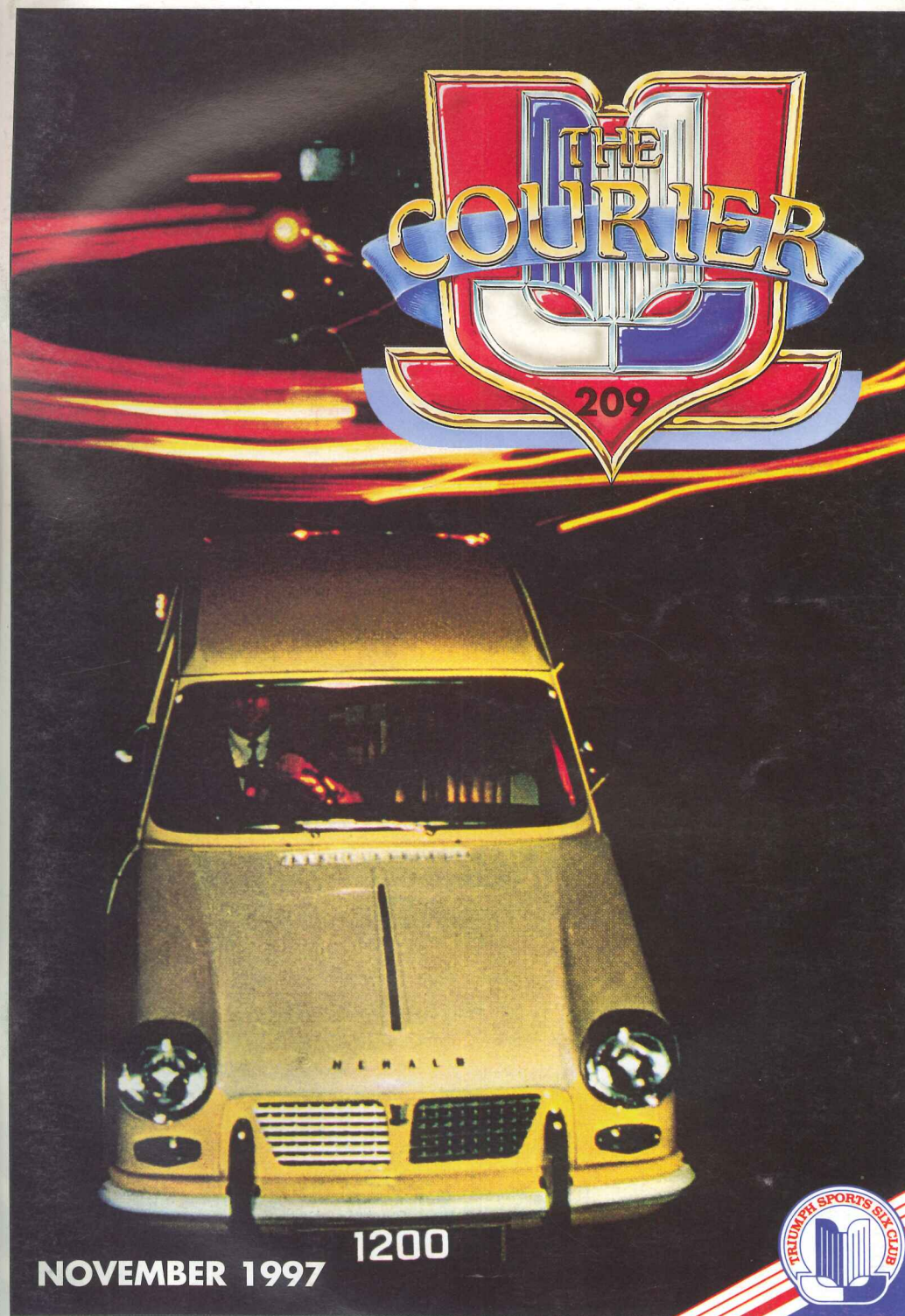
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No. 209

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

Vol 18. NOVEMBER 1997
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CLUB HEADQUARTERS

Main Street, Lubenham,
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
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CLUB MANAGER

Bill Sunderland

OFFICE MANAGER

Trudi Squibbs

MEMBERSHIP ADMINISTRATOR

Angie Hill

TSSC ADMINISTRATOR

Diane Spence

TSSC OFFERS MANAGER

John Muggleton

TSSC OFFERS CO-ORDINATOR

Simon Lewis

COURIER MAGAZINE EDITOR

Bernard Robinson

IMAGESETTERS

Bernard Robinson,
Matt Squibbs
& Jo Sunderland.

Triumph Sports Six Club,
Main Street, Lubenham,
Leics. LE16 7TF.

Tel: (01858) 434424

Fax: (01858) 468228

Courier e-mail:

courier@the-studio.demon.co.uk
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GENERAL SECRETARY

Peter Williams
5, Frosty Hollow, East Hunsbury,
Northampton. NN4 0SY.
TEL: 01604 705319.

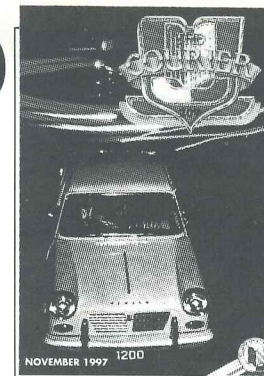
COUNCIL MEMBERS 1997

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:
Light up the Sky with
Standard...
Photo: TSSC Archive

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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

NOVEMBER 1997

SAT 15th / SUN 16th
INTERNATIONAL CLASSIC CAR SHOW.
NEC, Birmingham.

TSSC ORGANISED EVENTS 1998

FEBRUARY 1998

SAT 21st

**TSSC RACE SECTION AGM
DINNER & PRESENTATION**
The Fernie Lodge Hotel,
Husbands Bosworth.
Contact: Jo Field 01536 763799
after 6.30pm.

JUNE 1998

FRI 12th SUN 14th

5th LAKES TRIUMPH WEEKEND
Hillcroft Park Campsite, Pooley
Bridge, Nr Penrith, Cumbria.
Contact: Shirley 01946 832080

SAT 13th SUN 14th

BOND EQUIPE WEEKEND
The Tree Horseshoes, Yaxley,
Peterborough. Contact:
Peter Jacklin 01733 232818 or
Dennis Watson 01733 244752

19th to 22nd

BREAN BEACH PARTY '98
Brean Sands
Nr Weston Super Mare
Contact: Nev 0117 975 9640 Avon
Sean 01278 421628 Somerset

JULY 1998

SAT 11th / SUN 12th

**TSSC INTERNATIONAL
WEEKEND**
STAFFORD SHOWGROUND
CONTACT CLUB HQ
01858 434424

NATIONAL & LOCAL TSSC INVITED '98

MAY 1998

SAT 16th / SUN 16th

SHETLAND CLASSIC MOTOR SHOW
Clickimin Leisure Centre,
Lerwick, Shetland.

"Comment"

by Peter Williams

GREAT DAY OUT!

For one month only, whilst your usual 'Comment' columnist has a well earned break yours truly has taken over the hot seat. But what to write about?

In the spirit of true, academic research should I scour through previous columns to assess whether a monthly theme existed and then carry it on? Should I read the last two or three volumes of The Courier to pick out hot recurring topics, or even (given my last month's piece on fuel) should I make a stand for 'Keep our Leaded Petrol', or what? I did begin to write a piece regarding magazine, 'Style versus Content', working out extremely clever (to me) but never to be revealed similes and Clarksonish metaphors comparing the design and content of The Courier with that of the Triumph Herald and included in-ye-face comments coupled with yelps of boyish glee worthy



of Berry and Needell but to no avail. I just ran out of space. Authors always want more, but so too do their readers.

Moving on and here's the link. As I've written in times previous, the fear of a blank page can be overwhelming and to their credit the Club's Register Secretaries and other regular columnists and cartoonist(!) put themselves forward month after month filling such pages, and what a great job they do. This has been doubly brought home to me as we've been going through previous issues of your monthly read in order to update the Club's Technical Directory. The content and range of topics covered is staggering and serves to demonstrate the strength in depth throughout the years of Club members' knowledge, and their enthusiasm and talent to put that onto paper for the benefit of others.

On another front and to all who went, wasn't the Duxford All Triumph Day, complete with Mustang and Messerschmitt overhead, such a great day out? Thanks and well done to all involved.

Happy motoring.
Normal service will be resumed next month.

CHRISTMAS OPEN DAY Saturday 13th December 9-4pm

The Club H.Q. and Shop will be open ALL day and will be giving Special Discounts on most goods on this day only. Get your last minute

Christmas presents and Save £££'s

For those Members not able to visit we are taking orders over the phone and are waiving all carriage charges for orders placed on the day.

Tel: 01858 434424

TSSC NEWS

COMMENT UPDATE

I'm sure that all those present at the Duxford All Triumph Day will have been saddened to learn of the accident the following week involving, I believe, the very same Messerschmitt 109 that was mentioned in my comment page. Flying an exhibition at the Duxford Airshow the week after the Triumph Day the aircraft had problems and had to land in a stubble field, overturning when doing so. All accounts state that the pilot was uninjured but that the aircraft was badly damaged. We can therefore be thankful for the former but also hope that they might be able to save this historic aircraft.

Peter Williams

RACE SECTION AGM

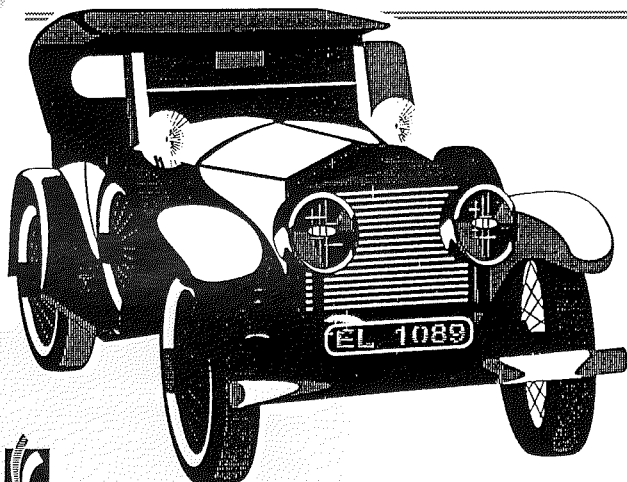
TSSC RACE SECTION AGM, DINNER and PRESENTATION SATURDAY 21st February 1998 at THE FERNIE LODGE HOTEL, Husbands Bosworth, Leics.
Contact Jo Field 01536 763799 (Eves)

TRIUMPH CARS LIMITED OF EASTLEIGH

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If you are unemployed it is also possible to attend under what is known as the 16 hour rule on a structured course consisting of a range of the subject areas that are most suitable for your needs your course fees will be waived and this will not affect your unemployment benefits. **Telephone: 0113 277 4433**

M. J Moorhouse.
M.I.B.C.A.M Course Tutor.

REBIRTH?

by Trevor Collett

This month's photo may look to some of you a bit like an MG.

OK it looks a bit like an MG to most people - but those who really know will tell you that it is, despite that irritating eight sided badge, a Triumph. It is in actual point of fact (groan!) a Douglas TF. Own up those clever clogs who were thinking Gentry; close, but no cigar!

The Douglas TF first appeared in 1991, the best part of two decades after the Gentry TF. I had the pleasure of a short test drive in the company's first UK demonstrator and was mightily impressed. An excellent finished product was combined with a well thought out and seemingly straightforward build process and I was certain the kit would find many willing customers. Well, we all know what happened to this great nation's economy in the first half of the nineties, don't we. Unfortunately for Douglas, despite manful effort, sales figures never really reached a sustainable level.

Although marketed in the UK by a company in Essex the car was conceived in Cyprus. I have recently picked up in the mainstream kit car press, if that isn't a contradiction in terms, that the car's Cypriot parents are looking to reintroduce it onto our kit car scene. They are seeking someone here to handle the business - if anyone takes them up I will make sure you all know about it. I would dearly love to see this kit car do well in the market place, I know it's good enough but I feel there is still a dearth of cash bearing customers for what is really a fun car rather than practical family workhorse.

Kit Cars at Le Mans '98

I have received a communique from an organisation called Wheelnuts (seem like our sort of people!) inviting all kit car enthusiasts to the Le Mans 24 hour race next summer. Organised in association with Kit Cars International magazine

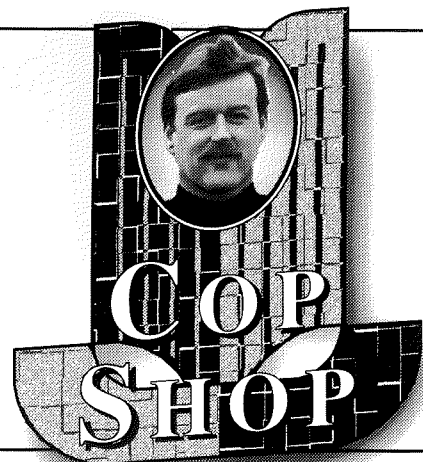


the deal is a five day package, 4th to 8th June 1998. On offer is return ferry crossing, Dover-Calais or Portsmouth-Le Havre, overnight hotel if landing at Calais, private campsite, barbecue party Saturday night, all breakfasts, some evening restaurant meals, race ticket and reserved circuit parking. All this for £239 per person for two

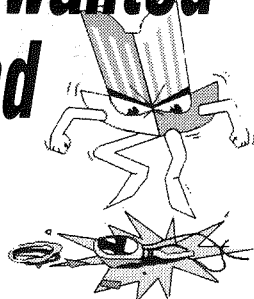
people sharing a car. If you're tempted to experience the spectacle that is Le Mans 24 hours with a group of like minded enthusiasts, contact Wheelnuts for the full colour info pack and booking form. Telephone: 01869 249430 or Fax: 01869 240629.

Just a few words this month due to P.O.W. (pressure of work) and other demands, don't forget please send me a pic or two of your car to feature in this column - if you don't you will just see more of mine.





Killing unwanted lights, and the Law



by Mike Crewes

Now that winter is almost here, the plague of fog lit vehicles is well and truly here. The matter is simple.

Fog lights, front or rear may only be used in conditions of seriously reduced visibility. To use them at any other time is an offence. This means that if you have front or rear fog lights fitted, switch them off when conditions improve. It is also courteous to turn off your rear fog lights when another car has come up behind you, after all they have done their job already by warning the driver of your presence and now they are simply dazzling him and possibly hiding your brake lights. Think whether you need to use fog lights in well lit streets!

As for front fog lights, they are just that - Fog Lights! Front fog lights may come on at any time that the obligatory lights are switched on depending on the vehicles wiring. That is distinct from Driving Lights. Under the Road Vehicles (Construction and Use) Regulations, vehicles are only permitted two dipped headlamps, therefore any driving light may only illuminate with the main beam.

How about hazard warning lights? There is only one time that a moving vehicle may display hazard warning lights and that is on a motorway when slowing for stationary traffic. At all other times the hazard lights may only be used when the vehicle is stationary and causing a hazard. Parking on the left side of the road has been held in law to be where a vehicle is expected to be, so that it is probably not a hazard. (These lights are not, "I'm just nipping up and down the road doing the weekly shopping" lights.)

In the dark, use of hazard lights can be positively dangerous. A car causing a hazard on a dark road, displaying its hazard lights only, disappears every time the lights go out. If it is dark, leave your side lights on. Think of it logically, your four side lights are about 5 watts each, totalling 20 watts, the hazard lights are probably 24 watts each, plus the relay, totalling over 90 watts, four and a half times as much power. You don't need me to tell you which will make your battery last longer!

When towing a vehicle, the vehicle under tow must show the rear registration mark and lights of the vehicle towing it. This means that if a vehicle being towed is covering the lights of the vehicle towing it then a trailer

board should be used, unless someone in the towed vehicle is able to display the correct lights. At night, in any case, rear marker lights must be displayed on the towed vehicle. Hazard lights should not be used, if they are the driver of the towing and/or towed vehicle commit an offence.

Another past time that is becoming popular, although more so in the summer months, is the carriage of pedal cycles on rear carriers. Great idea, but think it through thoroughly. More often than not the cycles hide the rear registration mark and rear lights, if they do the driver is committing lighting and excise offences, besides being dangerous. Put a trailer board on the back of the cycles, with a proper registration mark.

All of these titbits above are a popular source of income with Traffic Police around the Country. You have been warned!!!

If you have any topics or queries on road traffic law write to:
Mike Crewes,
112 Blackmoor Wood,
North Ascot,
Berks, SL5 8EN or e.mail:
mikecrewes@compuserve.com

Please enclose stamped addressed envelope.



by Léon Guyot

Hello everyone out there in Triumphland.

As the 'driving season' for our cars draws quietly to a close for another year, and our prized Triumphs are sheltered from the worst of the winters' weather, up here in the northern hemisphere at least, and the season of dirty Castrol-soaked clothing and skinned bloodied knuckles returns, along with the invention of a few choice new names for our restoration projects, I sit here wondering just what to say this time.

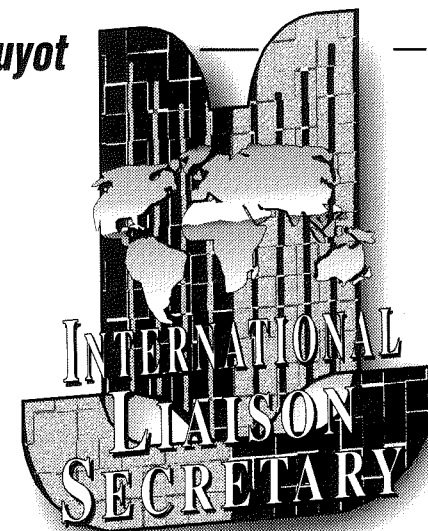


Fig. 1



Fig. 2



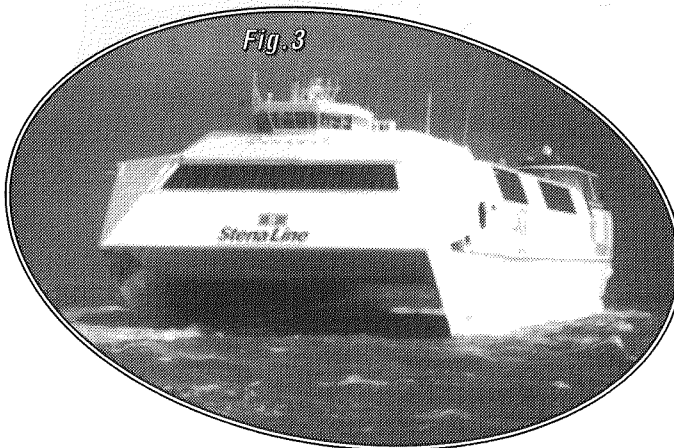


Fig. 3

Well, I could tell you about what a great event the TSSC Belfast Area 'Totally Triumph' meeting was back in August, (fig. 1 & 2) seems so long ago now, I could say, how warm and sunny the weather was, all the way there & back, I could tell you what a great service the new Stena HSS Voyager (fig. 3) was, and how fast it was, (up to 40 knots), how '21st Century' it was, and how friendly and efficient the staff were. I could perchance, tell of the hospitality of Desi and the gang, who put up with me, and showed me a good time in Belfast, (great city by the way), I could remark on Laurences' unique way of

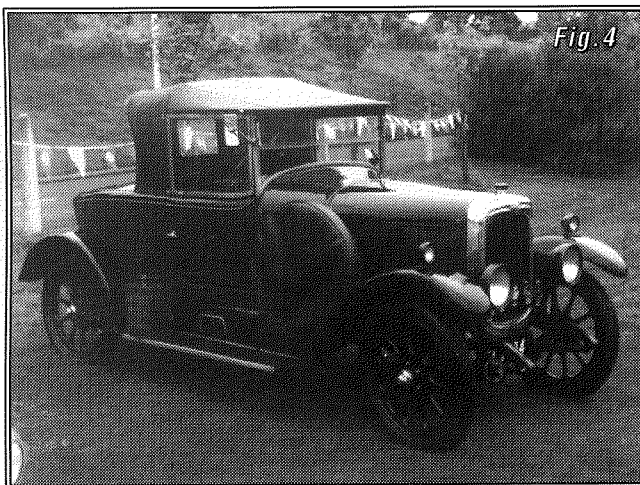


Fig. 4

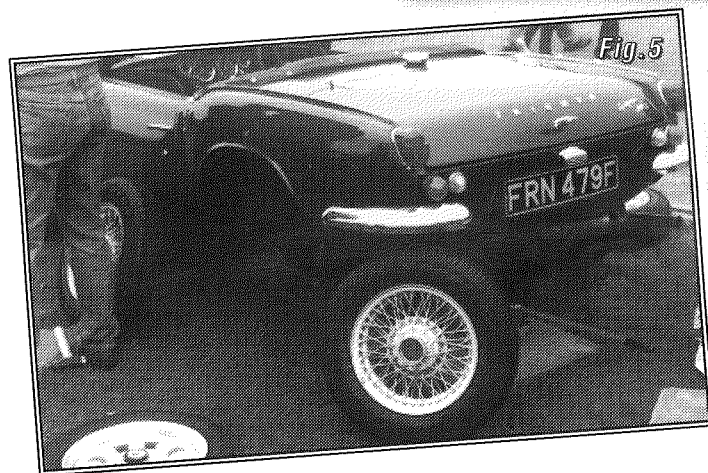


Fig. 5

'encouraging' the barbecue, involving a home-made 'device' containing petrol, hmmm, glad those weren't my sausages on the barbecue!, (don't try this at home folks). I could even say how wonderful and memorable was my ride in the 1923 Triumph 10/20 Dickey-Seat, the oldest Triumph in the world belonging to Jim Kinghan, (fig. 4). But I won't tell you all that, no instead, I will just show you these pictures: firstly (fig. 5 & 6) depicting this very smart Valencia Blue early Mk.3 Spitfire, which drove in with a set of minilite replica

alloy wheels, shod with worn tyres, and drove out wearing a set of painted wires and new tyres collected at the show! (different), oh and in case you are wondering, the Alloys were on a Vitesse when they left the rally! There was also a rather amazing special belonging to a gentleman who hasn't quite finished what he started if you know what I mean, it just kind of goes on growing, like topsy! But it is certainly special . . . (sorry Mac) . . . (fig. 7 & 8).

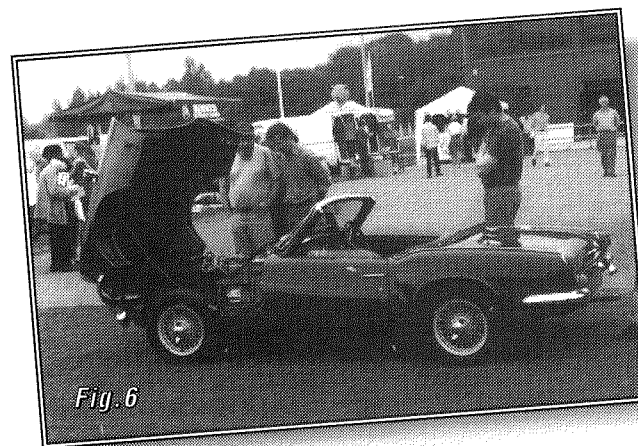


Fig. 6

Personally, I rather liked this particular early (red) Spitfire (fig. 9) with 'factory' hardtop and GT6-2 bonnet. I'm not too sure which bits were original/ metal and which were non-original/ GRP but does it really matter? It certainly looks the part and gives a good impression to non-anoraks. And, finally there was this very smart red Spitfire 1500 from the republic, complete with black on red rear registration plate which certainly caught the eye. (fig. 10 & 11).

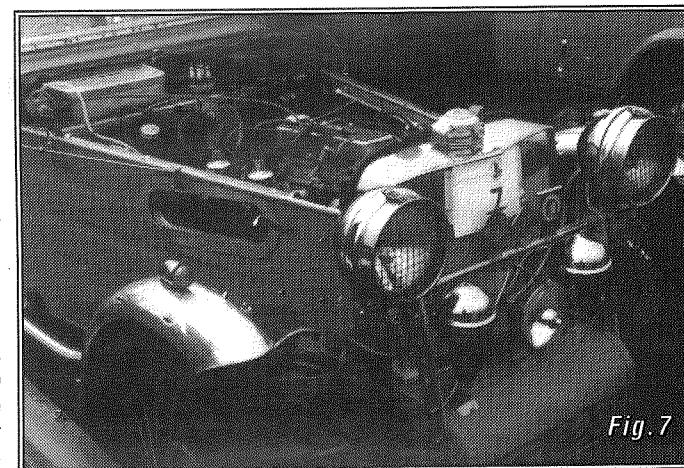


Fig. 7

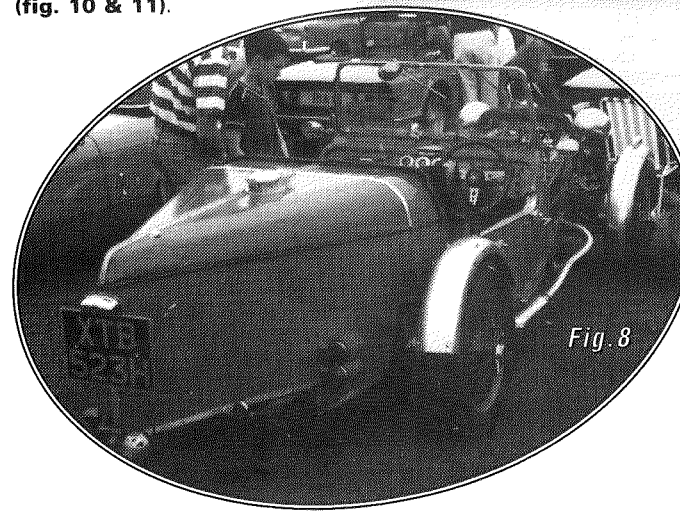


Fig. 8

My apologies for not mentioning the owners names, but I've misplaced the piece of paper that I so fastidiously noted them down upon. Also my apologies for not being able to mention everyone else and all those marvellous cars that attended. Finally a message to all TSSC members who haven't yet been to the province. You are missing out BIG TIME, it's a great place, with plenty of hospitality, great beer, wonderful scenery, great beer, terrific touring country, with almost empty roads, fab pubs, with

great beer, (did I mention the beer?), so next year attend the TSSC Belfast Totally Triumph rally, I mean it's not as if it's abroad or anything is it? No passports required!, unless you plan to pop over into Eire that is.

More recently, yesterday in fact, I drove up in my Vitesse Convertible to the incredible and ever expanding TSSC Essex area's Duxford event. Only in its' fourth year but already a very large event with about as many cars as the South of England Meet, looked like about 400 cars



Fig. 9

to me, a great assortment including all types of TR's, Stags, T.2000/ 2500/ 2.5PI's, Roadsters, all the TSSC type of cars and a smattering of other classics, even MG's!!! In short I had a great time, and could easily have spent the whole day just in the Aviation museum, which just gets better and better, with ex-Soviet aircraft and helicopters, access to the restoration workshops where wonderful things are going on, you've just got to see it to believe it, (if you think our vehicles are tough to restore, you don't know you've been born!), and the brand new hangar, (hardened aircraft shelter), containing the



Fig. 10

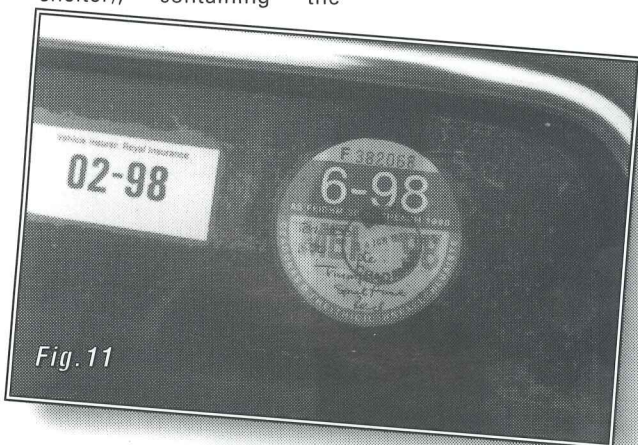


Fig. 11

American Aircraft Exhibition, including a complete B-52 bomber, is a fine tribute to all the men and women of that nation that have given their lives in various conflicts. Anyhow, another great TSSC day out, and thoroughly recommended, oh yes, and the Vitesse behaved impeccably, hood staying firmly down all day long, although I couldn't help but wonder about all those Triumphs I saw going back round the

M25 with their hoods firmly up, Spitfires, Vitesse and Heralds, why buy a convertible and drive it around with the hood up when it's not raining? Get them down! What's wrong with you all? (GT6's and Saloons excepted) Okay folks, that's about all, except to say that by the time you read these words, our man in 'just about everywhere' John Thomason, should be back from his incredible, and hopefully Triumphant journey, although he has been rather quiet of late. Until next month-keep those Trunnions oiled. Leon.



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| Brake pads Vitesse/GT6 | £7.00 |
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| Standard gearbox mount | £1.50 |
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SUSPENSION/STEERING

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| Track rod end | £9.50 |
| Anti roll bar link | £11.50 |
| Front suspension nut/block kit | £15.00 |
| Rear suspension nut/bolt kit | £15.00 |
| Front shock absorber | £22.00 |
| Rear shock absorber | £18.00 |
| Rear wheel bearing roto | £16.00 |
| Rear wheel bearing UNIPART | £18.00 |
| Rear leaf spring MkIV/1500 | £65.00 |
| Rear leaf spring Spitfire I, II, III | £59.00 |
| Rear leaf spring Herald | £75.00 |
| Rear leaf spring spring Vit MkII | £75.00 |

SUSPENSION/STEERING

| | |
|------------------------------------|---------|
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| Front wing Spitfire/GT6 III | £38.00 |
| Inner outer arch Spitfire/GT6 III | £25.50 |
| Door skin Spitfire III | £25.00 |
| Door skin MkIV/1500/GT6 | £25.00 |
| Full floor new improved | £59.00 |
| Rear wing Spitfire I, II, III | £72.00 |
| Rear wing MkIV/1500/GT6 | £115.00 |
| Rear wing GT6 III, left | £134.50 |
| Rear inner outer arch | £34.00 |
| Rear valance Spitfire MkIII | £42.00 |
| Rear valance MkIV/1500/GT6 | £26.00 |
| Boot floor, all models | £57.00 |
| Sills, Rover GENUINE | £35.00 |
| Battery box | £11.50 |

BODY PANELS VITESSE/HERALD

| | |
|-----------------------------|--------|
| Front valance fibre glass | £35.00 |
| Front wing 13/60 | £58.00 |
| Front wing Vitesse | £79.00 |
| Front wing lip repair | £18.00 |
| Sill Vitesse/Herald | £16.00 |
| Doorskin Vitesse/Herald | £44.00 |
| Rear wing Vitesse/Herald | £68.00 |
| Rear quarter valance | N.A. |
| Rear valance Herald/Vitesse | £39.00 |
| Rear wing lip repair | £18.00 |
| Door step repair | £8.00 |
| D. plate bonnet | £8.95 |

HOODS/CARPETS/INTERIOR TRIM

| | |
|----------------------------------|---------|
| Vynide hood Herald/Vitesse | £88.50 |
| Double Duck hood Herald/Vitesse | £145.00 |
| Vynide hood Spitfire | £85.00 |
| Double Duck hood Spitfire | £135.00 |
| Seat covering kit Spitfire/GT6 | £125.00 |
| Seat covering kit Herald/Vitesse | £120.00 |

HOODS/CARPETS/INTERIOR TRIM

| | |
|------------------------------------|---------|
| Door trim, pair, Spitfire | £46.00 |
| Door trim, pair, GT6 | £48.00 |
| Door trim, pair, Herald | £46.00 |
| Door trim, pair, Vitesse | £49.00 |
| Moulded carpet set, Spitfire | £145.00 |
| Moulded carpet set, GT6 | £195.00 |
| Moulded carpet set, Herald/Vitesse | £130.00 |
| Glove box Spitfire/GT6 | £14.00 |
| All other interior trim available. | |

RUBBER SEALS SPITFIRE/GT6

| | |
|--|--------|
| Screen seal Spitfire I, II, III | £18.00 |
| Screen seal MkIV/1500/GT6 | £18.00 |
| P seal on A post | £3.00 |
| GT6 roof seal MkII/II | £18.50 |
| GT6 rear screen seal | £21.00 |
| Lower screen seal Spitfire I,II, III | £12.00 |
| Header rail seal Spitfire | £7.00 |
| Outer weather strip Spitfire/GT6 | 8.00 |
| Inner weather strip Spitfire/GT6 | £4.00 |
| Bonnet scuttle seal | £4.50 |
| Door check strap seal | £2.25 |
| Wheel arch seal kit | £6.00 |
| Spitfire Furlflex seal | £12.00 |
| GT6 Furlflex seal | £19.00 |
| Front valance seal Spitfire III | £1.10 |
| Front quarter valance seal MkIV/1500 | £2.20 |
| Triumph pedal rubber | £2.00 |
| Late Triumph pedal rubber | £2.00 |
| Bonnet stop cone | £1.50 |
| 7 in. headlamp seal Spitfire/GT6 | £2.95 |
| Handbrake gaiter Spitfire I, II, III, IV | £7.50 |
| Master cylinder boot | £2.50 |

RUBBERS SEALS HERALD/VITESSE

| | |
|----------------------------------|--------|
| Front screen seal Herald/Vitesse | £17.50 |
| Rear screen seal Herald/Vitesse | £21.00 |
| Outer weather strip | £7.00 |
| Inner weather strip | £3.50 |
| Pedal rubber | £2.00 |
| Wheel arch seal kit | £6.00 |
| Header rail seal | £6.50 |
| 7 in. headlamp seal Herald | £2.95 |

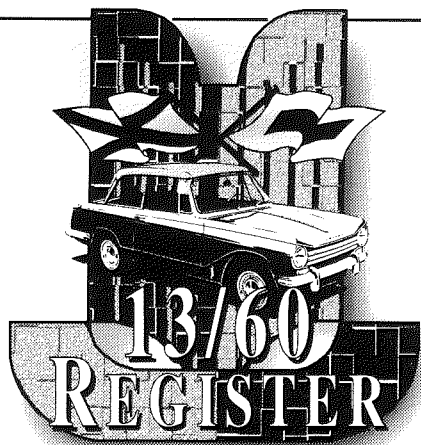
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ANGLIAN TRIUMPH SERVICES - KEEPING YOUR TRIUMPH ON THE ROAD



I hope that the recent articles have proved of interest to many of you, but I've had very little feedback so I don't know if I'm going down a blind alley here. Still, I'll continue for now. (Ed - tell me when to stop!)

This month I'll move onto tyres. Apart from providing a little bit of additional springing (as discussed briefly in September) they are, of course, your means of staying in contact with the road. Since they rely on the friction between the rubber and the road surface, then the more rubber you have in contact, the better the grip. That is why slick tyres are the ideal when you have a dry road (think of Formula 1). However, as soon as it rains you're in trouble because there is no way that the tyres can squeeze the water out of the way quick enough, even at low speeds, to prevent a film of water separating the rubber from the road. The consequence is very little friction and, very likely, disaster. This phenomenon is called

'aquaplaning'. The compromise is to have slots cut or moulded in the tyre surface which, if designed properly, provide an escape channel for the water. The better the design, the more water that can be displaced in a shorter time. Back in the heyday of the Herald, tyre design would probably have allowed reasonable grip up to around 50 to 60 mph in the wet. Go any faster and you'd be aquaplaning. As time has passed, design and construction has improved such that the onset of aquaplaning arrives at higher speeds. Even now though, I cannot believe that BMW's etc. can be driven safely in the outside lane of a motorway in the pouring rain at 90 mph plus - even though their drivers obviously think it's okay.

When built, Heralds were fitted with cross-ply tyres. Figure.1 shows their construction contrasted with the more modern radial tyre. The difference between the

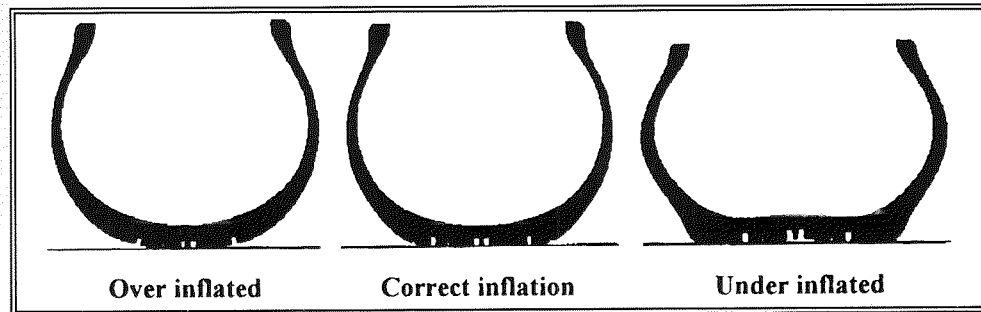
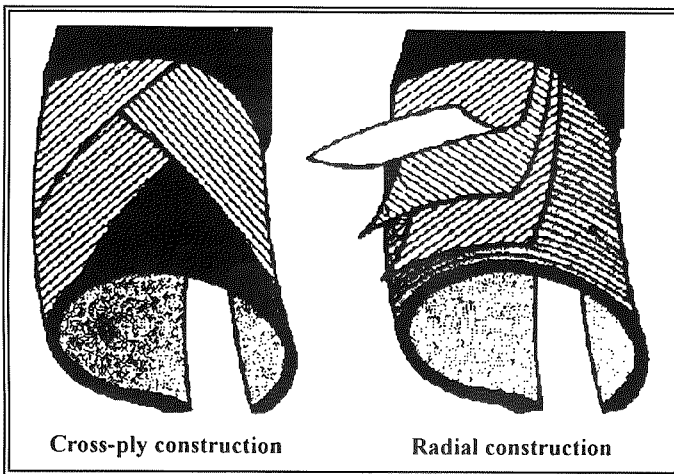
two in performance terms is quite dramatic and I will list a set of advantages and disadvantages as I see them for each type:

Cross-ply advantages:

1. Were cheaper than radials when both types were sold side by side.
2. Only choice for an 'original' car in a strict concours competition (The TSSC allows such 'sensible' modifications without penalty in its 'Original' class).

Cross-ply disadvantages:

1. No longer easily available and are now quite expensive.
2. Shorter life.
3. Poorer grip.
4. Tendency for vehicle to follow ruts in the road (but good fun if you like that kind of thing!).



Radial tyre advantages:

1. Readily available in a large range of sizes and qualities - and prices.
2. Longer life.
3. Good roadholding. (dependent on quality - the more you pay, the better the tyre?).
4. Handling more predictable.
5. Lower rolling resistance than cross-plys so fuel consumption improved.

Radial tyre disadvantages:

1. Greater road noise.
2. Heavier steering.

Standard tyres for the Herald were 5.20 x 13 for all but the Estate and Courier van models which had 5.60 x 13. These dimensions are Imperial ones denoting tyre width and wheel diameter respectively. Radials, in the spirit of international goodwill, use a mix of metric and Imperial units and the normal fitment for Club cars would be as follows:

Saloons and convertibles with 3.5 inch width rims would normally take 145 x 13; Estates and Couriers have 4.5 inch rims which should be fitted with 155 x 13 tyres. Larger wheels with 5 and 5.5 inch rims were fitted to later Spitfires and GT6s and these should take 165 and 175 x 13 tyres respectively. It is possible to fit wider tyres to existing rims but this should be done with caution since it could lead to a tyre rolling off the rim under extremes of cornering. Maybe one size up is OK, e.g. 155 x 13 on 3.5 inch wheels, but certainly not two. I have seen a number of Heralds over the years with standard 3.5 inch rims and 165 section tyres. They look like balloons and could be dangerous - they really should be changed.

There is a problem with the practice of fitting fatter tyres and/or wider wheels to a car in the belief that roadholding will automatically improve. The need to squeeze out water when it's raining requires a certain amount of pressure to be applied to the road. In general, the bigger the tyre, the more rubber that will be put on the road, which is fine when it's fine. But more tyre contact area being sat on by the same weight, amounts to a lower pressure being applied (pressure equals applied force divided by area of its application) so the ability to displace water is reduced. There is probably

a best compromise set-up for the Herald and I suspect that it's 4.5 or 5 inch rims with tyres, as mentioned above.

Another frequently asked question concerns tyre pressures for radials since they are never quoted in our manufacturer's literature. In general, the rule seems to be to add a couple of *psi* to the recommended cross-ply setting. i.e. 23 *psi* front and 26 *psi* rear for the saloon and convertible, and 23 *psi* front and 27 *psi* rear for the estate (add 4 to 5 *psi* to the rear figures for 4 passengers and/or loads of luggage). In fact, the ideal setting is best found over time when you see how the tyres are wearing. Assuming that there are no other geometry problems which will normally cause wear to be biased on one side or the other, under-inflated tyres will wear more on the outer regions of the tread, over-inflated tyres will wear more in the centre. However, if correctly inflated, then the wear should be even right across the tread. Figure. 2 tries to illustrate this point.

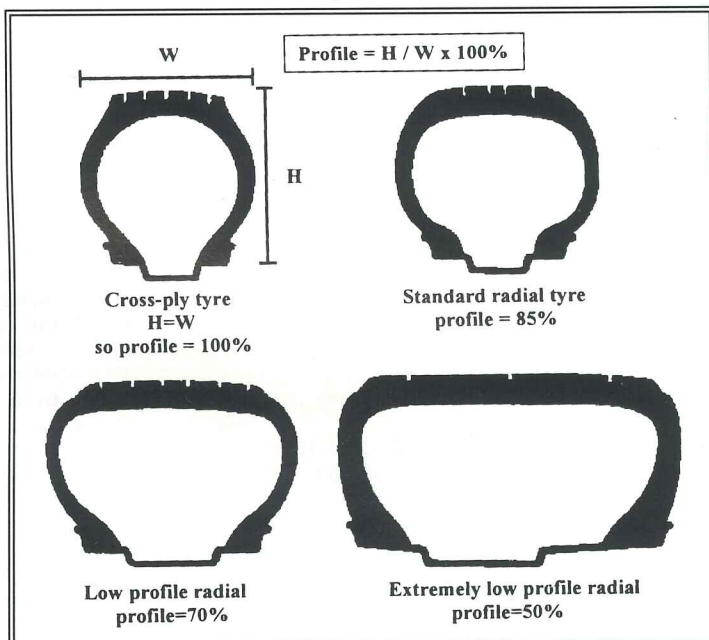
What else can I say on this incredibly complex subject? Braking performance comes to mind - the 13/60 handbook states under 'braking' in the data section: 'Maximum retardation .96g equivalent to stopping from 30 m.p.h. (48

k.p.h.) in 31 ft. (9.5m.)'. This is a normal maximum for any car since braking forces above this level will normally lead to a loss of adhesion, cause the wheels to lock up and a skid to be induced (there can be retardations above this but they tend to be of very short duration in nature). The second thing to note is that this only applies in the dry and on a firm surface. My experience in measuring and recording vehicle accelerations in both experimental and real crash situations has shown me quite clearly that as soon as it rains you'll be lucky to get 0.5g deceleration before you lose grip and the wheels lock-up. The Highway Code is not joking when it tells you to double the space between you and the vehicle in front under such conditions. The tyre tread will not help to clear surface water once the wheel is locked.

Mixing tyres on a car should be done carefully. If you must mix constructions, then the ONLY legal combination is cross-plys on the front and radials on the rear. The other way round is illegal and very dangerous. Even mixing different makes, different sizes or having widely different tread depths on one axle could cause problems in an extreme situation. The solution is relatively simple; fit the same size tyre all round and try to keep the front two and the rear two as matched pairs in terms of type and wear. Anything too different and the car's handling could be unbalanced.

A final point to consider is the development of the low profile tyre (see figure. 3). Apart from the fact that they would look

pretty stupid on the average Herald, you have to appreciate their properties and the way they would affect your car. If you fit them to 13 inch wheels - and they'd have to have at least 4.5 to 5 inch rim widths because low profile tyres are not available in the narrower sizes - then the rolling radius (and therefore circumference) will be reduced which will mean that your speedometer will read fast (this is because the wheels will have to go round more times to cover the same distance. Since your actual speed is the distance travelled in a certain time, the wheels will have to have gone round more times than normal in the same period which will be interpreted by the speedo as an apparently higher speed.). The effective gearing will also be lower resulting in more revs for the same road speed



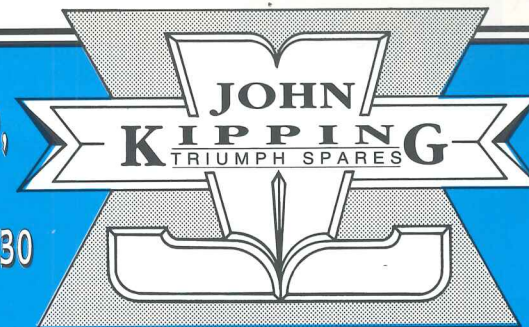
and thus an increase in noise and fuel consumption. So, what you need is either low profile tyres with appropriate larger diameter wheels (say 14 inch - consult an expert on this) and/or to have your speedo recalibrated. The advantages of low profiles are easily seen - the main one being that the tyre will roll less on the rim because the walls are smaller and thus you should get taughter handling. The disadvantages are a harder ride, higher purchase cost and the fact that they will run hotter than a standard tyre though this latter problem is unlikely to come into prominence on any non-racing Herald application.

Changing subject at last, at the time of writing this I have had two volunteers for the IVR job that I mentioned last month - many thanks to both - and more news on this will follow in due course. In the meantime, the old 13/60 is slowly coming to bits but some of the bolts are ever so slightly rusted in. 'Patience is a virtue but an angle grinder is more useful!' Me, 1997.



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Hill... Well, here we are again... Remember remember the 5th of November actually at Beeny it's on Saturday the 8th... All are invited and welcome (plate of food and large firework as an admission fee!) do please make the effort to be here... It's all about owning a Triumph... The people the events the friends... excellent!

Okay!... As we are fast approaching the snowy season I'll start with a seasonal photograph sent in by Graham Baldwin (Trowbridge)... taken back in February 1970 (you don't actually say what inspired you to take them Graham but it's a Vitesse... So I understand!)... He comments that the registration points to being of May 1964 origin (Jonathan Del-mar... where are you? Registration guru) Graham points out the 'globes' on the nave plates, bonnet locks, front wing

by Mac Reynolds

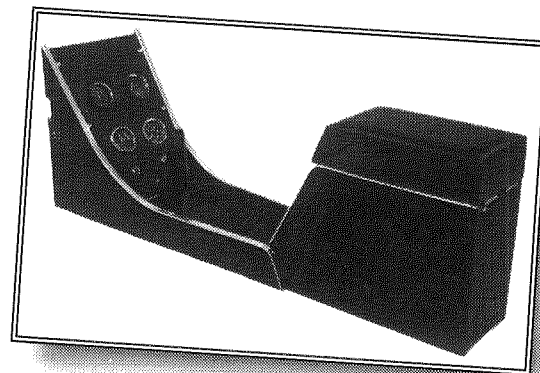
indicators, overdrive badge so an enthusiasts car? Is she still alive today?? Answers please on a postcard to Mac Reynolds Triumph lover Vitesse type-person.

Well!... My plea for information on your experiences of fitting a fibre-glass gearbox tunnel brought in an exceptional response... thanks to both of you!! Thanks first to... Kevin Humphrey (Epsom)... who's story goes; "I've Fitted one of those fibreglass gearbox tunnels, it fits like a glove (at least after a bit of shaving here and there). I added soundproofing pads to it and the noise level compared to the old tunnel is drastically reduced. I did find that it was a little higher by the gear lever and had to pack the end with some rubber and had to cut the gear lever hole larger than it was, don't make the mistake of thinking you don't need a new rubber surround, I did and it squeaked (Metal chassis against fibreglass don't go!!) so I took it off and added the rubber, and it's fine. Over all, an easy job and a longer lasting replacement to the original tunnel version". Thanks for that Kevin, please send a photo of 'Jodie' so I can feature her in these pages.

Next... thanks to Paul Dowler (Bideford) who says;... "The cover on my car had fallen apart in the same place as yours and when removed, I found mice had been nesting in the soundproofing!! I could see no way of repairing the old cover, so ordered a replacement cover and seal from Mr Kipping... The seal was a bit fiddly to fit but time and patience solved the problem, the cover itself felt flimsy but fitted perfectly, all the holes lined up etc., that left me with only one problem, the soundproofing or what was left of it, was stapled to the original cover, a telephone call to Mr. Kipping offered no alternative other than the advice that he had fitted the cover without soundproofing in the past with no ill effects, having some years ago experienced the howl of failing layshaft bearings, I decided that I did need the soundproofing - but what could I use?



After a great deal of head-scratching I bought a hot water cylinder insulating jacket which was about the correct thickness, made of similar material, designed to be in close contact with metal at temperatures approaching boiling point, and finally (most important!) was almost a perfect match for my freshly painted



signal red chassis. I cut the jacket into four shaped pieces, sealed the edges with a polythene bag sealer, and pop riveted these pieces to the cover with some large diameter washers, the whole thing from underneath looks smart and has clearance between cover and gearbox... Although I have not yet got the car back on the road, tests with the rear of the car on axle stands have failed to affect the plastic covering on the insulation (it has not melted!) the carpet over the cover fits well and of course hides the rivets. I cannot really hear any noise from the gearbox inside the car so I am I suppose a satisfied customer."... Paul finishes by saying; "I am surprised nobody has told you how they got on with this problem as I thought this a common failing on both Vitesse and Herald... Perhaps we are both suffering from the west country weather... or worse still people may be still trying to fit them!!"

Thanks for those two accounts of your findings... I will relate mine when I eventually get around to fitting a fibre glass tunnel (have yet to purchase one!)... It will be sooner than later, as it fits so badly around the bulkhead (bit's missing!) That it is becoming to get a little draughty.

Next is a photograph of a period extra which I enquired about in February 1970 (I never did buy one... shame!) It was called the "Monte extra tunnel tray and forward console"... the arm rest section was not available for the Vitesse range. The specifications were as follows... An interlinking tunnel tray and forward console manufactured in 9mm plywood covered in high quality leather grained vinyl and trimmed with plastic chrome edging, together with boot for the gear lever and detachable front panel onto which can be mounted radio and speaker or supplementary instruments/switches... it retailed at £3.15 shillings (£3.75p)... Has anyone one of these??

I had a letter from John Holloway (London) who is completing a restoration of a MkII convertible... his mind turned back to his ownership of a MkI convertible reg. no; WEH 267E he sold in (reluctantly) in 1974... this Damson coloured beauty was around five years old when John first purchased her... providing him with 2 years of almost trouble free motoring... he eventually sold the Vitesse to a quite elderly gentleman who had decided to literally throw caution to the wind and as he put it "Buy a car that would be

fun to drive before it became too late!"... John says "I'd like to think it was still going strong and if any member is caring for it I still have one or two photographs that I could pass on" (I have no IVR for her!)... Where is she now??

A quick thanks to Léon (Guyot) for the mention and poem in his pages last month but beware Léon... The poem is mightier than the pineapple... And I think that I should point out that you have a banana named after you (see sticker) to that there is no answer!!



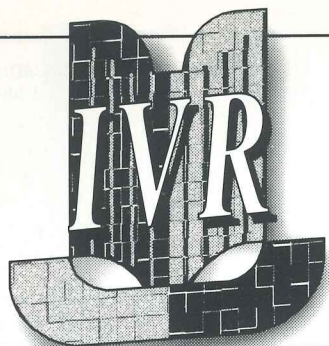
So I will again end with a poem (sent in by a Vitesse owner!) As I live at "Burrows Mill" I quite like this light-hearted ditty;

*I am a bunny rabbit
Sitting in my hutch
I like to sit up this end
I don't like that end much*

*I'm glad it's Thursday
Cause with a bit of luck
As far as I remember
It's the day they pass the buck.*

So there we have it, another register over, only about 50 days to Christmas... Christmas lunch already booked (TSSC) the menu Browsed... Courses chosen...

Starter: Tomato soup laced with sherry!... **Main:**... Roast striploin of beef with red wine and mushroom sauce! **Sweet:** mixed berry crowdie with whisky, honey and oatmeal sauce!... Yes! followed by a small port perhaps... Thanks... Take care... Cheers...! Mac...



Mk2 Vitesse IVRs

by Dick Plumridge

If you're a Mk2 Vitesse Owner and your Car's not on the IVR Register published in September Courier, here's an excellent indoor Winter Project for your Car...

Send me an IVR Form and make very enjoyable use of those long evenings with a bit of fireside research on the history of your Mk2!

If you're wondering, "What's an IVR then?" - well: It stands for "International Vehicle Registration" form, but never mind that! It's a small, simple form for the Club to register members' cars - even cars off the road in bits. Without it, the Club has you registered as a member, but has no record of your car. By doing an IVR we build a picture of all the surviving cars, but the great thing is, your IVR helps everyone else (in an anonymous sort of way naturally) and their IVRs help you! So please whether you're interested or not in the history of your own car do the IVR all the same for the sake of all your fellow-Members. Here's why:

For the past 18 months on behalf of Mac, I've been running a bit of a "special offer" service for Vitesse Mk2 owners. When you send me your Mk2s IVR, I send you back an info pack giving the original spec of your car, its price when new, its position in terms of oldest/ newest, and its rarity in terms of other known similarly-spec'd survivors,

the area it was registered, and other details. Also I'll give further contacts and phone no.s to apply to for details from the factory build records of your car, the issue of its registration, and all previous Owners. The project has linked together a great variety of sources, and people, to provide all this data. I've now sent out approaching 400 unique info packs, but I know there's a few hundred other Mk2s out there - many really well-known ones too - with no IVR! And you know me, never satisfied, I'm keen to enlist you too because, a) these Cars are getting on for 30 years old now and many of the dealers, the owners, the paperwork and the memories are disappearing - and b) the more cars on the register the better quality info I can provide to **everyone** who writes! (Isn't individual contribution and help to each other what a club's all about?)

Right, well, to do this you'll need an IVR Form! Bernard hopefully has been able to fit one into the News Review again for us this month - probably the last Vitesse-specific IVR we'll publish before producing a more general version that suits all Registers. **If you don't always keep the News Review, then please, cut out and keep this form now.** With the car and the DVLC registration document to hand, it'll take you about 15 mins to complete - time well-spent! It takes me that long to find my trolley-jack.

One last big thank-you, to Stefan Wells from Halesowen and Lewis Barton from Bath, who both very kindly responded to my plea for **colour-charts!** I'm still looking for any chart specifically from 1970 or 1971, if you know of one?

Any non - MkII Vitesse Readers may like to know that we're working to set-up more IVR schemes. My hope is that each Register could eventually run some such scheme - perhaps by the Register Sec in person, or perhaps delegated, (See Phil Willson, p39 Oct Courier.) But that they'll run to a common underlying pattern - because I'd like to see us able to integrate the details from all the registers to form a full Club register, and that's what we're planning for!

Your response with IVRs has been so good, I've had to build a new room upstairs to house them all (well, nearly.) So I'm back to the decorating now. Don't Delay - IVR Today!

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|--|--------|
| Steering Column Bushes all cars except late 1500/GT6 | £5.91 |
| Front Wheel Bearing set (state model) | £12.99 |
| Track Rod end | £6.99 |
| Solid Rack Mount Kit | £22.26 |
| STANPART Trunnion | £14.04 |
| Front Spring (standard OR uprated) | £14.68 |
| Top ball joint (all models) | £11.69 |
| Front Trunnion kit (all models) | £24.64 |
| Front vertical link (state model) | £52.81 |
| Anti Roll Bar Links | £11.69 |
| Front Shock Absorbers (state model) | £21.09 |
| Steering Rack (exchange) | £41.06 |
| Front Wishbone Bush/Rear Tie Rod Bush | £11.12 |

REAR SUSPENSION (NON ROTOFLEX)

| | |
|--|--------|
| Rear Leaf Spring (Spit MkII, III/GT6 MkI) | £76.31 |
| Rear Leaf Spring (Spit MkIV/GT6 MkII) | £87.24 |
| (High spec won't sag) | £87.24 |
| Rear Leaf Spring Spit 1500 (High spec won't sag) | £87.24 |
| Rear Shock Absorber (state model) | £16.39 |
| Rear Trunnion Bush Kit (per side) | £4.64 |
| Rear bearing kit (bearings, seals, hub nut and gasket) | £13.51 |
| Universal Joint (new) | £6.99 |
| Rear driveshaft Her/ Spit/ GT6 (Short)OE Spec | £57.57 |
| Rear driveshaft Spit IV/ 1500 (Long)OE Spec | £57.57 |

ROTOFLEX SUSPENSION

| | |
|--|--------|
| 214623 Inner Driveshaft | £88.12 |
| 152273 Rotoflex Coupling with Bolts Original Genuine | £42.24 |
| 149051 Rear Hub | £58.69 |
| 212867 Inner Flange | £25.26 |
| 214514 Outer Flange | £58.69 |
| Rear Bearing Kit | £14.04 |
| 149769 or 149770 Wishbone | £24.95 |
| 308437 or 308436 Rear Vertical Link | £41.12 |
| 148795 or 148796 Bolt / Bracket | £18.74 |
| Complete Roto Trunnion Bush Kit | £28.14 |

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| Engine Mountings (4 cylinder) | £4.70 |
| Engine Mountings (6 cylinder) | £6.46 |
| Oil Filter Spit/Herald High spec Wipac | £3.52 |
| Oil Filter 6 Cyl (Except GT6) High spec Champion | £2.35 |
| Oil Filter (GT6) | £6.99 |
| Fully reconditioned Engine | |
| High spec any Herald or Spitfire | £581.63 |
| Gearbox (fully reconditioned, exchange) | £193.88 |
| Differential (full recon, exchange) | £210.33 |
| Decoke Sets from | £14.04 |
| Bottom End Sets (all) at | £9.34 |
| Fuel Pumps from | £17.56 |

BRAKES

| | |
|--|--------|
| New Cross Drilled Discs for better heat and water displacement. Special offer to TSSC Members only | |
| Herald and Spitfire | £34.95 |
| Vitesse and GT6 | £36.95 |
| Fully Restored Calipers as new (exchange) Her/Spit | £53.95 |
| Fully Restored Calipers as new (exchange) Vt/GT6 | £64.56 |
| Caliper Seal Kit Type 12 (early Spit/Her) | £11.74 |
| Caliper Seal Kit Type 14 (late Spit/Her) | £7.25 |
| Caliper Seal Kit Type 16 P/B/Vt/GT6, state chassis no | £10.51 |

| | |
|--|--------|
| Caliper Pistons from | £10.51 |
| Front Brake Pads (type 12 caliper) | £6.99 |
| Brake Hoses (state model and position) | £8.10 |
| Front Brake Pads (other models) from | £8.16 |
| Brake Discs Herald/Spit | £15.21 |
| Brake Discs Vitesse/GT6 | £17.03 |
| Brake Shoes Spit/Herald | £11.69 |
| Brake Shoes Vt/GT6 | £7.95 |
| Brake Drums (all models) from | £25.85 |
| Copper Brake Pipe Kits from | £23.44 |
| Rear Wheel Cylinder (Herald/Spit) | £7.50 |
| Rear Wheel Cylinder (1500/GT6) | £7.50 |
| Silicon Brake Fluid (1 litre) | £19.91 |

BODY PANELS

We ONLY sell the best body panels currently available. Before you buy inferior panels elsewhere please call us for an honest opinion of what does and does not fit! Remember we fit our own panels in our workshop!

| | |
|---|---------|
| Spit MkIV/1500 Rear wing excellent quality Still | £82.19 |
| Spit/GT6 Outer Sill (excellent fit) | £21.09 |
| Spit/GT6 Quarter Valance (fibreglass) | £23.44 |
| Spit/GT6 Quarter Valance Teal | £46.94 |
| Spit/GT6 Floor Pan | £50.46 |
| Spit/GT6 Door Skin (high quality) | £25.79 |
| Spit/GT6 Front Wing (high quality) | £28.14 |
| Spit/GT6 Boot Floor steel | £58.69 |
| Spit 1/2/3 Bootlid steel | £135.12 |
| Spit Mk IV/1500 Bootlid steel | £152.69 |
| Rear Valance (MkIV / 1500) | £35.19 |
| Rear Valance (Spit I, II, III) | £43.41 |
| Front Outrigger (Spit/GT6) | £18.74 |
| Front Chassis Crossmember (Spit/GT6) | £25.79 |
| Chassis Outriggers (Her/Vt) (Heavy Duty) all | £16.39 |
| Front Chassis Cross Tube with overriders brackets (heavy duty Her/Vt) | £64.62 |
| Front Cross Tube Repair ends (Her/Vt) | £17.03 |
| Her/Vt Front Valance (Fiberglass high quality) | £28.20 |
| Her 13/60 LH Front Wing | £67.56 |
| Herald 13/60 RH Front Wing | £67.56 |
| Herald/Vitesse Sills | £17.04 |
| Herald/Vitesse Front Wheelarch Lip Repair | £15.22 |
| Herald/Vitesse Doorskins (original pressing) | £53.99 |
| Herald/Vitesse Rear Quarter Valance (Fiberglass) | £15.22 |
| Herald/Vitesse Rear Centre Valance (Fiberglass) | £25.79 |
| Herald/Vitesse Centre Valance Original Pressing | £46.94 |
| Herald/Vitesse Rear Quarter Valance (steel) | £21.09 |
| Herald/Vitesse Rear Arch Lip Repair | £15.21 |

RADIATORS AND COOLING

| | |
|--|---------|
| Full Width High Cooling Spec (Spit) | £111.62 |
| Standard Herald and Spitfire exchange | £76.37 |
| 4 row, High Spec for all GT6/Vitesse, (no Kenlows required) exchange | £117.44 |
| Kenlows Fan Kit (for the power hungry) | £88.12 |

RUBBER SEALS/BUMPER COVERS

| | |
|---|--------|
| Windscreen Seal (Spit 1/2/3 GT6 1/2) | £15.21 |
| Bright Trim Finisher (for Spit I/II/III/IV/VI/II/III/IV/VI) | £5.95 |
| Windscreen Seal (Spit IV/1500) | £14.98 |
| Pair of Bright Trims for (Spit IV/1500 seal) | £39.89 |
| Windscreen Seal (Herald/Vitesse) | £18.80 |

| | |
|------------------------------------|--------|
| Rear Screen Seal (Herald/Vitesse) | £25.85 |
| Door Seal Furlux (per side) from | £12.69 |
| Outer Door Glass Seal (all cars) | £5.81 |
| Inner Door Glass Strip | £4.11 |
| Boot Seals from only | £13.47 |
| T Pedal Rubbers | £2.34 |
| Herald Rubber Bumper Set (6 parts) | £99.87 |

EXHAUST SYSTEMS (STAINLESS STEEL)

| | |
|---|---------|
| Herald all types (state year and engine size) | £93.94 |
| Vitesse all types (state year and model) | £140.95 |
| Spitfire MkII, III (without front pipe) | £99.87 |
| Spitfire MkIII (full system) | £105.69 |
| Spitfire MkIV (complete system) | £111.56 |
| Spitfire 1500 (complete system) | £117.44 |
| Extractor Manifold (1500) | £124.95 |
| Twin Pipe System (for above manifold) | £124.95 |
| Twin Pipe System (inc adaptor for std manifold) | £135.00 |
| GT6 Mk3 (complete stainless system) | £136.24 |

HOODS AND TONNEAUS

| | |
|----------------------------|---------|
| Standard PVC Hoods, all at | £88.06 |
| Vynide Hoods, all at | £99.81 |
| Tonneau Covers | £57.51 |
| Double Duck Hoods | £140.94 |
| Mohair Hoods | £223.19 |

LIGHTS, FITTINGS, INTERIOR TRIM AND CARPETS

| | |
|--|--------|
| Halogen conversion kit with bulbs (2 lights not Vitesse) | £24.95 |
| Spitfire MkIII Grilles, Original, New! | £22.95 |
| Wool mix Carpet Sets beautiful quality with fully bound edges. Choice of colours | |
| Spitfire MkI - IV | £78.76 |
| Spitfire 1500 | £78.76 |
| Herald / Vitesse | £70.44 |
| GT6 (state model) | £93.94 |
| Spitfire Door Panels (pairs only) | £42.24 |
| Boot Mat Spitfire full size Hardura to OE Spec | £23.44 |
| Boot Mat Herald / Vitesse full size Hardura | £23.44 |
| Spitfire Spare Wheel Cover | £18.74 |
| Pre Cut Underfelt Kit | £23.44 |
| Gearbox Tunnels Fibreglass all at | £22.91 |
| Pair Sunvisors (passenger with Mirror) Spit/GT6 | £25.73 |

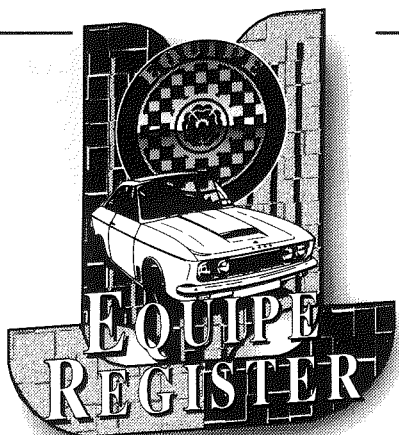
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2 Litre Interest

— by Bruce Pilbrough —

There has been an encouraging level of interest in the Equipe 2 litre centre consoles mentioned in a recent Equipe Register article. By now, several people will have received them.

As you may have seen in last months magazine, the 1998 Bond Equipe Weekend will be held at The Three Horseshoes, Yaxley, Nr Peterborough on June 13th & 14th. Contact Peter Jacklin (01733 232818) or Dennis Watson (01733 244 752) for further details.

2 LITRE PARTS NEWS

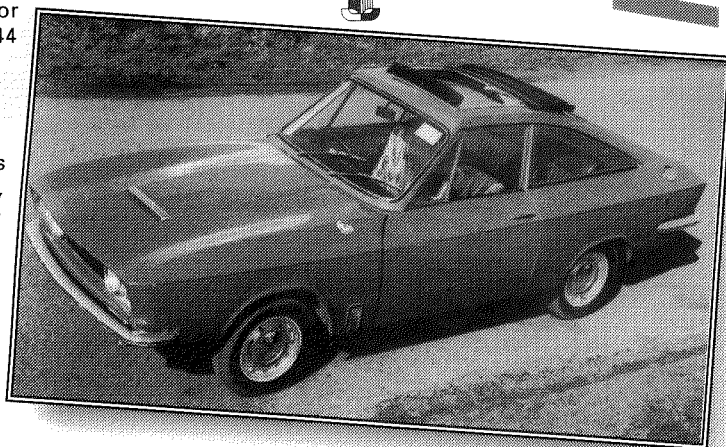
Some parts for these cars are a little difficult to obtain, since they came from quite obscure sources originally. If you have a two litre convertible that has grotty looking, badly pitted boot hinges, I am on the trail of new, yes that's right new convertible boot hinges. They're likely to be around the £30 mark for a pair, but

they would certainly finish that restoration off nicely.

2 litre GT rear window seals are another 'problem part'. I've also got a lead on a surprising source of the correct section of seal for these cars. I'll let you know more as soon as I have more information.

Just lately, there seems to be more people on the telephone wanting to sell cars than buy them, often with very short 'find a home for it or it goes for scrap' deadlines, so if you're looking for a restoration project, or a 'spare car' contact me. Also at the moment, there's a 'hoard' of 2 litre spares available, mostly trim (interior and exterior) and a couple of bonnets.

It amazes me that cars are still turning up that are not already on the 'Register' some of them only a matter of a few miles from where I live.



Parts News

This is the Bond Equipe 2-litre GT

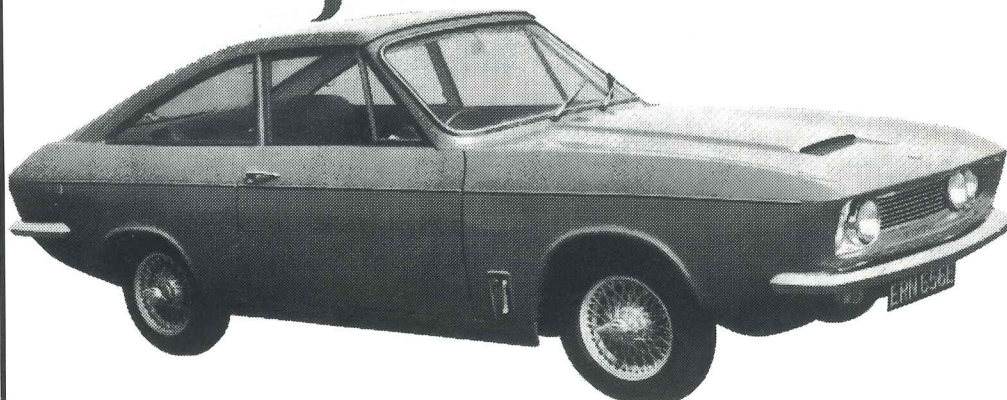
Built by Bond in association with Standard-Triumph

It has no ejector seat.
It has everything else
In fantastic measure
Smooth 95 b.h.p. 6-cylinder Triumph
2-litre engine. 100 m.p.h. plus.
Vivid acceleration
Economical fuel consumption
Disc brakes on front wheels
Luxurious seating — for 4
Aerodynamic glass fibre and steel body
Triumph double backbone chassis
Leather covered padded steering wheel
Concealed radio aerial
Turning circle 25 ft.
Generous Guarantee and Standard-
Triumph service throughout
the United Kingdom.

FULL DETAILS OVER PAGE



Sorry- no ejector seat!



BODY

Monotone finish. 2-door 4-light 4-seat. Steel and rust-proof reinforced glass fibre. Safety glass covered screen. Forward hinged doors, push button handles, winding windows, pivoting anti-draught ventilators. Hinged opening rear quarter lights.

UPHOLSTERY

Super quality Ambia leathercloth. Separate bucket type front seats adjustable for height, rake and leg length. Full sized rear seat.

GENERAL EQUIPMENT

Walnut veneered fascia with lockable compartment. Padded leather cloth surround for protection and safety. Two padded sun visors (vanity mirror on passenger visor). Facia ash-tray. Radio and speaker mounting binnacle. Fitted carpets. Chrome plated door pulls. Anchor points for safety harness. Ash-trays. Fresh air heater and demister. Built-in concealed radio aerial. Wheel trims.

ELECTRICAL EQUIPMENT

INTERNAL: Facia courtesy light with integral switch and courtesy switch on both doors. Horn button on steering wheel boss. Full instrument illumination. Oil pressure, headlamp main beam and direction indicator warning lamps. Combined ignition lock and starter switch. Steering column lever control of head and side lamps. Dip switch main beam flasher and self cancelling direction indicators. Twin windscreen wipers, self parking.

BATTERY

12-volt large capacity. Negative earth.

EXTERNAL: Four flush sealed beam headlamps in pairs. Separate side lamps incorporating direction indicators. Twin rear light units incorporating rear lights, stop lights, direction indicators, reflectors and automatic reversing lights. Rear number plate lamp incorporating boot illumination.

CONTROLS AND SWITCHES

3-spoke padded leather rim steering wheel. Centrally grouped controls for choke, heater, heat distribution and blower, and head and side lamps master switch incorporating a position for instrument panel illumination. (Electrical control - see above.) Screen washer, push-button action and wiper control. Short centrally located floor mounted gear lever.

INSTRUMENTS

Speedometer (120 m.p.h./190 k.p.h.) with trip odometer; tachometer; temperature gauge and fuel gauge.

LUGGAGE AND PARCEL ACCOMMODATION

Large luggage boot. Rear parcel shelf. Pockets in rear seat side panels and in door trim panels. Map pocket in left-hand foot well side panel.

DIMENSIONS

| | | |
|------------------|-----------|------------|
| Length | 13' 10" | 4115 mm |
| Width | 5' 1 1/2" | 1562 mm |
| Height | 4' 4 1/2" | 1334 mm |
| Wheelbase | 7' 7 1/2" | 2325 mm |
| Track: Front | 4' 1" | 1245 mm |
| Rear | 4' 0" | 1220 mm |
| Ground clearance | 6 1/2" | 165 mm |
| Turning circle | 25' 0" | 7.6 metres |

CAPACITIES

| | | |
|--------------------------------|-------------|--------------|
| Fuel tank | 9 galls | 40.89 litres |
| Engine sump (drain and refill) | 8 pints | 4.55 litres |
| Cooling system | 11 pints | 6.2 litres |
| Gearbox | 1 1/2 pints | 0.85 litres |
| Rear axle | 1 pint | 0.57 litres |

WEIGHT

| | |
|--|--------|
| Dry, excluding extra equipment | 17 cwt |
| Complete, including fuel, oil, water and tools | 18 cwt |

CHASSIS

Double backbone of channel section with side member forming rigid structure.

ENGINE

6-cylinder, 1998 cc Bore 74.7 mm Stroke 76 mm Compression ratio 9.5 : 1. Aluminium alloy pistons. Push rod operated valves. 4-bearing crankshaft. 6-blade 12 1/2" fan. Pressure lubrication from sump to main bearings, big end and all camshaft bearings. Full flow oil filter. Twin side-draught Stromberg carburetors. Diaphragm type 8 1/2" clutch, hydraulically operated.

GEAR BOX

Four forward ratios and one reverse. Syncromesh on all forward gears. Silent helical gears.

| | Top | 3rd | 2nd | 1st | Rev. |
|-----------------|------|------|------|-------|-------|
| Ratios: | 1 | 1.25 | 1.78 | 2.65 | 3.10 |
| Overall ratios: | 3.89 | 4.86 | 6.92 | 10.31 | 12.06 |

Propeller shaft with needle roller bearings. Swing axle shafts. Hypoid bevel gears. Steel disc wheels with chrome-plated nave plates.

TYRES

Radial 155. 13.

PERFORMANCE

Maximum power: 95 b.h.p. at 5000 r.p.m.
Maximum torque: 1408 lbs. ins. at 3000 r.p.m. (Equivalent to 145 lbs/sq.in. B.M.E.P.)
Piston speed of 2500 ft/min. equals a road speed of 89.8 m.p.h. (144.52 k.p.h.) in top gear.

| | Top | 3rd | 2nd | 1st | Rev. |
|---|---|-----|------|------|------|
| Engine speeds (r.p.m.) at a road speed of | | | | | |
| 10 mph | 575 | 720 | 1030 | 1535 | 1795 |
| 10 kph | 360 | 445 | 640 | 955 | 1115 |
| Road speed at 1000 r.p.m. in top gear is 17.3 m.p.h. approx. (27.84 k.p.h.) | | | | | |
| Standing quarter mile: 18 seconds | | | | | |
| Maximum speed: | 100 m.p.h. plus, depending on conditions. | | | | |

SUSPENSION

FRONT: Low periodicity independent suspension system with rubber bushed wishbone pivots. Coil springs controlled by telescopic type direct acting hydraulic dampers and anti-roll bar.

REAR: Swing axle type independent suspension with transverse leaf spring and radius rods. Ball and needle roller bearings in hubs. Direct acting hydraulic dampers.

BRAKES

Caliper disc brakes on front wheels, disc diameter 9.7". Drum brakes, 8" dia. x 1 1/2" wide, of leading and trailing shoe type on rear wheels. Total swept area 260 sq. in. Pedal operates all four brakes hydraulically. Centrally mounted hand lever operates rear brakes mechanically.

STEERING

Rack and pinion type. 15" steering wheel. 4 1/2 turns lock to lock. Steering wheel collapses on serious impact. Column is adjustable up to 4".

OPTIONAL ITEMS AT EXTRA COST

Overdrive on top two gears.

Sunshine roof.

Wire wheels.

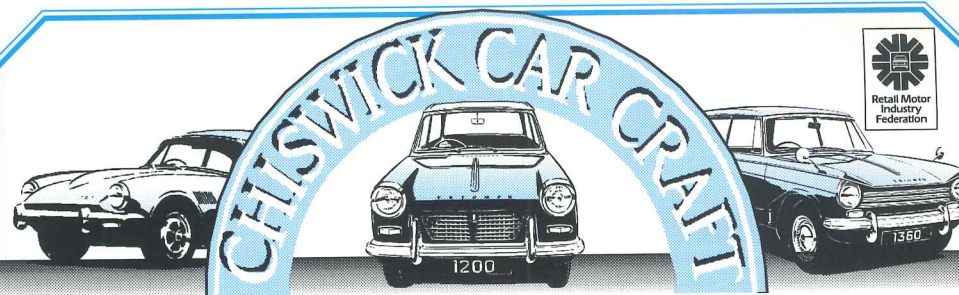
Heated rear window.

White sidewall tyres.

MANUFACTURERS:

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Many apologies for not putting in an appearance for the last few months but I have been so busy recently. Here are a few miscellaneous items which might not get covered anywhere else.

The first concerns doors which may have dropped. This is due to wear in the hinges: the hinge pin, over the years, gradually enlarges the hole in which it moves, causing the door to sag when it is opened. Warning: do not confuse this effect with a badly fitted door or, worse still, misaligned sill/ A-post/ bulkhead panels.

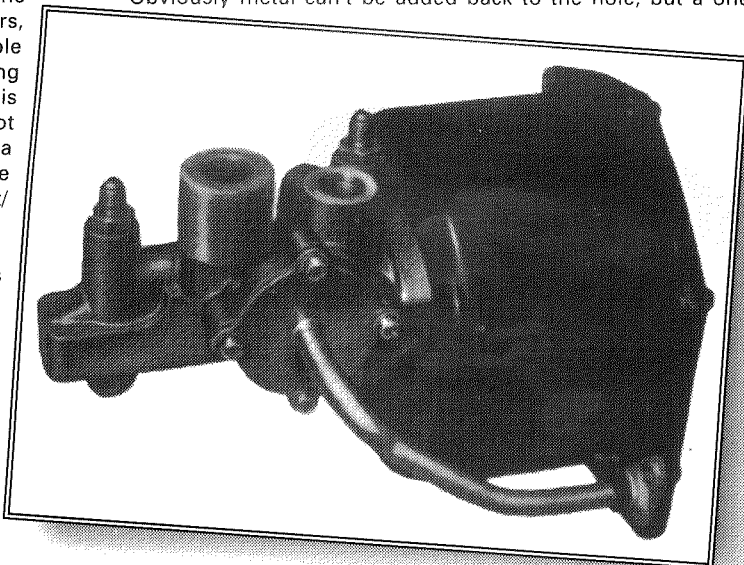
Wear in hinges is evidenced by a door which fits snugly when closed, which may or may not be noticed to drop when opened (depending on how severe the wear is), but the real giveaway is a meaty metallic thud when the door is shut rather than a smart clunk. This is caused by the latch

plate on the door hitting the bottom of the striker plate on the B-post. The striker plate is flared at the bottom to allow for a small degree of misalignment, but when the door drop becomes too great, instead of being eased into position, the door is brought into place which a violent lurch, causing damage to both the latch plate and the striker plate.

The easy answer is to replace the hinges. I suggest that this is done one hinge at a time so that overall door alignment is not lost when the new hinges are fitted. Start by removing the rivet from the check strap by filing or drilling away the minimum amount of material from the underside if the pin is just allow it to pass through the hole. Lift the bonnet out of the way, then the door can be opened at right angles which allows access to the bolts fastening the hinges - remember to support the door at all stages of the operation, and particularly with one hinge removed.

At upwards of £60 per car set, new hinges may not be an appealing proposition to some owners. A cheaper, although shorter-term, method might merit consideration. The hinges on each door are about six inches apart, the length of the doors is about three feet (yes, really, take a tape measure to one to see). This is a factor of 6, six inches into three feet, meaning that the force on the hinges is six times the weight of the door. No wonder they wear! Furthermore, it means that any slight wear in the hinges is amplified by that same factor of six at the striker plate. One millimetre of wear leads to a misalignment of 1/4 inch at the striker plate - more than enough to cause a problem.

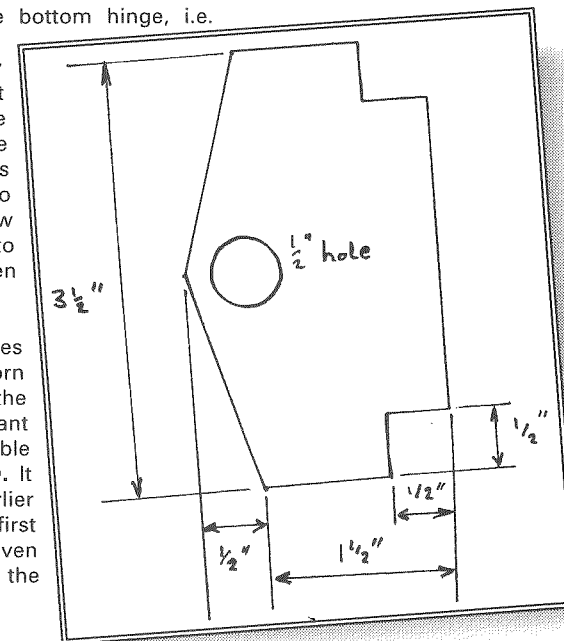
The answer is to replace the worn one millimetre of material. Obviously metal can't be added back to the hole, but a one-



by Mike Scott -

millimetre thick shim placed behind the bottom hinge, i.e. between it and the door, has the desired effect. Cut a sheet of metal (preferably aluminium if you can get it) of the correct thickness (about 20 swg will do) to the shape indicated in the diagram. Remove the check strap rivet and open the door wide as described above (important - remember to open the bonnet first) and loosen the screw and two bolts holding the bottom hinge to the door enough to slid in the shim. Tighten the bolt and Bob's your uncle!

Two things to remember: one, the shim does not renovate the hinge (which is still as worn as ever), all it does is compensate for the effect of the wear. Two, particularly important if new hinges are fitted but just as applicable in any case, **KEEP THEM LUBRICATED**. It was lack of adequate lubrication in earlier years that caused them to wear in the first place! A few drops of 3-in-1, 20/50 or even EP90 once every couple of month will do the job (don't use WD40 - it's too thin).



On a different subject, that of brake servos, I am indebted to Kevin Hagger of Dagenham for supplying some vital reference data. Apparently, there is some confusion in certain quarters as to the correct repair kit for servos fitted as standard to late GT6 MkIIIs (chassis numbers above KE20000). The required part number bears the official Lucas part number SP2651. Below is a list of some of the important parts and their respective reference numbers:

Identification label on vacuum unit "Girling Power Stop 5156" (The **IMPORTANT** reference)
Control seal (primary) ref. 64490348, external diameter 1/2" approx.
Control seal (secondary) ref.: 64490394, external diameter 5/8" approx.
Anti-knock output piston with non-removable internal seal, external diameter 3/4" approx.
Output piston seal, no reference number, tapered section, internal diameter 1/2" approx., external diameter 3/4" approx.
Piston gland seal ref.: 64490228, external diameter 7/8" approx.
Plug seal, square section, internal diameter 3/16" approx., external diameter 13/16" approx.
Diaphragm ref.: 64491021, external diameter 5 1/2" approx.

Kevin suggests that if you have any difficulty obtaining any servo or braking parts to contact J.E.M., Ashcroft House, Druid Street, Hinckley, Leicester, LE10 1QH, tel: 01455 230626, fax: 01455 611543, whom he has found knowledgeable and helpful on the subject..

Next, I have had an appeal from Mike Bezeck of Liverpool for information regarding the history of his GT6 MkI, registration number LVF 686E. The last information he can trace places it in the

Manchester area in 1979. If you can help get in touch with me and I will pass the information on to Mike.

On this subject generally, judging by the number of letters and telephone calls I have had on the subject, some form of formal register of GT6s is required. In response to this I am in the process of starting up a GT6 version of the IVR, along with a few of the other register secretaries. Don't send me the details of your cars now, I'm not quite ready for them, but watch this space!

Lastly, I am short of photographs to use in The Courier articles, so if you want your pride-and-joy to be featured in the Club magazine send a photograph to my address on the back page. I shall make sure all photograph are returned to the owners. Until next time . . . keep the faith!





Quarter-lights and Seat Kits

by Brett Dennis

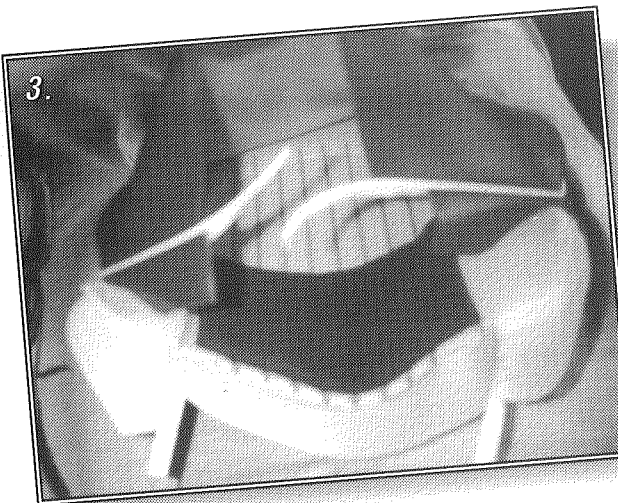
A big thank-you to Anthony Bloomfield of Kings Lynn, Norfolk. Anthony has answered my question of quarter lights fitted to Spitfire doors. His letter goes on to say: In addition to the quarter lights themselves one needs the mounting brackets (not the same as Spit ones) especially the large one for the front quarter leg.



Also needed is the GT6 winding gear (again different from the Spit) and also the rear glass guides, Spitfire ones are much too wide (I made mine from a Minor 1000 window frame suitably modified).

The GT6 glass is actually slightly curved but flat glass can be used quite satisfactorily (mine are) and can be obtained from most vehicle glass suppliers to special order (but they will require a template, taken from a GT6 glass with the correct curve of the upper rear corner incorporated). I made mine from one-eighth inch hardboard.

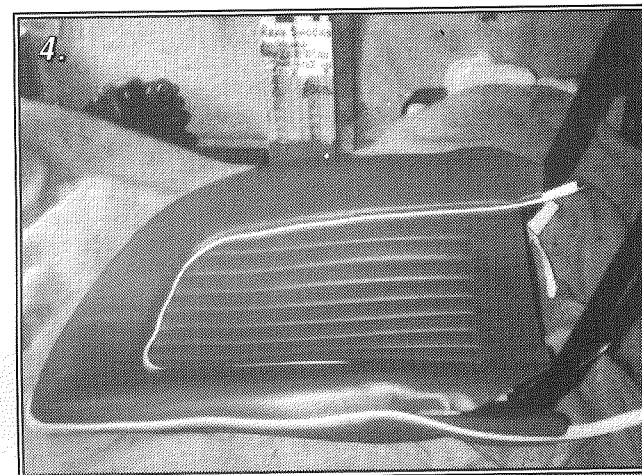
It is also necessary to have a three-quarter inch hole cut in the sloping part of



the front of the door (it's not already in the Spit door for the front top bolt).

My window glass cost £26.00 the pair + VAT. If buying second hand quarter lights watch out for ropey hinges and catches. The 'mod' is well worth while, no rattling windows and a much better seal and fit.

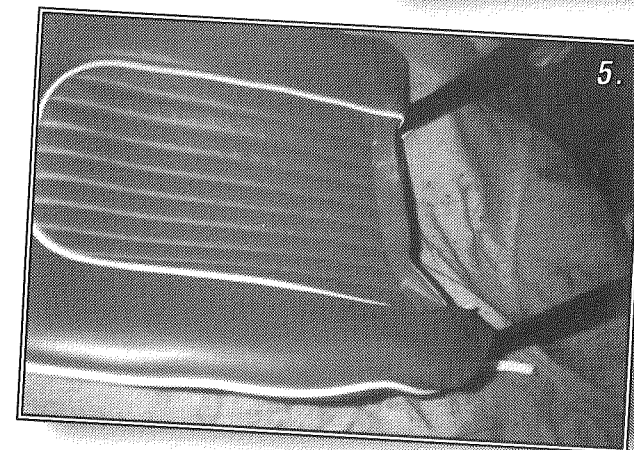
Why is it that I see a lot of early Spitfires fitted with MkIV seats? Have the originals worn through and the cheapest and easiest way out is to fit good condition MkIV seats?... probably.



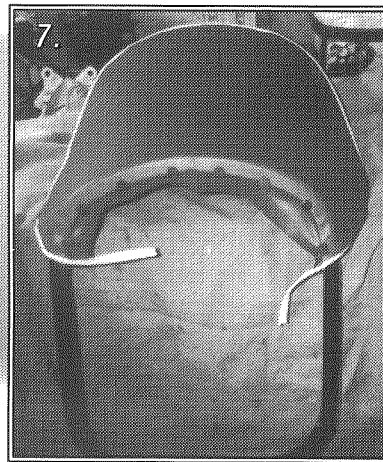
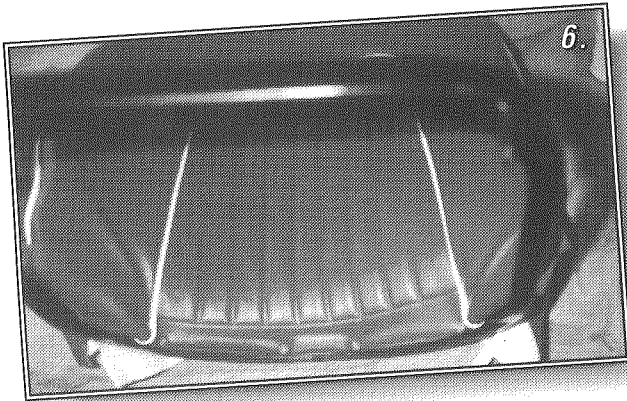
I do like to see an early Spit with good condition original interiors. Most cars seem to have good exteriors with tatty or none original interiors which lets an otherwise nice car down. I have just fitted a set of Newton commercial seat covers so I know this is a DIY job with excellent results and great job satisfaction.

So for anyone wishing to tackle this side of car restoration I thought I would pass on what I have learnt to make the job that bit easier.

The seat covers cost around £110 a set and most Triumph

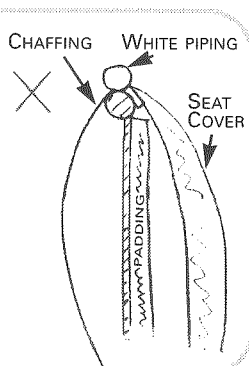
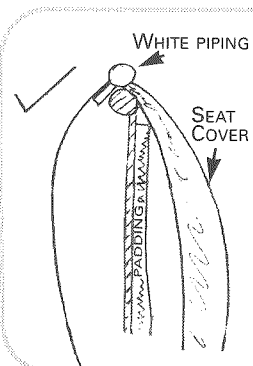


traders sell Newton commercial trim which are made to original spec. I can remember my father fitting a seat cover set made by some other company and having a pig of a job so ask before you buy. Apart from the seat covers you may require seat base foam at around £27 a seat, check the condition of yours first. If the foam is crumbling at the back you can get round this by spraying plenty of adhesive over the dried out section which holds it together.

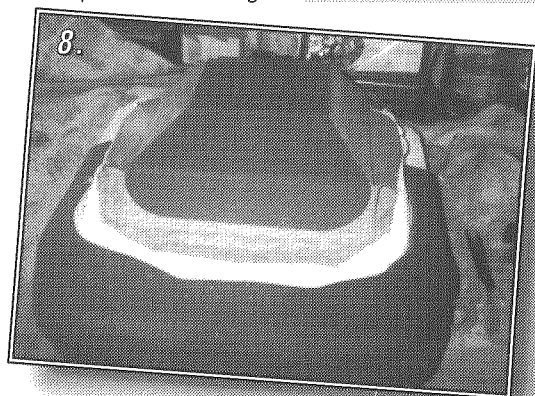


Tools needed are, two tins of spray adhesive, a sharp point, scissors, pencil, a pair of pliers and twelve three - sixteenths or five - eighths rivets plus washers. Instructions which come with the kit are MkIV seat covers so are useless.

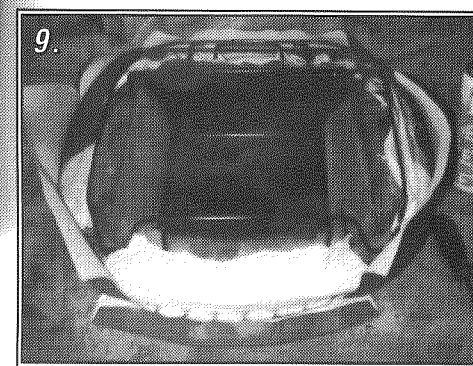
Firstly strip one seat frame and cushion and use the other as a guide when fitting the new seat covers - check the frame for cracks, and damage, derust and paint including



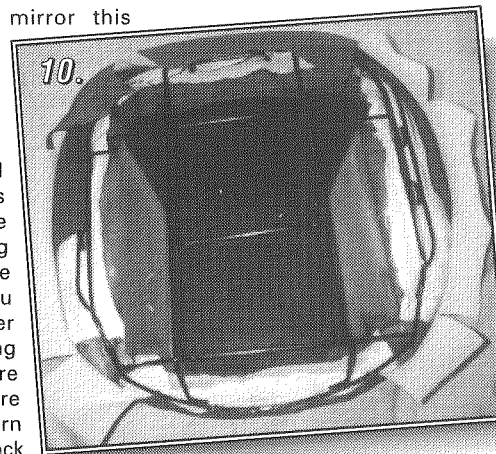
fitted to new covers(?) so remove and glue to new covers (2 & 3). Trial fit seat cover, make sure you have the right cover for the seat frame as covers and seats are handed. Once happy with fit spray glue inside cover along top 6 inches and press down (4). The reason why the original seat covers cut through the seat back is that they were not fitted properly in the first place (See diagram). The seat cover top white piping excess inside the cover must be forced onto the outside of the seat back wire beading to stop chaffing. Once you have done this turn back to the old seat cover and measure lower front section of



clips. Leaving horse hair padding insitu (photo.1) cut off old plywood strips at bottom of seat back and remove split pins. Cut open old seat back cover to reveal cotton pocket. With lumber support foam not



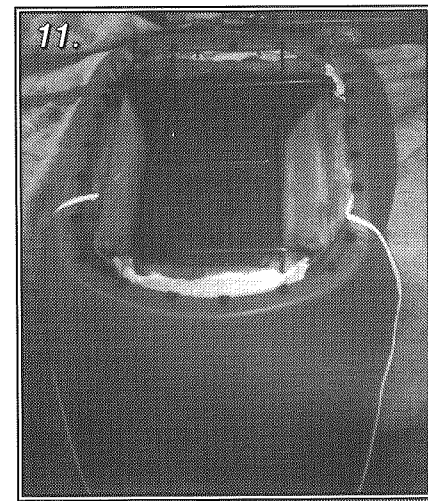
the seat cover and mirror this onto the new cover by folding and glueing (5). Now this is where you need a sharp point, rivets and washers. The original cover uses small tacks hammered into the strips of ply. So using the six holes for the plywood split pins you now rivet the front cover in place, washers facing inwards, making sure centre rib is in the centre of seat frame (6). Turn seat over and pull back over tight. If you could not get the white pipe



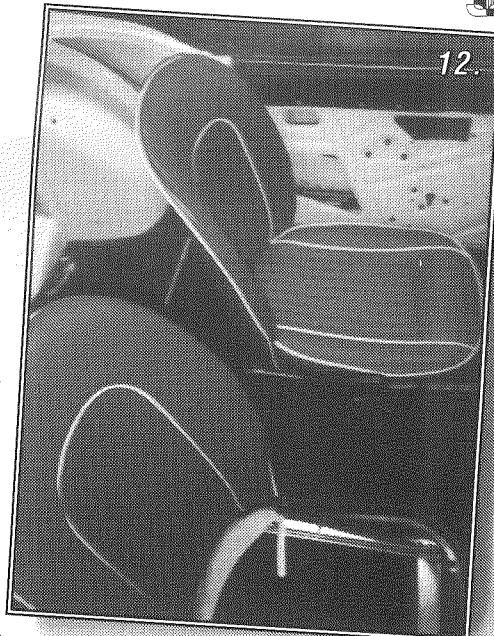
spray glue over front edge right to the back edge of the humped foam and press together, then glue centre flat section of seat base but not bucket sides (8). Fit basket then refer to old cover for length of rear material to take Hog rings and fold and glue. New Hogrings are supplied with kit. Use sharp point to make a hole then use pliers to shape ring (9). Fit base to frame fold

material, mark where seat pivot hinges are and carefully cut. Line up back and cushion flukes and refit/paint new clips and that's it.

I know the original seats and trim were in vinyl which in reality is easy to keep clean, but burns your back in the summer and freezes your buns off in the winter. So why can't we have a manufacturer make some covers in cloth like today's cars. I do not mean fancy patterns just plain cloth. This goes for all Club cars. This is preferable to an ill fitting seat cover.



excess over the steel beading now is the time by pulling. Once it is all over fit clips to frame. You may have to glue the side flaps where the seat covers are split to allow the cover to go over seat frame. Half way there phew! (7). Carefully take off seat base cover undo Hog rings at the back, pull cover off gently and cut webbing which has been glued under foam which runs along white piping giving the base its shape. Derust and paint wire basket renew base foam if necessary. Fit base foam to cover getting front edge white piping into correct position. To check this turn the lot over the right way and see if the back stitching lines up with rear edge of foam. Turn over again make sure cover is central then lift cover and



What didjer do down under?

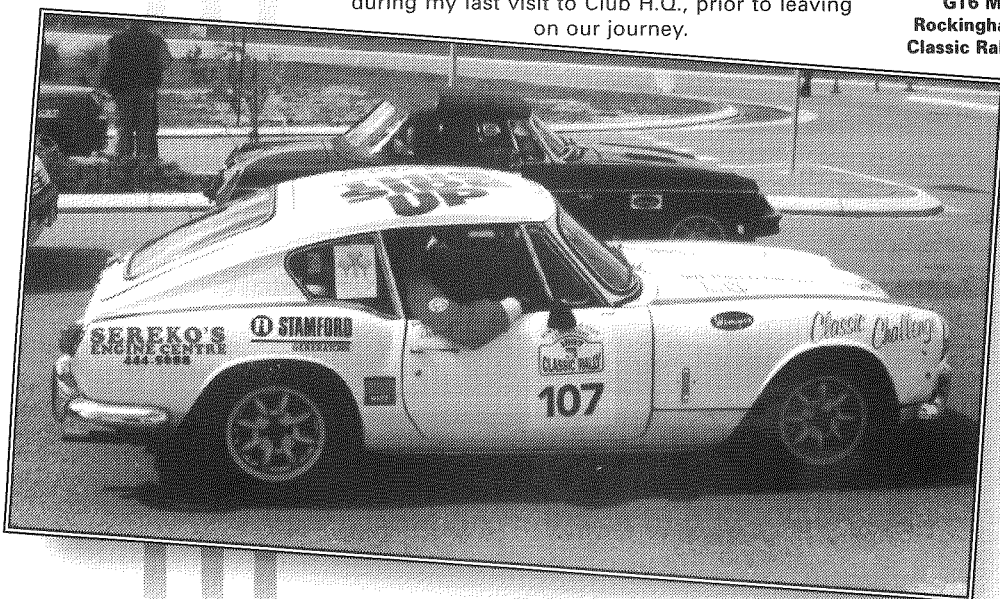
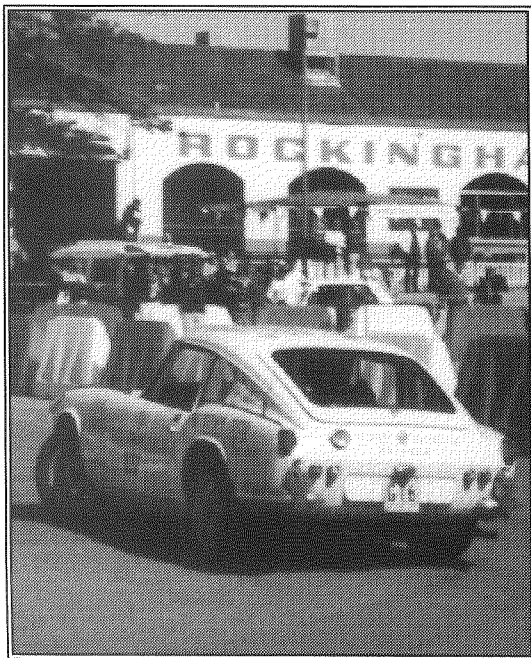
by Paul Woodman

Having been one of the few that turned out regularly in all weathers for the Northants area meeting, I think my latest effort rates a mention.

It has been more than 7 months since my wife and I embarked on a trip around Australia. I had always intended to try and contact any Club car owners I could from a list Angie had given me during my last visit to Club H.Q., prior to leaving on our journey.

Autogym-khana section.

GT6 Mk1 Rockingham Classic Rally.



On the Rally.

With the best will in the world I simply never had the time when we arrived in Sydney, as I was pre-occupied chasing all over the city and it's sprawling suburbs, putting our rig together. As we travelled north zig-zagging inland then back to the coast, the mention of a Triumph drew blanker and blanker looks the further we went.

Sir Jack Brabham in Jaguar XK8.

In new South Wales and Queensland Triumph 2000s and

2.5 PIs are around in reasonable numbers, but once you enter northern territory, forget it. After seven months, driving in rainforests, crossing the most barren deserts you could imagine and measuring the distance between tiny towns in days not miles, we entered the lovely city of Perth.

As we planned to spend a week here and there were 2 names on my list I was optimistic I would see a club car again. After about 20 minutes in a phone box most of my optimism had evaporated, one had moved and I couldn't obtain a phone number for the other. The next morning I



Modified
Mk2 GT6.

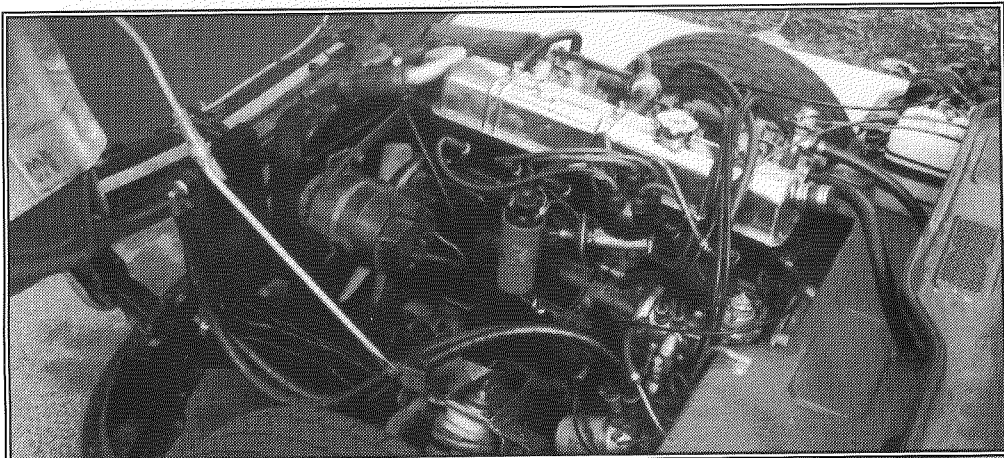


switched our radio on at about 6.30am for the news and low and behold a brief mention for a classic car rally, with more details to be found in Saturdays local paper.

Optimism rising I walked to the B.P. garage across the road from the caravan site and purchased said paper. At this point I must say the sheer size of Perth's Saturday paper is unbelievable, it must take about six trees to produce one. Following much frantic searching the information sought was found and we jumped into our Toyota Landcruiser (sorry it's not a Triumph) and sped off to Rockingham, south of Perth.

We arrived at the Rally during time trials just in time to see a white Mk1 GT6 preparing for his go. I managed to have a brief chat with the driver and took a few photos. From here we caught up with the cars again in Rockingham itself for an autocarna section. As I wandered among the parked classics it was a great thrill to come across sir Jack Brabham three times F1 world Champion, he was in a new Jaguar convertible competing with the rest.

2.5 Pi lump
transplant.



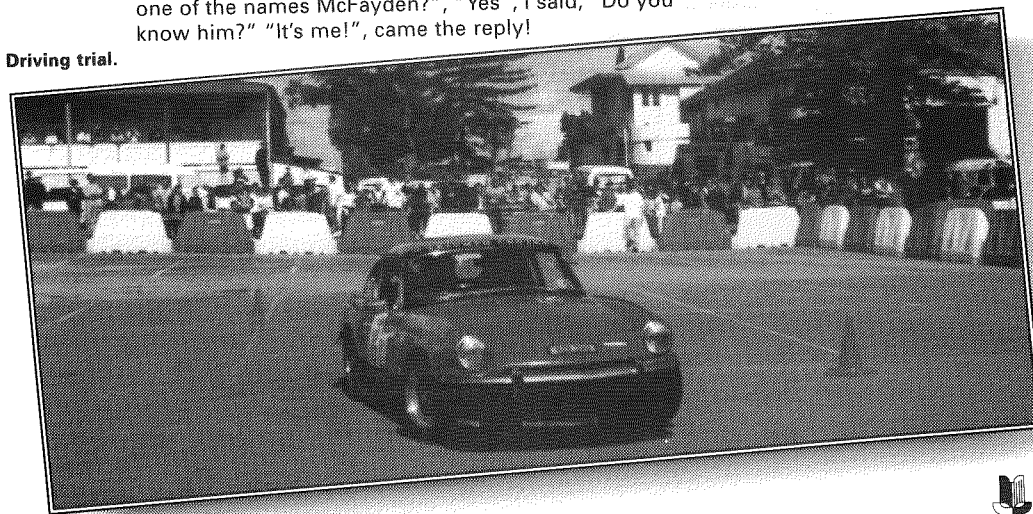
2.5 Pi lump
transplant.

My next find was a highly modified Mk2 GT6, prepared for the track with a 2.5 Pi engine and seriously quick. Both cars competed well in the autocarna sections during the two days I watched them, but I wasn't able to find out their final placings.

At the final trial on the Saturday I caught up with David Waplington, the owner of the Mk1 GT6. And he invited me to a Triumph Club meeting on the following Tuesday evening, he also told me there are 20 GT6s in the Perth area. On Tuesday evening my wife and I arrived at the Club venue and were given a warm welcome plus tea and hot sausage rolls.

As the evening progressed I explained how I'd tried to locate the two people on my list, but one had moved and the other didn't have a phone number. Just then a voice from the back of the room said "Is one of the names McFayden?", "Yes", I said, "Do you know him?" "It's me!", came the reply!

Driving trial.



We got together after the meeting and Graham invited us to his house for dinner on Saturday evening. Not only did we have a superb meal, Graham being a chef, but I got to view his Vitesse convertible rebuild, only Triumph owners could be this hospitable.

P.S. If anyone has any GT6 Mk1 trim or bits, could they contact:

Greg Willimott, 16 Glenroyd St. Mt. Lawley 6050, Western Australia. **Tel: 089 271-6333**, as he is desperate to finish this project.



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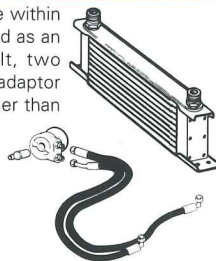
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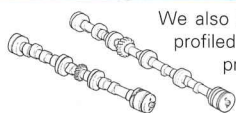


This system which sits inside your distributor unit provides more accurate timing through the use of an optical trigger pick up which is driven by the distributor shaft. The kit contains all fittings and a standard switch unit for use with a 12V coil.

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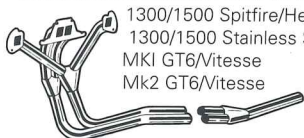


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This kit is also available in Stainless Steel

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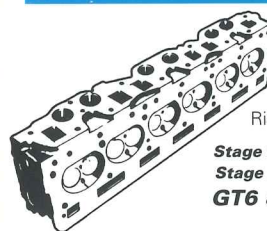
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GT6 & Vitesse

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£505.30
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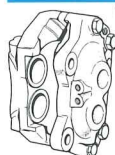
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Terry Hurrell

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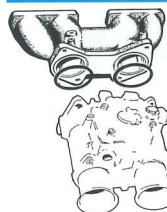
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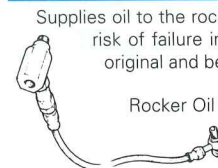
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Pembrey

21st September

by Andrew Jowett

What a long way to go for everybody, the penultimate round of the TSSC race championship at the sunny South Wales circuit.

Once again there was a good turn out of Triumphs, 11 out of the 18 on the road sports grid. Many drivers had problems at scrutineering including John Davies, having to remove his side skirts, he was none too amused at travelling 370 miles to get there and being told he couldn't race with them on. Then there was Martin "Grizzly" Adams, with his rear fog light not working, that was just a bad earth. Then it was Steve "Smokin'" crane's turn, his failing on seat belts, but another member of the ADJ Race team Russel "Bless" Williams managed to borrow some off the Pembrey race school.

Practice was just as hectic. Paul Lucas was in usual form by putting in some wickedly quick laps, championship leader Dave Beardsley blew a head gasket, John Wolfe sheared a drive shaft and Grizz didn't even

complete half a lap with his brakes seizing on. So he qualified out of session with parts robbed off of Steve's car, just so he could get on the grid. Beardo worked hard and managed to get the head gasket changed for the race, Wolfy and mechanics Mike and Martin also managed with hard work to do some repair so he was able to race, with a bit of work from myself I was able to get Grizzly's brakes sorted. The rest of the lads, Russel Williams, Bob Mowsley, Dave Jones, Russel Munn and John Davies were less than a second apart.

"There were some intense battles going on, Bob and Russell Williams were swapping places, lap after lap. But the main battle was between Beardo in his newly painted Spitfire, Wolfy and Crane"

In the race from the green light, Paul was gone, he'd disappeared, battling with Lotuses - seeing is most definitely believing! John Davies in his Vitesse didn't even complete one lap, coming on to the start straight he got it all wrong and ended up in the tyre wall, causing a lot of damage to the N/S. There were some intense

battles going on, Bob and Russell Williams were swapping places, lap after lap. But the main battle was between Beardo in his newly painted Spitfire, Wolfy and Crane, this was what the crowd wanted to see - good nose to tail racing, Beardo leading this battle, Crane next, but then Wolfy dived up the inside of Crane at the hairpin, locked up, went wide and allowed Crane back through. A couple of laps later, again at the hairpin, this time Beardo's throttle cable snapped. Meanwhile Bob and Russel Williams were trying to wind in Dave Jones. Grizz was making good progress through the field, and Russel Munn had quite a lonely race in his TR7.

Race Results

- 1stPaul Lucas
- 2ndSteve Crane
- 3rd.....Russel Munn
- 4th.....John Wolfe
- 5th.....Martin Adams
- 6th.....Dave Jones
- 7th.....Bob Moseley
- 8th.....Russel Williams

On behalf of everyone, I would like to congratulate Martin and Jo Adams on the birth of their son "Robert George". A future racer perhaps!



TSSC RACE CHAMPIONSHIP 1997

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Overall Champion

Dave Beardsley

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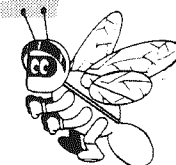
See the car and meet the driver at the Classic & Sportscar Show, Birmingham NEC, November 18th & 19th.

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| 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 assay., HERALD, VITESSE | £8.23 |
| Rear overrider HERALD, VITESSE, fully pressed (each) | £34.08 |
| 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 Spitfire | £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 | £68.15 |
| Front wing VITESSE | £88.13 |
| Front wing, HERALD 1200 | £99.88 |
| Front wing arch repair | £16.45 |
| Sill, HERALD, VITESSE | £17.92 |
| 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 | £16.45 |
| Rear quarter valance steel (with or without bumper strip) | £32.90 |
| Rear centre valance, VITESSE, original pressing | £54.83 |
| Rear centre valance, HERALD, original pressing | £49.35 |

PANELS - SPITFIRE/GT6

| | |
|---|---------------|
| Battery box | £12.95 |
| 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 IV/1500, GT6 III | £95.18 |
| 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 |
| Boof floor, all models | £65.80 |

ALL CHASSIS AND OTHER PANELS STOCKED PLEASE RING

MECHANICAL/SUSPENSION/STEERING

| | |
|--|---------------|
| Front trunnion/swivel ORIGINAL STANPART | £14.69 |
| Front wishbone bushes | £11.18 |
| 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 | £16.45 |
| 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) | £13.51 |
| 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 | £16.45 |
| Rear suspension, non/rot, bolt/nut kit, all models | £16.45 |
| 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 | £19.98 |
| 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 | £79.90 |
| Rear leaf spring SPITFIRE I, II, III, NEW | £79.90 |
| Rear leaf spring GT6 I, II, rotolox, NEW | £79.90 |
| Rear leaf spring HERALD, NEW | £89.89 |
| Rear leaf spring VIT 1600/I, NEW | £89.89 |
| Rear leaf spring VITESSE II, NEW | £89.89 |

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 | £19.98 |
| Carb repair kit (Stromberg) inc. needle valve | £14.10 |
| Carb repair kit (S.U.s) inc. jet | £16.45 |

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| | |
|--|--------|
| HER 1200, 12/50, 13/60, SPIT I, II, III, IV, DIAPHRAGM | £64.63 |
| SPITFIRE 1500 | £88.13 |
| VITESSE 2 litre, GT6 all models | £89.89 |

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 | £24.48 |
| Wheel cylinders - state model | £9.40 |
| Brake hoses front/rear - state model | £8.81 |

MOUNTS & BUSHES

| | |
|--|--------|
| Engine mounts, 4 cyl. | £4.99 |
| Engine mounts, 6 cyl. | £6.76 |
| Overdrive gearbox mounting | £14.98 |
| Standard gearbox mounting | £2.00 |
| Steering column bush (excluding late 1500) | £4.46 |
| Bump stop rotolox suspension | £4.99 |
| Rear inner wishbone bush rotolox models | £6.46 |
| Rear spring eye bush, all models | £5.88 |

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CAR SET OF FOUR SHOCK
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HERALD / VITESSE (Non ROTOFLEX)

SPITFIRE / GT6 (Non ROTOFLEX)

£72.85 INC.VAT

HOODS, CARPET SETS AND INTERIOR TRIM

| | |
|--|----------------|
| Hoods, HER, VIT - original quality | £96.35 |
| Hoods, SPITFIRE zip rear window original quality | £96.35 |
| Hoods, HER/VIT - double duck/canvas | £164.50 |
| Hoods, SPIT - double duck/canvas | £158.63 |
| Headlining, HER/VIT, saloon, coupe | £48.41 |
| Pair of front seat recovering kits HERALD/VITESSE | £133.36 |
| Rear seat covering kit HER/VIT | £133.36 |
| Pair of door trim panels, HERALD | £50.82 |
| Pair of door trim panels, VITESSE | £54.64 |
| Pair of rear quarter trim panels, convertible HERALD/VITESSE | £60.51 |
| Front scuttle side panel, HER/VIT | £11.16 |
| As above, left hand for VITESSE, with pocket | £20.56 |
| Under dash mill board panel HERALD/VITESSE | £18.80 |
| Seat base diaphragm, HERALD/VITESSE | £17.04 |
| Moulded carpet set, HERALD/VITESSE | £125.73 |
| Carpet set, SPITFIRE, tufted and bound | £27.55 |
| Moulded carpet set, SPITFIRE | £169.20 |
| Moulded carpet set, GT6 (state model) | £19.975 |
| Car seat recovering kit, SPITFIRE IV/1500 black (car set) | £99.88 |
| Door trim panel, SPIT IV/1500, black | £25.26 |
| NEW SPITFIRE, GT6 dash top cover (state model) | £34.08 |
| Door trim panel GT6 state model | £25.26 |
| Glove box, SPITFIRE, GT6, each | £16.45 |
| Pair of sun visors SPIT IV/1500, GT6 III | £30.26 |
| Radiator cowl, GT6 | £14.10 |
| Radiator cowl, SPITFIRE | £12.04 |

ALL OTHER INTERIOR TRIM STOCKED

LIGHTS AND MISCELLANEOUS

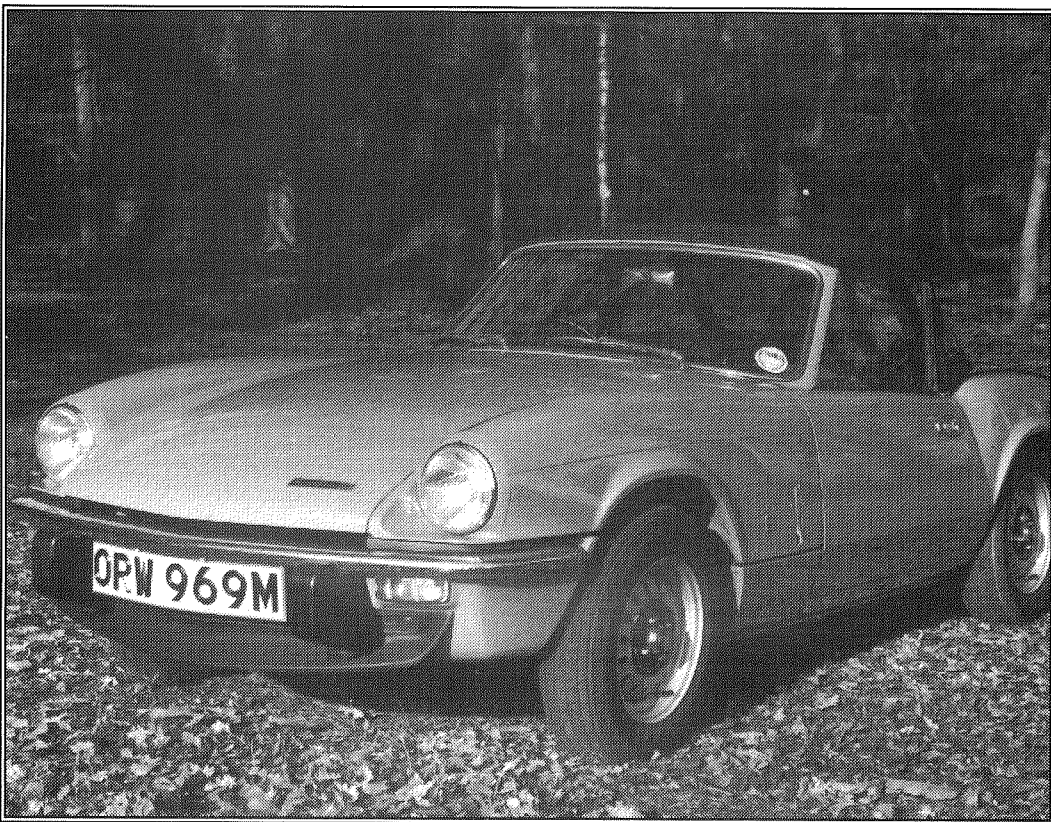
| | |
|---|---------------|
| Side/Indicator light unit, SPITFIRE III, IV/1500, GT6 II, III | £17.63 |
| Holagen headlight conversion set, HERALD, SPITFIRE & GT6 | £34.66 |
| Chrome 7" Headlamp, Stoneguards per pair | £11.75 |
| Wood rim steering wheel, all models | £49.35 |
| Leather rim steering wheel, all models | £35.25 |
| 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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Brief Test MK IV

When the motoring historians get round to writing up the '60s and '70s, one of the enigmas with which they will have to grapple is the success of the Triumph Spitfire. The car will have its 10th birthday next year, and throughout its life has contributed handsomely to the coffers of Standard-Triumph, both from home and overseas sales.

Yet it has never been a hairy-chested he-man's sports car, that is the domain of the TR series. Nor has it found much favour with the motor club sporty types - that area of the market has been the preserve of Sprites and Midgets for a couple of decades. The Spitfire has steered a middle of-the-road course, and from its mundane beginnings as a pretty-bodied open Herald, has

developed into a comfortable, sensible two-seater with reasonable economy. Two major landmarks along the way have been the introduction of the 1300cc engine (when it became the Mk3) and a new arrangement for the transverse leaf springs to control the vagaries of the swing-axle rear suspension introduced last November - enter the Mk 4.

The 1296 cc power unit is not especially quiet or smooth, our test car suffered badly from induction roar but it pushes the car along at a reasonable pace. Its maximum speed, attained in direct top (our car had the optional overdrive) was over 90 mph, and 60 mph was reached from a standstill in 14.8sec.

But acceleration in direct top was not particularly good, as is shown by the 30-50 mph acceleration time of 11.5sec.

Ever since the first Herald came out in 1959 our road test staff has been nervous about the swing-axle rear suspension fitted to it and subsequent Spitfires and GT6s. At moderate cornering speeds the behaviour of these cars gave no cause for alarm, but when the limit was overreached the driving wheels tucked in, and the oversteer was sudden and violent and it could take a lot of road and a lot of skill to get the car back under control. All this has changed with the revised suspension set-up introduced last year: the Spitfire's cornering behaviour is now completely safe and predictable. At all cornering speeds it understeers, the speed being scrubbed off accompanied by howls of protest from the front tyres. Lifting off in mid-corner merely reduces the amount of understeer. The characteristics on wet roads are the same with the nose heavy car tending to plough straight on, though spinning of the rear wheels can also be a problem. Rather dead steering, even on the optional Dunlop radials, detract from the car's sporting appeal though by absolute standards it is not too bad.

As usual with cars from Standard-Triumph the finish of the Spitfire was good. The soft top is reasonably draught-free, and can be raised or lowered in a matter of seconds without the driver leaving his seat. It is secured by two bolts to the top of the windscreen frame. The Mk4 Spitfire may not be the quickest thing away from your local traffic lights, but if you are in the market for an attractive economical open two-seater, the latest version is probably better value than ever.

The basic design may be old but that's nothing out of date about the styling, re-vamped by Michelotti. The hood can be raised or lowered in a few seconds. Easy access to the engine, but a lot of wasted under-bonnet space.

First Printed in Motor 1971

Motor Brief Test No. 37/71 Triumph Spitfire MkIV

Make: Triumph. **Model:** Spitfire Mk IV. **Makers:** BLMC (Triumph Motor Co Ltd, Coventry). **Price:** £748 plus £197.87 purchase tax equals £945.87. **Overdrive** £68.75 and radial ply tyres £10, both including tax. **Total as tested** £1060.62.

Maximum speed mph 76 80 84 90 96 100 108

| | | | | | | | |
|-------------------|-------|--|--|--|--|--|--|
| Lotus 7 S4 | £245 | | | | | | |
| MG Midget Mk. III | £225 | | | | | | |
| Toyota Corolla | £1055 | | | | | | |
| Triumph Spitfire | £1051 | | | | | | |
| Sunbeam Stiletto | £305 | | | | | | |
| Mini 1275 GT | £285 | | | | | | |
| Def 55 Marathon | £1000 | | | | | | |

Acceleration sec 4 6 8 10 12 14 16

| | | |
|-------------------|------|--------------|
| Lotus 7 S4 | 9-50 | 30-50 in top |
| MG Midget Mk. III | | |
| Toyota Corolla | | |
| Mini 1275 GT | | |
| Triumph Spitfire | | |
| Sunbeam Stiletto | | |
| Def 55 Marathon | | |

Fuel consumption mpg 18 20 22 24 26 28 30 32 34 36 38 40 42

| | | |
|-------------------|---------|----------|
| Sunbeam Stiletto | Overall | Yearling |
| Toyota Corolla | | |
| Triumph Spitfire | | |
| MG Midget Mk. III | | |
| Def 55 Marathon | | |
| Mini 1275 GT | | |
| Lotus 7 S4 | | |

Performance tests carried out by Motor's staff at the Motor Industry Research Association proving ground, Llandy.

Test Data: World copyright reserved; no unauthorized reproduction in whole or in part.

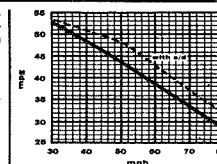
Conditions

Weather: Warm and dry
Temperature: 64-68°F
Barometer: 29.55 in. Hg
Surface: Dry tarmac/dam
Fuel: Premium

Maximum Speeds

| | | |
|-------------------------|------|-------|
| Mean lap banked circuit | mph | kph |
| Best one-way 1/4-mile | 91.3 | 146.9 |
| Best one-way 1/2-mile | 93.7 | 150.5 |
| 3rd gear | 77 | 124 |
| 2nd gear at 6,500 rpm | 50 | 81 |
| 1st gear | 31 | 50 |

*Maximile speed: (Timed quarter mile, after 1 mile accelerating from rest)



Mean Best 89.0 93.0

Acceleration Times

| | |
|-----------------------|------|
| 0-30 | 4.2 |
| 0-40 | 6.7 |
| 0-50 | 10.2 |
| 0-60 | 14.8 |
| 0-70 | 21.6 |
| 0-80 | 32.1 |
| Standing quarter mile | 19.8 |
| Standing kilometer | 37.3 |

| 0/d | Top | 0/d | 3rd |
|-------|------|------|------|
| sec. | sec. | sec. | sec. |
| 10-30 | — | 11.7 | 10.4 |
| 20-40 | — | 11.6 | 10.0 |
| 30-50 | 16.8 | 11.9 | 10.7 |
| 40-60 | 18.0 | 14.7 | 13.8 |
| 50-70 | 21.8 | 20.7 | 19.0 |
| 60-80 | — | — | — |

Fuel Consumption

Touring (consumption midway between 30 mph and maximum less 5 per cent allowance for acceleration) 38.2 mpg
Overall 30.2 mpg
(= 11.0 litres/100km)
Total test distance 899.8 miles

Engine

Block material Chromium iron
Head material Chromium iron
Cylinders 4
Cooling system water
Bore and stroke 73.7mm (2.9in.)
Cubic capacity 1296 cc (79.2 cu.in.)
Main bearings 2
Valves Pushrods operated overhead
Compression ratio 8.0:1
Carburettors Two SU HS2 side-draught
Fuel pump Mechanically operated diaphragm type
Oil Filter Full flow
Max. power (net) 63 bhp at 5000 rpm
Max. torque (net) 70 lb.ft. at 3500 rpm

Transmission

Clutch 8 1/2 in. adp.
Internal gear box ratios 1.0
Top gear 3.12
Overdrive top 3.12
3rd gear 1.39
Overdrive third 4.24
2nd gear 2.18
1st gear 3.50
Reverse 3.99
Synchronesh All forward ratios
Overdrive type Laycock electrically operated 0.802:1
Final drive Hypoid bevel, 3.89:1
Mph at 1000 rpm in: 20.6
o/d top gear 16.5
top gear 14.8
o/d 3rd gear 11.9
3rd gear 7.7
second gear 4.7
1st gear 4.7

Chassis and body

Construction: Chassis: double backbone of box section steel with steel channel section outriggers
Body: Steel panelled body on separate chassis, two door

Brakes

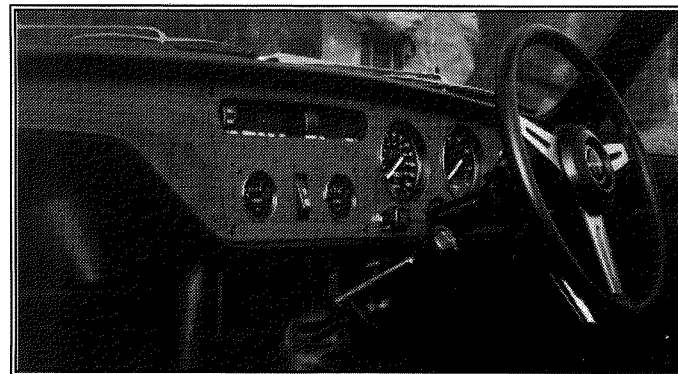
Type independent disc/drum
Dimensions Front 9 in. dia. disc; rear, 7 in. drum

Suspension and steering

Front independent by double wish-bones, coil springs, anti-roll bar
Rear independent by swinging-axle, transverse leaf spring, trailing radius rods

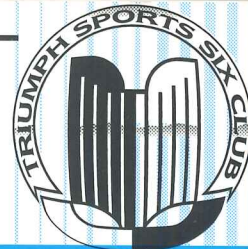
Shock absorbers: Front Telescopic
Rear

Steering type Rack and pinion
Tyres (size, type and make) Dunlop SP8 165x13
Wheels Steel disc
Rim size 4 1/2





STOP It!!



BRAKE CONVERSION KITS FROM TSSC OFFERS

CROSS DRILLED BRAKE DISCS

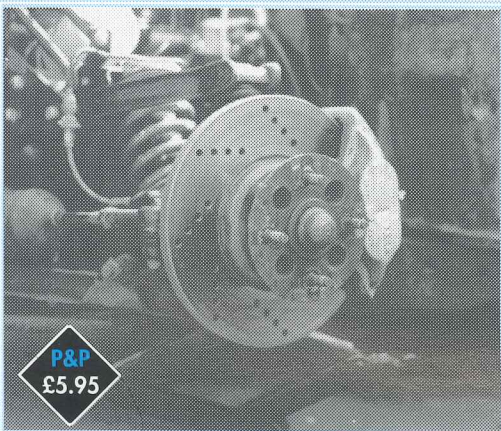
Designed to improve braking response and fade resistance. These new discs are a direct replacement for your originals. The new discs are ideal for upgrading your club car's brakes to modern standards.

CBD100 - Herald/Spitfire - £59.95pr

CBD200 - Vitesse/GT6 - £69.95pr

IMPORTANT NOTE:-

It is recommended that fast road pads are used with the cross drilled discs to gain maximum benefit and reduce pad wear.



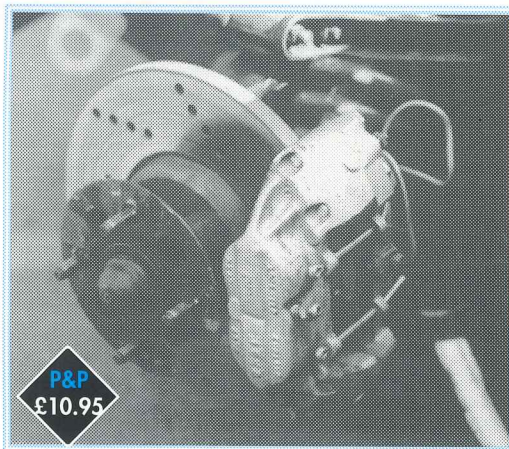
P&P
£5.95

4-POT CALIPER CONVERSION KIT FOR SPITFIRES

Includes:-
Pair cross drilled discs
Set uprated brake pads
Pair 4-pot calipers
Pair Goodridge hoses
Fittings and instructions

This conversion has been tested on the club's racing Spitfire and has proved to be a huge improvement over the standard set up. Brakes are more responsive and pedal feel is progressive. This kit is ideal for members who like to drive their cars hard, but require more responsive braking.

CCK100 - £349.95



P&P
£10.95

NOTE:- THIS KIT WILL FIT 6 - CYL CARS WITH MINOR MODIFICATIONS.
RING HOTLINE FOR FURTHER DETAILS.



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THE CHOICE IS YOURS.

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£6.95

| | | |
|-------|--------------|--------|
| SP260 | FRONT (PAIR) | £95.00 |
| SP261 | REAR (PAIR) | £85.00 |

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TSSC REAR BRACKET CONVERSION KIT

INCLUDES:- PAIR SPAX DAMPERS
PAIR HIGH QUALITY BRACKETS.
FITTING INSTRUCTIONS.

The No.1 kit for converting Vitesse Mk II to Telescopic Dampers. GT6 Mk II/III Rotoflex cars benefit from improved handling and overcome problems associated with rust and metal fatigue on the inner wheel arches.



P&P
£6.95

SP262 CONVERSION KIT £145.00

P&P
£5.95



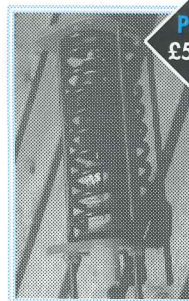
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STANDARD PAIR
£31.95**

**TR291
FAST ROAD PAIR
(15% UPATED AND LOWERED)
£39.95**

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Full instruction leaflet supplied.

SC001 - £27.95

e-mail: offers@tssc-hq.demon.co.uk



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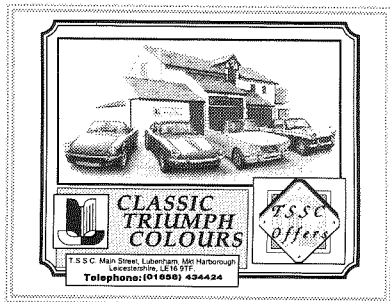


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| 82/CAA | PIMENTO | 64 | SAFFRON |
| CAE | CARMINE | 94/FAB | MIMOSA |
| CODE | VERMILLION | CODE | INCA |
| | PURPLE | | GREEN |
| 17 | ALPINE MAUVE | | LITCHFIELD |
| 92 | TARGO PURPLE | 15 | OLIVE |
| CODE | DAMSON | 25 | CACTUS |
| | MAGENTA | 55 | CONIFER |
| | MONACO | 65 | LAUREL |
| 26 | RENOIR | 75 | EMERALD |
| 56 | POWDER | 85 | BRITISH RACING |
| 66 | WEDGEWOOD | 85 | JAVA |
| 96 | ROYAL | HAE | BROOKLANDS |
| 126/JAA | VALENCIA | CODE | WHITE |
| 136/JAB | SAPPHIRE | 19 | TRIUMPH WHITE |
| 146/JMP | FRENCH | 29 | SEBRING |
| JAG | DELFT | 39 | OLD ENGLISH |
| | TAHITI | NAF | LEYLAND |
| | PAGEANT | CODE | BROWN |
| | GREY | | COFFEE |
| | PHANTOM | 23 | SIENNA |
| | DOLPHIN | 73 | MAPLE |
| | GUNMETAL | 93 | RUSSETT |
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| | | RCG | ROCKER COVER GOLD |



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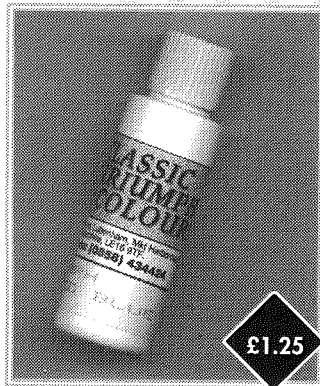
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2 - CANS
£16.50
4 - CANS
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1 LITRE CAN *(REDS) £27.95



£9.95

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PLEASE STATE CODE & COLOUR WHEN ORDERING. *REDS INCLUDE PURPLES

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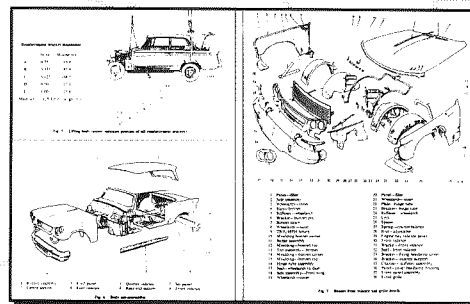
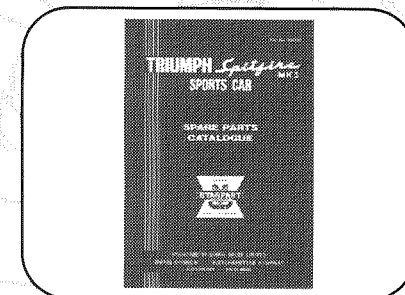


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...Pen to Paper...

GROMMET SQUEAKS

I am rather sensitive to squeaks and rattles, which emanate from my 13/60 Herald Estate, although some of them are unfortunately there forever.

I have however been able to stop the squeaks from the rear seat securing bolts where they go into the cut outs in the bodywork or in the brackets.

All that is necessary is 4 round electrical grommets of 1" outside diameter, although if you can obtain oval ones of the correct size, so much the better. These can be glued to the bodywork and bracket cut outs. I used Araldite Rapid, but on reflection think that Evo-Stick Impact might have been better, used not in accordance with instructions, but liquid, leaving plenty of time for it to set.

When fitting the grommets to the holes near the tail gate, it may be necessary to cut away part of the rear flange of the grommets as one side of these cut outs can be more or less solid and not sheet metal. Use plenty of glue and ensure that some is worked into the grommet groove before assembly.

The only snag of course is that the holes will be too small to take the fastening bolts, which must be reduced in diameter at the point of entry. I used a file, as I have no facilities to use power tools, either at home or in the garage, but I feel sure there must be an easier way!

Eric Kempshall

TAX THIS!!

We are the proud owners of a Mk1 Vitesse, purchased on 31st August 1997 which had not been on the road since 1991. We have spent approximately 60 hours, on getting the general workings of the car right, ready for its MoT.

The car went into the test station on Saturday 27th September 1997 and passed with no other recommendation than the "full beam head lights are slightly high, so please get them adjusted". After feeling quite triumphant at this, we gave the car a well deserved clean. Our thoughts then went into insurance. No problem, fill in a form, send your money and a temporary cover note arrives within days. What service.

Now then, to what we thought was going to be a simple case of getting road tax. Ah yes, the dreaded local vehicle re-licensing office, goes all-out to upset and complicate an already archaic system, when it comes to altering any of their paperwork.

Angi, armed with a V10 form to alter the taxation class to Exempt, the MoT certificate, the cover note and the vehicle registration document (which is in our name already), went into the local VRO office and gave all of the above to the girl at the counter and explained that we wanted to tax the vehicle and that it needed changing to read exempt because of the age of the car.

Fairly straight forward. Read on . . . Angi waited, only to be told that the vehicle registration document chassis number had CUO on the end of the number and on the MoT certificate the test station had put CVO. This was not acceptable as a typing mistake on the VRO's part but was the fault of the MoT man for not reading it off the car correctly.

Angi protested to the girl saying that the MoT number was correct, it was taken directly from the vehicle. The girl went away with all the paperwork into a back office for 10 minutes then reappeared. "I'm sorry madam, it's close but not close enough, I'm not going to accept this." was the response. She gave back the paperwork, but on the MoT certificate, this girl had circled the suddenly incorrect letter. After asking what to do now, came the following instructions:-

1. Go back to the MoT test station and get them to verify the number on the certificate, as the one now, they had defaced, is no longer legal.

2. Take the letter from the MoT station and all the paperwork back to the VRO office. They would then check with Swansea all the former keepers and see where the mistake could be found. Then make an appointment for the car to be inspected.

3. Take the vehicle to the VRO office to be inspected. Then and only then would they accept that they have made a typing error on the registration document and issue us with a tax disc.

Angi, quite mad by now after half hour wasted, rang Paul on her mobile, fuming and driving like a mad woman around Peterborough, to explain the previous events. Annoyed by this, he rung Swansea and explained what had happened and faxed through the MoT certificate. The lady at Swansea was appalled at the VRO. All the girl had to do was make the changes on the V10 form, the change of the letter U to V, accept our word, issue the tax disc and then Swansea would check their records, at their leisure, and we could be happy and on our way they should not have defaced our MoT certificate.

Paul then rang the VRO office and spoke to the manageress, who to say in the least was as condescending as they come. Paul had explain what Swansea had said, and the reply he got was; "Swansea have no jurisdiction over us, we can change whatever we like and as many times as we like". After a very heated telephone conversation, with Paul's blood pressure rising all the time, it was agreed that Swansea were right, and; "That if you could call in, we will sort it all out for you sir."

Next day, Paul decided that he'd better go and get this lot sorted out. He went to the counter and today there was a young lad, not the girl who was dealing with us previously. Paul explained again what he wanted, a tax disc for our Vitesse, that's all, nothing hard or complicated, just a tax disc.

The lad accepted the paperwork, "Ah!", thought Paul, "Marvellous, he understands, he knows what he's doing". A tax disc was torn off the book and the registration number filled in, and then the lad said; "That will be £171". Paul nearly burst a blood vessel, with a queue of people behind, patiently waiting, Paul replied; "Get me someone that's in charge, who knows what they're doing, for heaven's sake". Paul was instructed to wait while some higher authority came to help. He was pushed to the rear of the queue. After a few minutes someone came, gave him the tax disc



FOC and said they would sort out the registration document.

At last, a round piece of paper, waged war over by several incompetent staff that wanted to make life harder and less enjoyable than it should be. Anyway, we put the disc on the Vitesse on Saturday 4th of October 1997 and drove around all afternoon in the autumn sun, enjoying at last the virtues of our Vitesse.

Paul & Angi Spendelow

JUMP LEADS & DEATH RATTLES

In response to Karl's infrequent use problem there is more than one thing happening here, one is the battery which many be being flattened by something draining it. The battery may also have a problem of its own if it's near flat after a week or so. The other problem is after standing for a long time the compression left in one cylinder when the engine is switched off is lost and in an old engine there may not be enough compression to fire it up next time. My suggestion to the battery problem assuming it is in good condition, is to have a second battery and some jump leads, so the spare battery can be trickle charged and kept ready for use whenever the urge takes you. The car's battery can be checked for discharge when not in use by any good auto-electrician. The compression problem may not arise with two batteries starting the engine, but a squirt of engine oil in each cylinder would help, but this is time consuming and too much oil would obviously foul the plugs.

I also read with interest the 'death rattle' letters and with only just rejoining the Club I may be missing the point as it was in the first magazine I received. If it is the old rattle from the distributor drive gear then the answer lies in the paper gasket between the block and the distributor as a gap of more than 0.0005" will cause this rattle. In my family we have had since 1964 two Herald 12/50's, 1300 fwd, Spitfire MkIII, Toledo, Triumph 1500TC, and a Spitfire 1500. They all have a similar engine so can suffer the same rattle but some did and some didn't, but we always found the first thing to sort out was the gasket thickness and how worn both sets of gears were. The answer to this happening in first place has to be to much choke on start up and no oil or cheap oil that gives no protection, so trying to keep oil up there is a good idea. Glad to be back!

Colin Wildig

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COLD VOLTAGE

Re: Pen to Paper in the October 1997 Courier, Karl Grave asks about trickle charging a battery during the winter months.

I am sure that the basic cause of the problem is the battery itself, I would expect a fully charged battery in good condition to be able to stand for a month or two and have more than sufficient power to start a car. It is possible that there is a continual current drain, like a boot lamp on, although this is rather unusual."

It is possible to test a batteries storage capacity by measuring its Open Circuit (no load) Voltage, and then subjecting it to a loading of approx half its Cold Cranking Amperage for 15-20 seconds and measuring the voltage under the loading. A reading of under 10 volts is not good, and 9.5 or below is really bad news. It is not practical to test a battery with an O.C.V. of less than 12.5volts until it is recharged. As a guide batteries listed for 4cyl Club cars will have a C.C.A. of about 260 amps and 6cyl cars a C.C.A. of about 320 amps.

If the battery has filler caps, I prefer to use a hydrometer for testing the Specific Gravity of each cell. This test can be done on a discharged battery, obviously the S.G. of each cell should be the same. A fully charged battery will have a S.G. of around 1.29, half charge around 1.25, below that will need recharging. This test can be repeated after a week or so with the battery not used and if the readings are different, the battery is past its "sell by date".

For practical purposes if you have, or can borrow a good voltmeter, disconnect the coil, operate the starter and check the voltage under load (if the engine is warm turn the lights on as well). Don't forget to reconnect the coil! Hydrometers can be obtained quite cheaply from accessory shops but get one with a proper float, avoid the type with floating balls.

Dick Weller

DEATH RATTLE

With reference to the August Courier and the Technical Torque article *Death Rattle*, I have recently discovered a much simpler solution. Power Train products produce an oil filter with a non return valve, with a 1/8 UNF thread. I have had it installed for the last three months and even after two weeks without being used, the car starts without any protest from the bearings. The part no. is PMFL 23.

Dick Collis Thames Area

SPITFIRE DATABASE

I am the owner of '63 Spitfire FC4505 L, and after restoring it frame-up I have decided to see how many of those cars are still alive and kicking. This spread into the

ambitious quest to establish a database of all remaining Spitfires.

I want to compile the data and publish it on the Internet for the benefit of all Spitfire owners. I have been sending requests for information for only one week and have gotten a surprising response.

I want to include only the following information:

Year of vehicle
Model
Commission No.
Colour
Owner's name
Location of Vehicle (city, state, country, as applicable)

There is no commercial intent in this search, only the interest of all Spitfire owners. So please send whatever information you have to fill in the gaps in the data. Also Please pass this request on to any individuals and clubs world-wide who may contribute to the effort.

Joe Curry
e-mail: curry@wolfenet.com

CANNONS & GUNS

I think everyone will know that old fashioned cannon have two cylindrical lobes, one cast roughly midway on each side of the barrel, which rest upon the carriage in such a way as to enable the elevation of the cannon to be altered and to transmit the reaction of firing to the carriage. These lobes are known as trunnions. This old use of the word illustrates perfectly that the trunnions on our cars are the bronze castings and bearings which enable the lower swivel joints to be held to the outer fulcra of the lower wishbones, not the swivel pin part.

Lumatic [G.A.] Ltd of Ponswood, Hastings, East Sussex, TN34 1YS (Tel: 01424 436343) [Please check that they still exist.] manufacture standard sized guns specifically made for oil (model OLG0, not grease, as well as grease guns. They are also the British agent for the Swiss, made Abnox-Wanner guns. I have the small Abnox-Wanner one hand oil gun, catalogue no. 30960. It works very well.

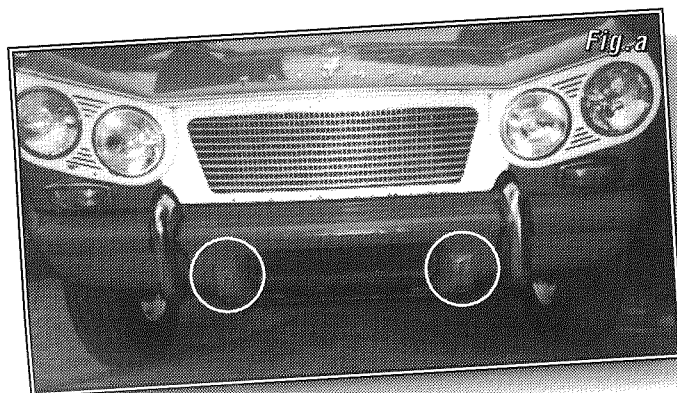
John N.C. Richardson

SPECIAL REPORT

The Spirit of Adventure

by John Thomason

Following on from last month's preparation article on the engine, carbs, cooling, electrics, transmission and under-body, we continue to cover the car's modification for the Paris to Peking rally '97.



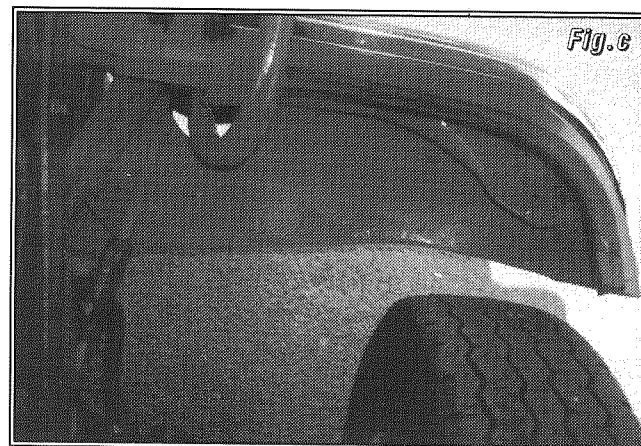
The towing eye bracket points in the front valence.

The tow hook, welded to the chassis at the rear. Note the jacking point marked on the chassis and the small skid plate on the exhaust silencer. (below)

block was welded to the chassis/front bumper tube, into which a towing eye could be screwed through the front valence (Fig.a). At the rear there is nothing structural high up and so I had to settle for a substantial V-bracket welded to the chassis (Fig.b). A length of rope could always be attached prior to negotiating any possible bogging situations.

7. SUSPENSION

Front suspension was 'standard' except for adjustable dampers, so the 'wear' could be adjusted for, and stiffer springs. After much deliberation about

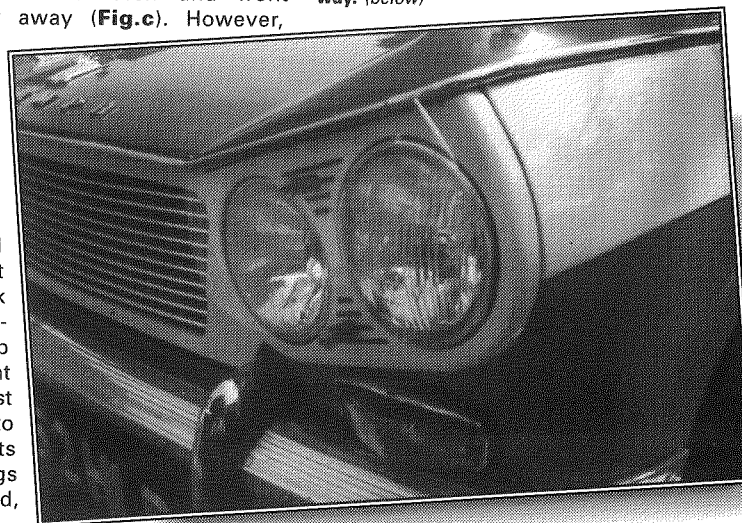


Front valence cut away for tyre clearance. (above)

the spring rate to achieve the best ride, suspension travel and ground clearance, I opted for 300 lb in, 12" front springs which I had specially made. 10mm spring spaces were also added. This is a limit of about 25-35 mm, on how much the suspension can be 'jacked-up' before the wishbone geometry becomes unacceptable.

Standard 4 1/2J wheels were used, alloys not allowed or wanted and the wider 5Js were wheels thought to add unnecessary weight. Considerable thought also went into the choice of tyre. In the end I chose a van tyre, Avon 13x175 6-ply, that were renowned for their durability. They were a tight fit though and required the inner wheel arch and front valence to be cut away (Fig.c). However, combined with the suspension, they did give me the targeted 8" ground clearance. One of the spares even just squeezed into the spare wheel well. After much advice I decided not to fit inner tubes, but took a couple of spares - just in case. Hub caps were fitted, at least at first, not just for aesthetics but to protect wheel nuts and wheel bearings from water, sand, mud etc., etc.

Ever seen a Vitesse with a pair of specs? Zoom was given a pair to help her find her way. (below)

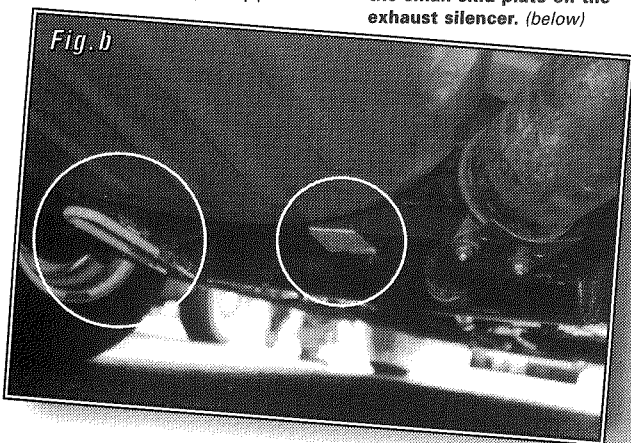


At the rear, again the only things not standard were adjustable shock absorbers and a stiffer spring. The rear spring started as a brand new, original Herald 13/60 Estate spring, that I modified by adding another third leaf also from an estate spring. This really jacked the vehicle up with massive positive camber, making driving interesting to say the least. But with the spares and fuel etc., it came down to a perfect 8" ground clearance with zero degree camber! To give a measure of stone protection to the dampers, a radiator hose was split and placed over the bottom half of the damper.

8. BRAKING SYSTEM

2-litre brake calipers were fitted at the front, the original 1600 calipers being substantially smaller and worse than useless on a standard car, let alone one that would be laden down and be expected to descend mountain passes where brake fade would be a problem. The rear was standard, however both front and rear were completely rebuilt with

Fig.b



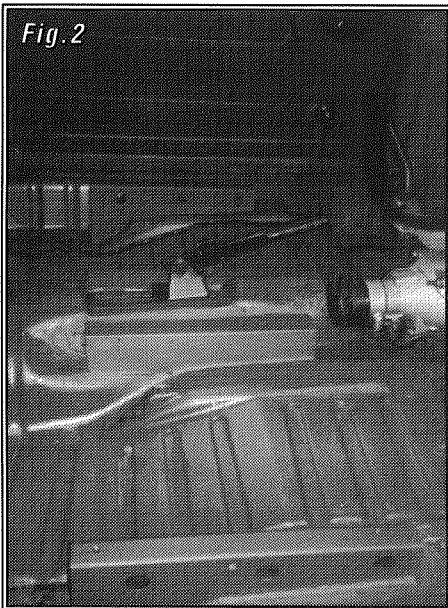


Fig. 2
New front seat mounts welded in place. They also had the effect of reinforcing the floor pan and transmission tunnel. (left)

9. INTERIOR

The interior was completely stripped of interior trim, which broke my heart, having previously glued it in and fitted it to a concours level.

First off was an aluminium fire wall across the rear seat opening. Aluminium sheet was

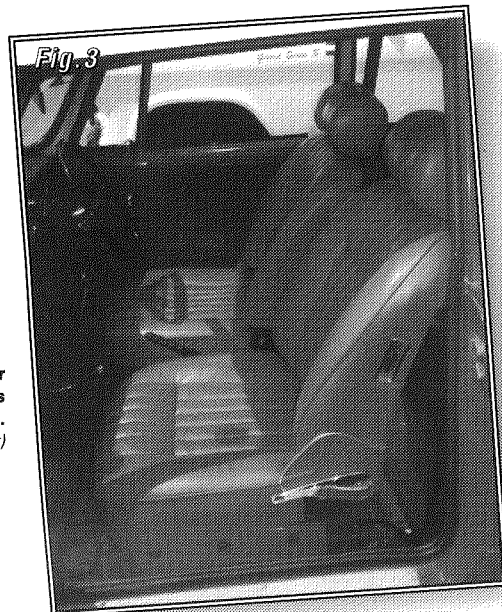


Fig. 3

The Jaguar coupé seats fitted in place. (right)

Tilting seats gave good access to the rear. The seat backs were projected.. (below)

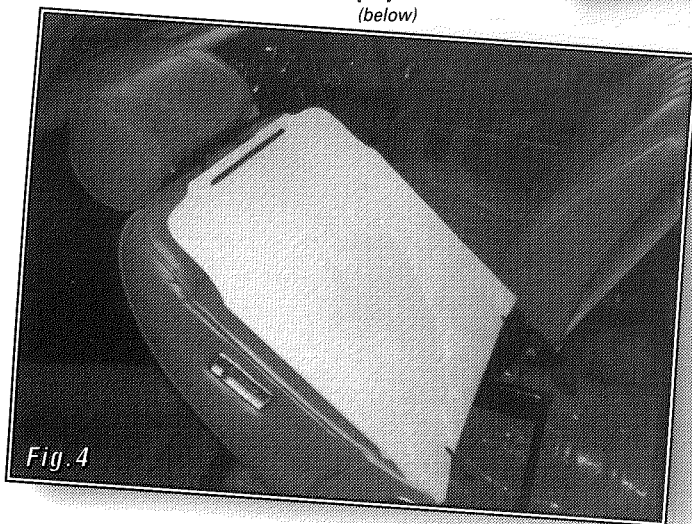


Fig. 4

also used to blank off the side pocket openings. These were made removable, such that spares could be stowed behind.

Next was the mandatory roll bar. Have you ever tried to fit one to a saloon without removing the roof? After much struggling I achieved it by using ratchet straps and then releasing them to spring the bar into place. To reinforce the installation, plates were welded onto the rear floor and up the rear shuttle. This overcame the one thing I am

never happy with roll bar installations, in that you are expected to squash down the rear floor swages. A reinforcement plate that incorporated studding was used on the wheelarches which avoided the need for bolt or nut heads protrusions that could potentially damage a tyre on a full bump.

A cash box was discreetly fitted with weld nuts under the passenger seat. (below)

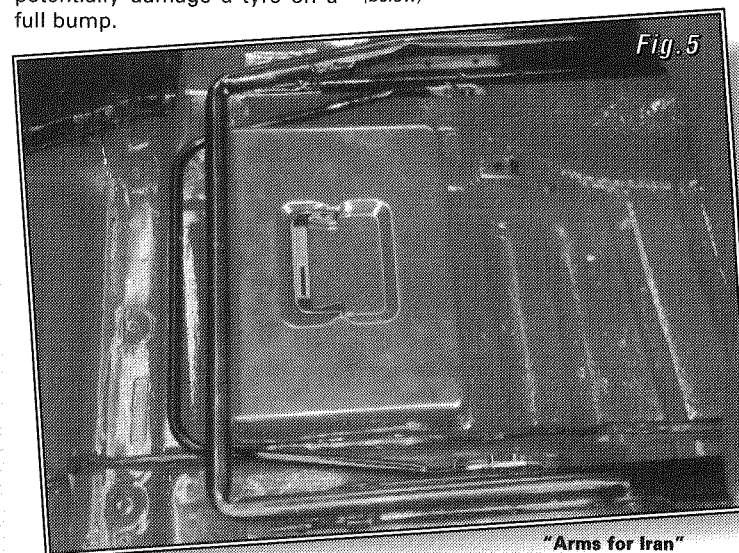


Fig. 5

"Arms for Iran" - not quite, spare drive-shafts stowed under the driver's seat. (below)

Since we'd be sitting in the car for the best part of six weeks and travelling over some abysmal roads, I'd decided that some seats with a little more padding than the standard early Vitesse seats were required. After considering several options, including Dolomite and Stag, I opted for a pair of leather Jaguar XJ Coupe seats that I bought at Beaulieu and had recovered. After spending considerable time balancing the seats on blocks of wood to get the seat height and position correct, brackets were made up and welded to the floor (Fig.2).

The Coupé seats (Fig.3) in addition to being fully reclining had the advantage of tilting forward for access to the rear. The seat backs were protected from damage when dragging spares from the back (Fig.4). The seats also had the advantage that the bases could easily be removed; good if the gearbox had to be removed but also allowed good access underneath the seats. On the LHS a cash box was now welded to the floor, allowing for valuables to be kept out of sight (Fig.5) and on the RHS, spare drive-shafts were stowed (Fig.6) - bringing weight as far forward as possible for good weight distribution.

A dash was modified to incorporate an oil gauge and voltmeter. The speedo was changed to one reading in kilometres (Fig.7). The dash-mounted ashtray was cleverly modified to house a display

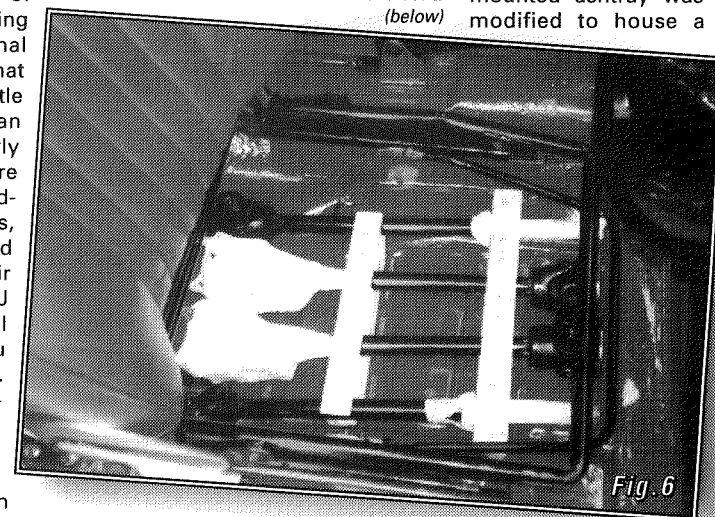


Fig. 6

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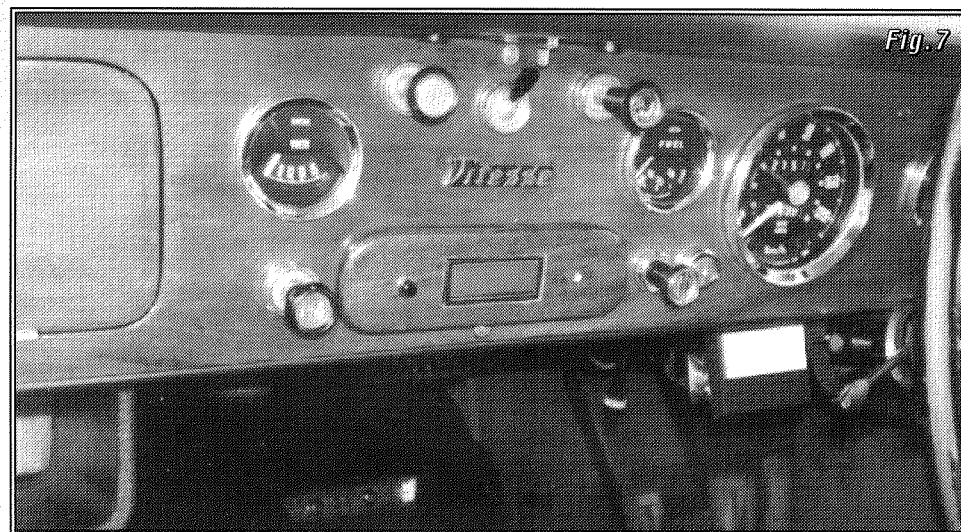
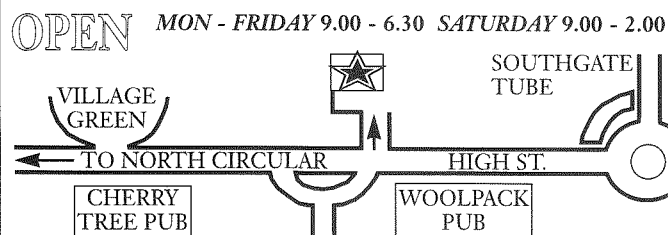


Fig. 7

and distance measuring device (Fig. 7); an accurate means of measuring distance was essential for the Rally and following the Route Notes. A colleague designed some electronic wizardry that used an ABS sensor to count pulses from a notched ring that I welded to the gearbox output shaft (Fig. 9). After some initial problems of noise suspension and calibration, the end result was very satisfactory being accurate to 100m.

Revised dash layout. Note the distance display in the ash tray and the fuel mixture gauge under the km speedo. (above)

An old radio with LW and MW was fitted so that we could tune into the BBC Overseas Service. This was fitted on the driver's side, not wishing to obstruct the removal of the gearbox cover with anything. Extra stowage space is always useful and so I made up an aluminium parcel shelf for the passenger side. The Vitesse door trims were retained; they were black but I sprayed them with red Humbrol vinyl paint, which was a perfect match to Triumph Matador Red and the red leather seats. Extra door pockets were also added to

The toothed (4) ring welded to the gearbox output flange and the ABS sensor (just visible) used for distance measurement. (right)

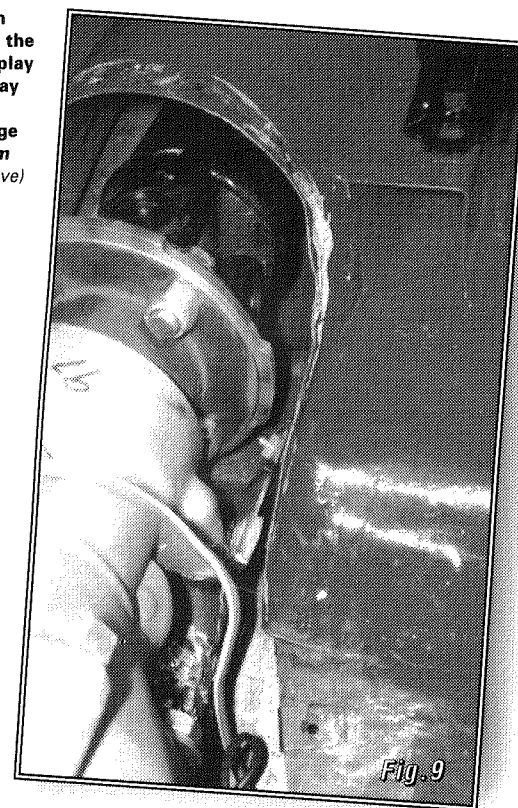


Fig. 9

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the doors (Fig.10). A rechargeable torch was also mounted on the passengers side, as was a fire extinguisher (Fig.11).

The rear was devoted to stowage of spare parts, which were packed into four large plastic boxes to keep them clean and dry. The two bottom boxes were held in place by aluminium angle screwed to the floor. The upper two were stacked on top and held in place by an aluminium reinforced ply lid, and strapped down. A pair of 'drawer' boxes were also stowed (Fig.12). The spare rear leaf spring neatly straddled the

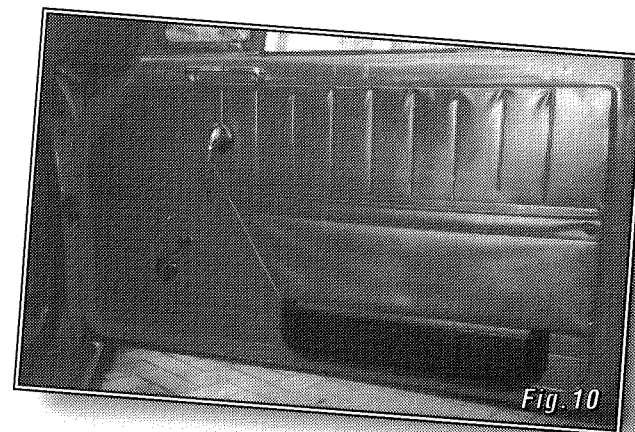


Fig. 10

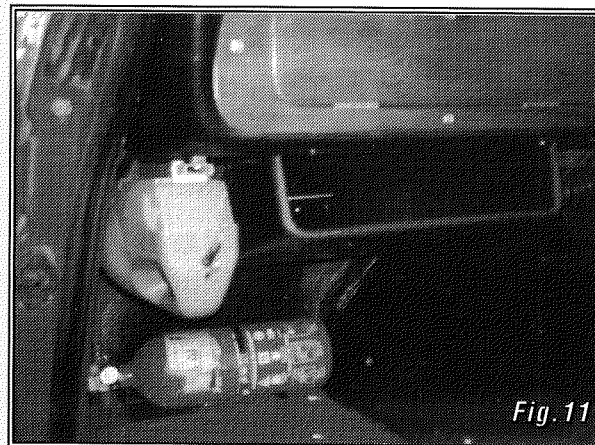


Fig. 11

tank was protected with ply to prevent puncture by items thrown into the boot in the heat of the moment!

Extra door pockets added to the door. (below)

The stowage shelf and rechargeable Torch fitted on the passenger. The 5kg fire extinguisher was mounted as far forward as possible and accessible. (left)

Well, that little lot took three months to prepare, how effective it is we'll soon find out!

The rear stowage of the 4 spares boxes. Note the spare leaf spring, wrapped and stowed across the car. (below)

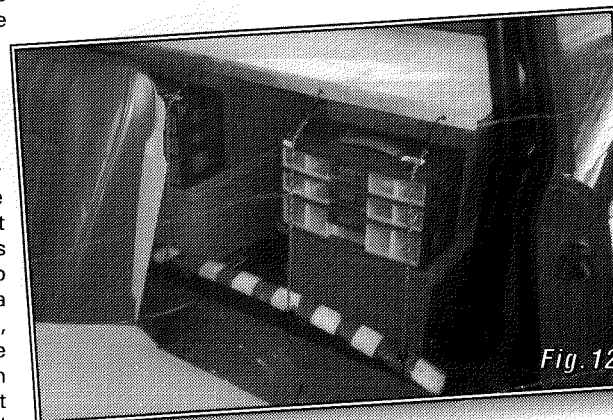


Fig. 12

roll bar and helped to keep the boxes in place. The whole lot was bounced about and subjected to sharp breaking to ensure everything remained in place.

The boot was next and my target was to stow the minimum here to aid weight balance. Only service items were stowed here such as two fuel jerrycans, two spare tyres, a foot pump, bottle jack, spade, tow rope and winch. All were suitably lashed down, which I found to be one of the most time-consuming jobs. The fuel

DRIVING EVENT REPORT

Woking to Silverstone, via Brighton.

by Dave & Sue Bayliss —

The tale starts back in 1995 after watching that year's London to Brighton run for classic cars. Specials Register Secretary, Trevor Collett, had taken part in his Herald and Sue and I watched the arrival and departure of many cars including Trevor's, at Amberley Museum in West Sussex.

After discussing the idea of taking part in the 1996 event, Sue's Spitfire was duly entered. Various events conspired against us and we were unable to take part. Our entry was kindly held over for this year by Greenwoods Exhibitions and so we duly presented ourselves and car at Syon House, Isleworth. Those are the bones of the story. However, like all good yarns there is a sub-plot.

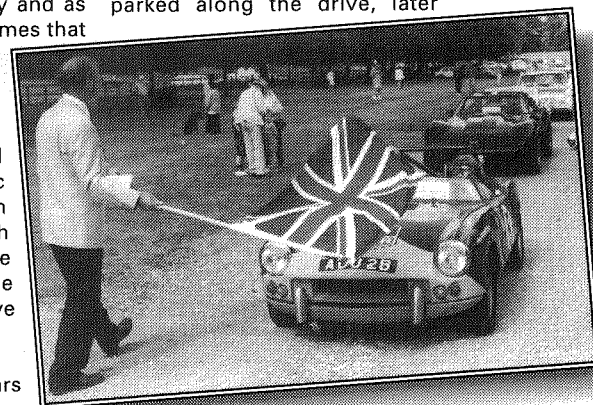
Once again Sue's Spitfire wasn't ready and as Bill Sunderland had suggested several times that we should drive Quasi again since our last outing (Brooklands to Le Mans - Couriers 150 and 151) and because of all the modifications done to it by Bill, the team at HQ and John Thomason, I approached Bill and he was enthusiastic about the idea. So earlyish on Sunday 8th June we woke the neighbours with Quasi's exhaust rasp and drove to the start point. Many others doing the same to start at Syon House or the alternative start point at Crystal Palace.

After looking around the assembled cars and washing down bacon butties with tea

or coffee, it was time to go. We were waved away, literally, under a large Union Jack and following the excellent route map made our way to Polesden Lacey, the National Trust HQ., this being the first checkpoint. Here we again stopped to chat, eat sticky cake and drink more tea and coffee and, of course, the loo!

The next stage of our route took us on some very minor roads, and at one point we were only about fifteen miles from home! We continued our ramble around the beautiful Surrey and West Sussex countryside to arrive at Amberley Museum and the second checkpoint. Time for more refreshments, talk to other entrants, get the route book stamped, then off on the final leg to Brighton.

What a fantastic reception at Madeira Drive, Brighton, the whole seafront, upper and lower levels, were packed with people. At the time of our arrival about five hundred classic cars were parked along the drive, later



Start of London to Brighton at Syon House.

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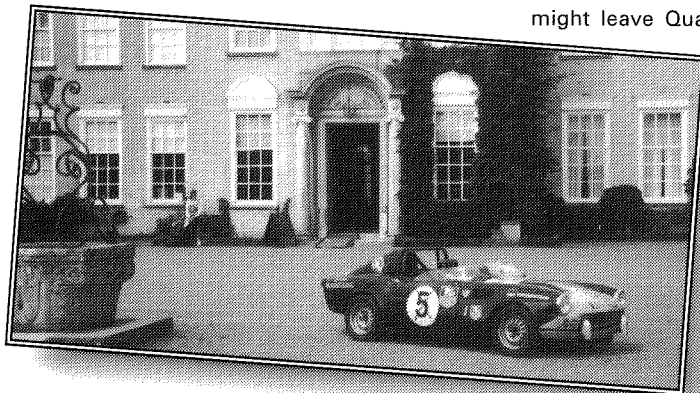
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Check point and rest stop at Polesdon Lacey.

getting on for seven hundred cars. We crept along between lines of cars and spectators to be interviewed at the Finish Flag by Jon Pressnell. After the interview, which I couldn't really hear, but by latter accounts was reasonably coherent, we parked Quasi to once again be swamped by enthusiasts. It's funny but wherever that car is parked it always draws a huge crowd around it, but more of that later.

Having met up with friends (pre-arranged), answered more questions about Quasi, we went off to enjoy the sights and sounds; and what sights and sounds. Just about every type of car that was common on British roads in the 50s, 60s and 70s plus some much earlier and a few extremely rare cars.

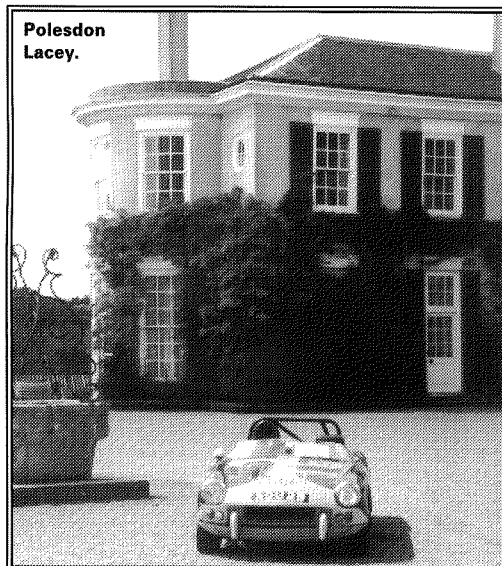
After the Classic Car run the plan was for me to hand over Quasi to John Thomason but events changed that idea and it was decided to take the car to the Goodwood Festival of Speed. Unfortunately I could only attend on the Sunday with long time Club member, Chris Owen and son, James. What a stroke of luck deciding not to take Quasi. The heavens opened and Goodwood was reduced to a swamp. Cars and bikes still ran, of course, and all the spectators trudged about enjoying the event. Nothing defeats a petrol head, least of all the British summer! So Quasi stayed locked away for a few weeks until July 25th and the Coys International Historic Festival at Silverstone.

We were lucky to get a very late entry to the Festival and because of this accommodation within about a twenty-mile radius of Silverstone was almost impossible, especially as we needed secure off road parking for Quasi and back-up vehicle. The reason being that we thought we

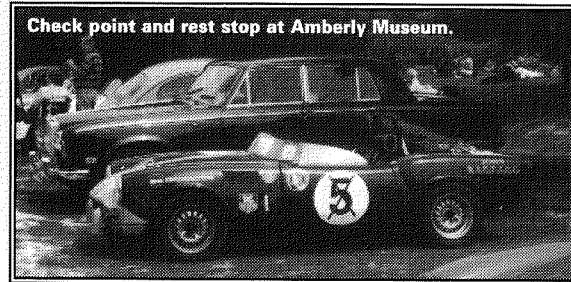
might leave Quasi overnight at Silverstone and commute to Newport Pagnall and also Quasi was to be returned to the Club offices on the Sunday evening. In the end we used Quasi all the time which turned out to be a good idea in the very heavy traffic around the circuit, because apart from the fun, it opened many "doors" and gaps in traffic that a Renault 25 wouldn't have.

Friday was a busy day inspecting, washing and polishing the car. I gave it a five mile run filled up with fuel and put it away until the evening. Later on, we took Sue's sister and niece to Heathrow to catch their flight to Boston and finally picked up Quasi and set off for Newport Pagnall. What a great drive, a good summer's evening and zipping along in a totally open car. Lots of classics about in pub and hotel car parks or on the road en route to overnight accommodation. We arrived at our motel, put Quasi to bed, and suitably fed and watered had an earlyish night, for tomorrow was an early start.

Our start time for the Footman James Retrorun (also supported by Classic & Sports Car



Polesdon Lacey.

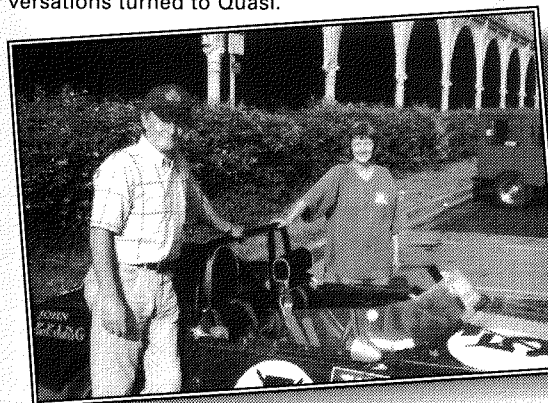


Check point and rest stop at Amberly Museum.

Magazine) was 08.36 from Stowe School. Having arrived, signed on, collected our route book, number plate, picnic boxes and looked at part of the school we mixed with other starters. Among them were TSSC members, Linzey and Steve Friend in a GT6 Mk 3 although they were following a different route to us. Eventually it was time to go and under a very grey sky and not a very good weather forecast, away we went.

The outward leg of the run took us through some beautiful countryside and wonderful Buckinghamshire, Oxfordshire and Gloucestershire villages. Perhaps not in the spirit of the run, Sue and I picked out several retirement cottages if they were for sale! Much of this leg we spent in the company of two Daimler SP250s (Darts) with their very distinctive exhaust notes! Under an ever lowering sky and a little rain, but not enough to put the oilskins on, we drove to the rest stop at The Cotswold Countryside Collection at Northleach. This is a museum of rural life in the Cotswolds and probably worth a visit as part of a touring holiday.

We wandered around and had coffee and chatted to more people and inevitably the conversations turned to Quasi.



Posing on Madeira Drive, Brighton!

That car certainly weaves its magic over people! After filling up at a nearby garage, donning the wet weather gear, we rejoined the route of the return leg to Silverstone.

About half distance on the return leg, the rain got steadily heavier and we pulled over to shelter several times as driving was becoming dangerous. Eventually it eased sufficiently to carry on, slowly at first, then more rapidly made our way back to Silverstone and what a welcome!



Arrival at Madeira Drive, Brighton.

We entered by the main entrance along with hundreds of race fans and were then routed to a dedicated parking area in the infield. On arrival at the entrance to the parking area a running commentary on all the Retrorun cars was given by Graham Robson and unknown and unheard by us at the time, he was making some very complimentary remarks about Quasi. Eventually we parked, and after more questions and photos, we covered the car in case of more rain and went off to see the sights and racing.

Bearing in mind that Ferrari is celebrating its Fiftieth Anniversary this year, it was the featured marque and as Ferrari also won its first Grand Prix at Silverstone, there were bound to be a few there. How about six to seven hundred of them!! You name it and it was there, either racing or on display or in the Ferrari special parking area. There was a large area given over to an Italian style piazza where excellent food and drink were available. Any number of painting exhibitions and side stalls and even pleasure flights around the area. So much to do and see. All the while

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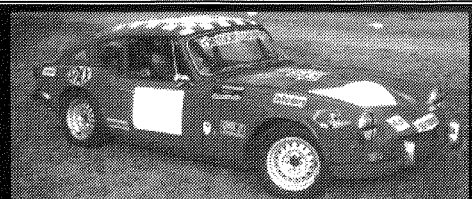
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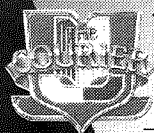
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the action continued on the track with famous old cars and drivers really going for it and actually passing each other! Mid-evening we decided to call it a day, and returned to Newport Pagnall and the motel. Sunday we had to be up and away again fairly early for a bit of fun that most people never get to do, but most people reckon they can do as well, if not better than, any race car driver. Plus a flight in an old aeroplane!

Sunday morning - lovely bright morning, three Ferraris parked outside the door! Uncover Quasi and a quick blast to Silverstone. Somewhere a sign must have been removed because we got it wrong. We had to be at the track at 9.00 a.m and time was now getting short. As mentioned earlier, gaps in traffic were made available and several fans waved us on including the very hard working police in the area. We made our parking area by about 9.15 and more or less drove straight out onto the Historic Silverstone circuit for two touring laps.

Some people did slow laps and others a bit quicker. We were in a group that were lucky enough to be able to attack some of the corners and all too soon it was over. I suppose it was a bit like the M25 with bends, but what good fun! After the run was over it was down to the flight line for a flight in a Scottish Aviation Twin Pioneer, the only airworthy example in the U.K, if not the world! What a lovely old machine, it cruises along at 80-90 knots and a high speed run is 130 knots. We cruised around the Silverstone area with superb views of the countryside, Stowe School and the circuit and landed after a far too brief trip. I stayed behind between flights and chatted to the pilots and, as my day job is an aircraft maintenance engineer on somewhat larger aircraft (jumbos) and my time off is spent as a pilot (gliders) when possible, we were able to be real anoraks for twenty minutes!!

More wanderings around the show area followed and we bought a print of, amongst other cars in the picture, ADU 3B at Le Mans. Those of you who know us will know of our love of sports car racing and Le Mans in particular, so we just had to have the print. Another wander

through the paddock and garages to drool at the cars and then time to watch some racing. Wonderful stuff and it was a perfect day, no rain and cracking racing.



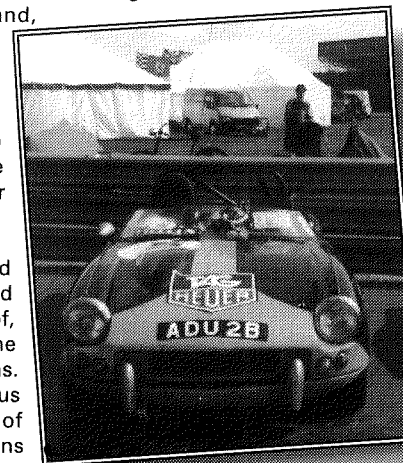
Silverstone after the two demonstration laps.

Eventually it was time to go and return Quasi to Bill. So after a sensible trip to the club H.Q., trying to prolong the inevitable, we met up with Bill and reluctantly handed Quasi over. Pete Williams and family arrived shortly after en-route to a balloon ride, hope all went well. Saying our fond farewells we left for Woking.

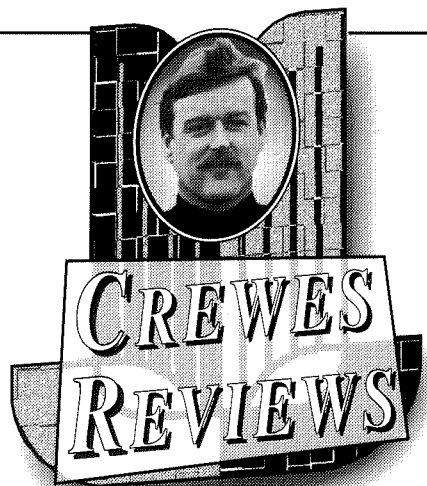
We've now done three events in Quasi and in some illustrious company, both human and mechanical, and the amusing thing is to park and walk way and from a distance observe people's reaction to the car. Also it's amazing that continental enthusiasts seem to recognise the registration plate and want to talk about it and the car more so than Brits. But perhaps that's just British reserve.

Once again we would like to offer our heartfelt thanks to the team at Lubenham, but especially Bill Sunderland and finally as a motor noter once said of the Le Mans Spitfires, "they should be available on prescription from the National Health Service!" I think that sentiment applies equally to Quasi.

Sue (typist) and Dave (writer) Bayliss.



Silverstone with Biggles guarding the car!



Mike Crewes Reviews...

"The Driver's Survival Handbook"

- by Martin Thwaite

Hello, and welcome to Mike Crewes Reviews. Like a lot of members I was surprised and disturbed that the Club could send out a flyer for a book that appeared to provoke drivers into breaking the law.

After a quick telephone call I realised that the Club, along with several other similar organisations, had been 'had over' by the publishers. Now, even more than before, I wanted to read the book and suggested to The Courier Staff that I might review it. So that's what I did.

A book was sent with their compliments and I have no idea what the price is. It is 56 pages long in a soft cover and looks like it has been typeset on an average word processor. It looks cheap and was probably produced at low price.

I feel that the book's appeal is probably limited, but it will undoubtedly find a market. It does not live up to the initial hype of its flyer, which I think is a positive point, but certainly the flyer got my interest. The book is written by an ex-Traffic Police Officer and contains in the main, some good advice. The best piece of advice is right at the beginning, in the first line of Chapter One, "The most obvious way to avoid any prosecution is by not committing the offence in the first place." If drivers take this advice the rest of the book is superfluous, but if you are in real trouble it may help.

Caution is required, however, when relying on the advice in the book. Some of the advice is wrong or out-of-date, whilst some is just plain bad advice. The author's experience has led him to write this book, but his experience is not complete. There are several areas of legislation and Court procedure that he does not appear to be aware of and gives the impression that it does not exist. He makes assumptions that may be his own and not based on legal fact. He cites the procedure of his particular Police Force as nationwide when often it is not. He talks a lot about defending yourself in Court, but never once mentions 'Absolute Offences', those where the driver is guilty automatically unless he can prove himself innocent. He appears to have a particular dislike to Solicitors, which I have found through my own experience is not always correct.

He does not explain the system of obtaining a discount in your penalty for pleading guilty at the first hearing and goes into great detail explaining things which are established Court procedures. One of the worst pieces of advice centres around the way in which the defendant can give his side of the story. Mr. Thwaite advocates that the defendant should always give evidence from 'the dock' and not on oath from the witness box. He states that Magistrates will not differentiate substantially between the two. It is my experience and the experience of other officers that I have asked, that this is rubbish. Magistrates

will pay little or no attention to evidence given outside the witness box under the premise that, if it's true why not say it on oath and be cross examined?

Probably the most read part of the book will be Chapter Six, Tips and advice. The first topic is speeding. Do not rely on the author's allowances, the guidelines he gives are wrong (albeit by only 1 mph) and they vary from place to place. He confuses RADAR detection with speedometer detection, but this may be a series of typographical errors and he is unaware of all of the ways to calibrate speedometers. He talks widely about VASCAR and then gets it all wrong.

Moving on to parking, some

of the author's advice is out-of-date and some of it is misguided. He advises that Traffic Wardens do not give drivers any leeway. They are not allowed any discretion by law! He also appears unaware that a road width is from one building line to the building line on the other side of the road and includes the pavement.

There are several other basic inaccuracies through out the book, the lists of offences in the Appendices are incomplete (they are always being added to), he does not mention that it is not obligatory to issue a driver with a Vehicle Defect Form and does not mention Form PG9, Vehicle Prohibition Forms.

It sounds like I don't like this book very much doesn't it? Well, that's not strictly true, I'm not sure that I could write such a complete book and, of course, it is much easier to criticise. Although it does contain mistakes and misguidance, the general advice is good and easy to read. It is based on the author's wide experience as a Traffic Policeman, but shows some of the gaps in that experience as well. If you find yourself in trouble, this book won't get you out of it, but it might help. Personally I would not recommend that anyone should rely on it, it would be much better to seek advice as well.

As I said at the beginning, it will have a limited market, but it is difficult to see where that market might lie.

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by Chris & Alison Mills

Concours & Judges

Part One

It is my intention over the coming months to publish a series of articles giving an insight into the concours world and hopefully convincing the readers that it is not an exclusive Club and the average home restoration can have a serious chance of winning a trophy.

I will follow through from judging a car to preparation and even our average year as organisers in the vain hope you may decide you can handle the stresses of the event.

JUDGES

The international concours team is blessed with a wide selection of volunteers who via various skills gained over many years of competing or judging give up their weekend to mark the cars entered. Some

have reached the highest level Nationally in both sides of the desk, whilst others are committed enthusiasts who enjoy the task having rebuilt their own cars, some have a Triumph business in restoration etc.

Through this wide diversity it is apparent that the level of judges skill is varied, we shall be attempting to bring all judges both existing and new, to a level they feel confident with, by means of a longer briefing than we are able to do on a Sunday before judging starts and actually judging a car as a exercise. I aim to do this on the Saturday.

Judging is an enjoyable task as you get a much closer look at the cars involved than usual, consistency is everything, it matters not that you may mark harsh or soft, providing all vehicles are marked in the same manner, usually judges will mark Original & Modified cars within the same pair of judges.

We would like new judges to be part of the team, no experience is necessary, only an interest in Triumphs, this is actually more than likely why you joined the TSSC. Call for more information.

Getting down to marking the cars themselves, within this article is printed a marking sheet used for the international weekend for your use, this advises where marks are gained and lost and in some ways the aim is to lose the least amount of marks, strangely even the top class cars seen over the past few years lost marks as they were not perfect in every detail, I am sure the owners could point out more than the judges actually found as well.



Marking Sheet

TSSC International 1998

At STAFFORD COUNTY SHOWGROUND on 12/07/98

A.N Other (99/99999)
Spitfire House
Equipe Street
Vitessing
Heraldshire
GT6 666

Vitesse convertible Registration number TSSC 21

Class:

Exterior

| | | |
|---------|------|---|
| Paint | (40) | 0 |
| Panels | (30) | 0 |
| Chrome | (20) | 0 |
| Wheels | (20) | 0 |
| Toolkit | (5) | 0 |

Engine Bay

| | | |
|----------------|------|---|
| Major Castings | (20) | 0 |
| Pipes | (20) | 0 |
| Fittings | (35) | 0 |
| Bulkhead | (30) | 0 |
| Exhaust | (10) | 0 |

Interior

| | | |
|-----------------|------|---|
| Seats | (25) | 0 |
| Trim | (10) | 0 |
| Carpets | (10) | 0 |
| Hood/Headlining | (20) | 0 |
| Dashboard | (15) | 0 |
| Boot | (20) | 0 |

Chassis

| | | |
|------------------|------|---|
| Front suspension | (30) | 0 |
| Rear Suspension | (30) | 0 |
| Frame | (30) | 0 |
| Arches/Floor pan | (25) | 0 |
| Steering Wheel | (15) | 0 |

Judges Discretionary Marks (40) 0

Total (500) 0



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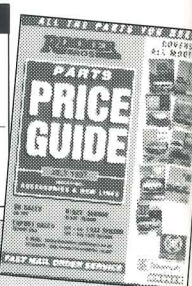
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| SPITFIRE III | £95.28 | £123.15 | - | £165.99 | £246.35 |
| HERALD/VITESSE | £107.09 | £133.87 | - | £171.39 | £262.41 |

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| SPITFIRE IV/1500 STITCHED | £91.38 |
| MOULDED | £179.42 |
| GT6 MK3 STITCHED | £107.71 |
| MOULDED | £226.26 |
| HERALD/VITESSE STITCHED | £87.44 |
| MOULDED | £140.69 |

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| | |
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| FULL SYSTEMS | |
| SPITFIRE1500/1300 | £135.13 |
| SPITFIRE TUBULAR MANIFOLD | £129.25 |
| GT6 MK3 | £158.63 |
| HERALD | £99.88 |
| VITESSE | FROM £126.32 |

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| | | |
|-----------------------------------|-----------------|--------|
| DISCS | SPITFIRE/HERALD | £18.76 |
| | GT6/VITESSE | £19.92 |
| PADS | SPITFIRE/HERALD | £10.52 |
| | GT6/VITESSE | £12.87 |
| REAR SHOES | SPITFIRE/HERALD | £15.22 |
| | GT6/VITESSE | £19.39 |
| FRONT SHOCK ABSORBER (ALL MODELS) | | |
| STANDARD | | £23.44 |
| SPAX | | £45.53 |
| KONI | | £55.81 |
| REAR SHOCK ABSORBER (ALL MODELS) | | |
| STANDARD | | £21.40 |
| SPAX | | £42.59 |
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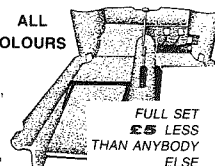
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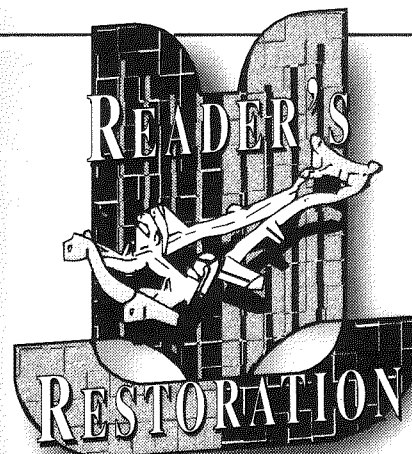
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A childhood dream - achieved!

by Lol Cain

When I first picked
up a book as
a youngster, I
saw the Triumph Vitesse
Convertible in all its
glory, so immediately,
the search for one
of my own was on.

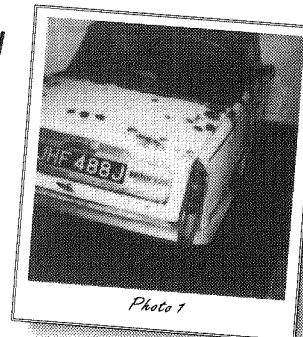


Photo 1

I actually acquired one on the
10/11/96 from Southport, the
previous owner had it for 8 years and was quite
reluctant to part with the car. It took a lot of phone
calls, persuasion and a long months wait until I
finally achieved ownership of it, I had always
dreamt that one day I would own a Vitesse, and
this was that day!

I got to work on stripping the Vitesse right away
and on doing so, realised that it was going to
need a complete body-off restoration, the rust
was so bad it was frightening! With it being the
first car I have ever had to work on, I was gutted.
The floor pans were so badly rotted through,
they were nearly
non-existent.

With the
bonnet up, the
engine was quite
a mess, as I took
the carpet out the
sight was
horrifying. There
were holes and
rust everywhere,
then I began to

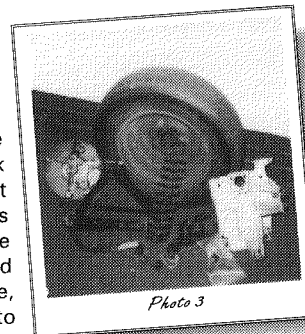


Photo 3

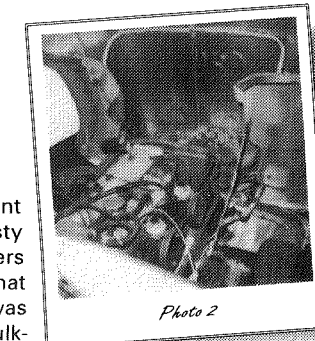


Photo 2

I never want
to take a rusty
set of overriders
off again - what
a job. So it was
off with the bulk-
head and next,
the back body. It
was one of those 'pick me up off the floor'
occasions when I actually saw the state of the
out-riggers, diff spring and shafts. I seriously
thought I'd bought a large piece of garbage!

Undoing the
wishbone nuts
was one of the
most difficult
jobs, but I even-
tually got there,
I took the whole
rear suspension
set-up into work
with me to have
it shotblasted.
Then it was

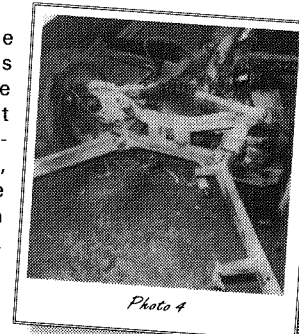


Photo 4

T.D. FITCHETT

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| Boot catch 611225..... | £7.50 |
| Front lower valance 13/60 812210..... | £95.00 |
| Front lower valance Vitesse 806600 O.E..... | £95.00 |
| Set of HT leads Vitesse..... | £11.75 |
| Stainless steel tread plate finishers Triumph logo..... | £16.00 pair |
| Full white rubber bumper set..... | £75.00 |
| Caliper repair kit inc. pistons type 12..... | £19.50 per caliper |
| Brake pads (early) GBP166..... | £9.50 a set |
| Front wing 'D' plate 703627/8..... | £6.50 each |
| Boot hinges..... | £18.00 per pair |
| 1200 front wing - L/H, R/H, 805826/7..... | £75.00 |
| 13/60 front wing inc. rear strip, 713267/8..... | £57.50 each |
| Vitesse front wings..... | £70.00 each |
| Herald/Vitesse door skins 901338/9..... | £40.00 each |
| Complete door assembly (902256/7)..... | £160.00 |
| 948 Herald/Vitesse rear centre valance..... | £32.50 each |
| 1200/13/60 rear centre valance..... | £35.00 each |
| Sills 803070/803071..... | £13.50 |
| Herald 13/60 front panel 812140..... | £37.00 each |
| Pedal rubbers 122289..... | £2.50 each |
| Early Vitesse carburettor (Solex) front..... | £29.50 |
| Bonnet corner moulding 706161/2..... | £16.50 pair |
| Bonnet catch (chrome) 607663..... | £20.50 each |
| Tread plates..... | £6.50 each |
| Rear overriders (703708/9)..... | £30.50 each |
| Set of 8 front suspension bushes (119451)..... | £10.00 set |
| Inlet manifold banjo bolt (145155)..... | £8.00 each |
| Fuel gauge Vitesse 2 litre Mk I 145700..... | £50.00 |
| Petrol tank sender 13/60 set 127814..... | £14.50 |
| R/H engine bay valance 1200 13/60 903155..... | £15.50 |
| Upper rear wing (estate) 804432..... | £45.00 |
| Vitesse inner sealed beam light unit GLU105..... | £5.50 pair |
| Hand brake front cable 121768..... | £3.00 |
| Hoods original ICI flame retardant..... | £130.00 each |
| Hoods vinyl inc. zip out window..... | £85.00 each |
| Door hinges 607824..... | £15.00 each |
| Door to glass weather strip..... | £5.75 each |
| Inner front wheel arch, left hand/right 903 075/6..... | £26.50 each |
| Wheel arch to bulkhead seal 704033..... | £2.50 |
| Set of 4 SparkPlugs 1200 and 12/50..... | £2.50 set |
| Universal joint with grease nipple..... | £6.00 |
| Windscreen washer/wipers pump-switch..... | £45.00 |
| Herald recon exchange drive shaft assembly inc. shoes..... | £130 each |
| Rear drive shafts..... | £52.50 |
| All chassis outriggers/side rail/ boot extension..... | £13.50 each |

SPITFIRE MkI & II & III

| | |
|--|-----------------|
| Spit MkIII side lamp mounting panel (910157/8)..... | £45 each |
| New overdrive pre-shaft (210952/218952)..... | £75.00 exchange |
| Front shock absorbers (GSA265)..... | £17.50 each |
| Left/Right hand front outer wheelarch 903137/8..... | £27.50 each |
| Left/Right hand front inner wheelarch 706548/9..... | £25.00 each |
| Nearside/offside front wings 907154/5 903088/9..... | £55.00 each |
| Rear valance lamp panel 569900..... | £37.50 each |
| Battery box 806707..... | £9.00 |
| Rear lamp assembly 208532/217025..... | £27.50 |
| Recon brake caliper 210988/210987..... | £45.00 exchange |
| Bonnet catch (chrome) 607663..... | £20.50 each |
| Speedo cable GSD165..... | £9.50 |
| Speedo cable O/D GSD113..... | £7.00 |
| Vinyl hood MkIII inc. zip window..... | £85.00 |
| Hood MkIII original ICI flame retardant inc. zip window..... | £130.00 |
| Left/Right bonnet hinge tubes 811679/811680..... | £17.50 each |
| Spitfire MkIII complete bonnet assembly..... | £558.12 |
| Spitfire MkIII bootlid steel 575787..... | £129.00 |
| Front competition road springs 209033..... | £25.00 each |
| Hard top rear screen 807499..... | £60.00 |
| Door skins..... | £25.00 |
| Dash top cover 706569..... | £25.00 |

SPITFIRE MkIV & 1500

| | |
|---|----------------------|
| Rear wing L/H/R/H repro..... | £87.50 each |
| Oil pump TKC 1974..... | £29.50 each exchange |
| Universal joint with grease nipple..... | £6.00 |
| Hard top rear screen 819959/KC3641..... | £45.00 |
| Stainless steel tread-plate finisher Triumph logo..... | £12.50 pair |
| Transverse rear suspension leaf spring 159640..... | £67.50 |
| Wheel arch to bulkhead seal 613666..... | £2.50 each |
| Front suspension vertical link and trunnion assembly..... | £56.00 |
| Front bumper..... | £176.25 |
| Caliper repair kit inc. piston..... | £15.00 |
| Bonnet hinge pivot box (RK362/3)..... | £26.00 |
| Spitfire rear lamp panel (716182)..... | £75.00 |
| Stainless steel overspill kit..... | £39.00 kit |
| Handbrake cable and fork (104749)..... | £22.00 each |
| Early/late rear drive shaft..... | £55.00 each |
| Windscreen rubber chrome insert (917248/9)..... | £32.50 per set |
| Windscreen aperture panel drip channel..... | £10.00 a pair |
| Waterpump 216939/GWP 128..... | £29.50 each |

| | |
|---|----------------------|
| Handbrake front cable 121768..... | £3.00 |
| Wishbone bushes 119451 (set of 8)..... | £10.00 |
| GIRLING Brake master cylinder..... | £40.00 each |
| Dash top cover 815281..... | £23.00 |
| Brake caliper offside/nearside 159130/1..... | £53.00 each exchange |
| Rear valance 90997/8..... | £19.00 each |
| Nearside/offside sill 903097/8 OE..... | £30.00 each |
| Nearside/offside sill 903097/8 Non OE..... | £20.00 each |
| Sill reinforcement panel L/H and R/H 806634/5..... | £6.00 each |
| Inner sill L/H and R/H 806638/9..... | £12.50 each |
| Headlamp support panel assembly L/H and R/H 818871/2..... | £17.50 each |
| Bonnet hinge tube R/H 911108..... | £20.00 each |
| Rear inner/inner wheelarch, L/H and R/H 725632/4..... | £35.00 |
| Front quarter valances offside and nearside (815391/2)..... | £45.00 each |
| Seat covering set. Black cloth houndstooth material, complete car set OE..... | £98.00 |
| Knee pad L/H and R/H 719391/719401..... | £6.00 each |
| Steering joint 142140/FAM 1718..... | £16.50 each |
| Heater valve 714021..... | £29.50 each |
| Rear lamps 216932/216933 TKC941/TKC940..... | £35.00 each |
| Front shock absorbers GSA364..... | £20.00 each |
| Air filter assembly including filters 217822..... | £30.00 each |
| Late type water pump (viscous) UKC774..... | £35.00 each |
| Speedometer 218815 late MkIV..... | £47.00 |
| Brake disc 208715..... | £14.50 |
| Stub axle UKC697..... | £14.50 |
| Steering lock 216449/UKC2719..... | £32.50 |
| Front wheelarch inner L/H and R/H 909797/8..... | £29.50 each |
| Front wheelarch outer L/H and R/H 909351/2..... | £27.50 each |
| Steel boot lid 911327..... | £150.00 each |
| Front wings 909663/4..... | £23.00 each |
| Door skins..... | £25.00 each |
| Sill end plate (front) 706422/3..... | £4.50 |
| Rear wing rear repair panel..... | £10.00 each |
| Rear wing front repair panel..... | £9.50 each |
| "A" post lower panel filler L/H and R/H 706288/9..... | £10.00 each |
| Half floor L/H and R/H Deep Pressing..... | £60.00 |
| Boot floor..... | £55.00 |
| Door interior release Bezel L/H and R/H 819803/4..... | £4.00 each |
| Exterior door handle L/H and R/H chrome 915633/4..... | £41.00 each |
| Exterior door handle L/H and R/H black YKC2837/8..... | £41.00 each |
| Window regulator L/H and R/H 911271/2..... | £29.50 each |
| Hard top rear screen seal 911040..... | £25.00 each |
| Carpet set..... | £65.00 |
| Hoods original ICI flame retardant inc. zip window..... | £130.00 |
| Hood vinyl inc. zip window..... | £85.00 |
| Suspension top ball joint GSJ155..... | £10.50 |
| Front wheel bearing kit GHK1021..... | £12.50 |
| Rear wheel bearing kit GHK 1029..... | £13.50 |
| Clutch release bearing carrier assembly 213032..... | £20.00 each |
| Window regulator glazing channel L/H and R/H 706799/90..... | £35.00 each |
| Rear outer wheelarch 909661/2..... | £32.50 |
| Camshaft RKC 3305 Repro..... | £35.00 each |
| Door hinges 607824..... | £15.00 each |
| Distributor cap GDC136..... | £3.50 |
| Outriggers L/H and R/H 209398/9..... | £12.50 |
| Front outriggers 209398/9..... | £12.50 each |

GT6

| | |
|---|-------------|
| Bonnet assembly MkIII 913766..... | £550.00 |
| Petrol tank cover board (Mk I and II) 710703..... | £20.00 |
| Boot floor carpet MkI and II 810841..... | £17.50 |
| Driver's sun visor MkIII 815384..... | £8.50 |
| Main carpet early Mk III new tan 819813..... | £29.50 |
| Main carpet late MkIII new tan 822633..... | £23.50 |
| Main carpet Mk III black 822631..... | £29.50 |
| Rear quarter light seal L/H new tan MkIII 820613..... | £8.00 |
| R/H front suspension vertical link (209072)..... | £42.50 |
| Nearside/offside front wing Mk II 908113/4..... | £72.50 |
| New crankshaft 308034..... | £95.00 |
| Front side/flasher lamp assembly 155416..... | £20.50 |
| R/H front overrider GT6 Mk I 710717..... | £25.00 each |
| Rotoflex coupling 152273..... | £20.50 each |
| Steering lock 216449/UKC2719..... | £32.50 |
| Front shock absorbers..... | £20.50 each |
| Dash veneer set Mk III 820073..... | £76.50 |
| Quarter light seal front L/H 574098..... | £7.50 |
| Clutch pedal and box assembly 217431..... | £25.00 |
| Courtesy light switch 627745..... | £1.75 |
| Rear brake shoes MkI and Mk III Rotoflex. GBS 750 OE..... | £12.00 set |
| Set of high performance HT leads..... | £10.00 |
| Recon exchange water pump GWP201..... | £29.50 |

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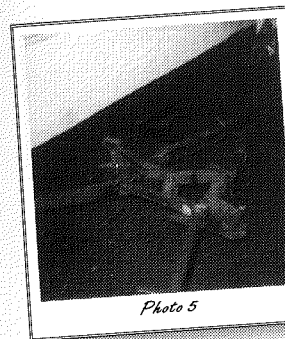


Photo 5

seals were fitted and reassembled with rotoflex secured. I must admit, it does look smart, and I'd like to thank John and Peter for help with this part of the job.

While re-building the front suspension, I stripped all the turret springs and dampers, then had the wishbone turret and springs all blasted and oil coated for protection. The calliper was also blasted and coated with old pistons removed and new piston seals and retaining rings fitted, the latter being the hardest job. I think John will vouch for that!

Everything was assembled and looking good as I got to work on the chassis. The old out-riggers and chassis rails needed to be cut off and replaced with new ones, after I shotblasted the chassis. We made up a jig to work to and subsequently welded all out-riggers and chassis rails to the chassis and then gave it a respray - it looked superb.

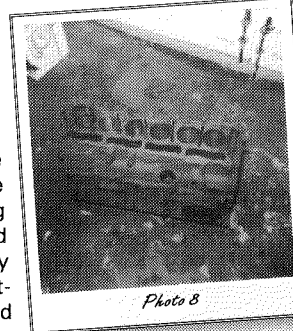


Photo 8

The chassis then received the front and rear suspension, including the rear spring, which was fairly tough to do. In the end it required both Graham and myself to fit it, we had to use a lever, that I constructed out of an old scaffolding bar to help with the job. I now have a completely new, finished rolling chassis.

coated in 5 microns of oil in a special machine in order to protect it from rusting further. The components were re-sprayed black and new UJs and outer arm wishbone

To lift the engine out, I had to get hold of some scaffolding to support it. Once out, it was stripped down to the bare block, the block itself was taken to J.C. Engineering in order to get it re-bored and the camshaft re-polished. The valves were tested with paraffin then re-ground, the block fully cleaned and the engine sprayed and re-assembled. Richard and I replaced all big and small end shells plus new thrush washers, new piston rings - 20 thou over size, a new high powered oil pump, all new core plugs, all new oil seals, new nuts and gaskets were then fitted right through the engine.

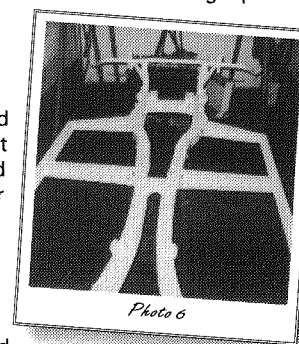


Photo 6

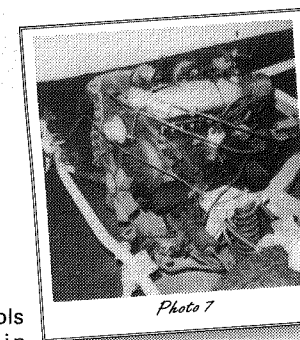


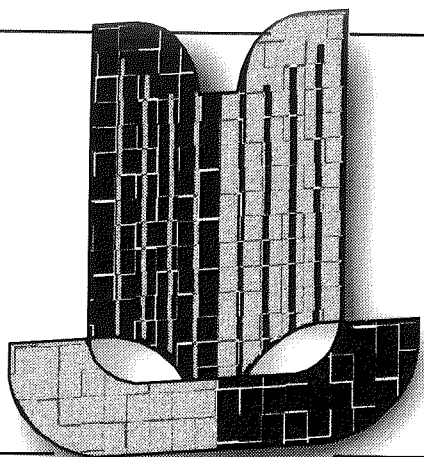
Photo 7

All the controls went back in correct number order and plenty of oil was used on assembling the engine, which looks nice finished in grey. Alex reconditioned the Stromberg carbs. The gearbox was then stripped by Richard, who fully checked all moving parts and fitted all new gaskets, meanwhile Alex reconditioned the overdrive switch. Finally we fitted the clutch plate, and the engine and gearbox could be mounted onto the chassis. With the No.1 piston at T.D.C. (top dead centre) we fitted the drive gear. Alex started up the engine which was fed fuel from a washing up bottle - it fired up on all six cylinders, it was sweet music to my ears.



Photo 9

Well, that's all the mechanical parts complete, now the car's just waiting for the body, the fitting of which, I will cover at a later date.



More on Models

by Dave Turner

If the Herald/Vitesse range of small/medium Triumphs appeals to you and you are inclined to collect miniature versions, you will have had a few to search for over the years.

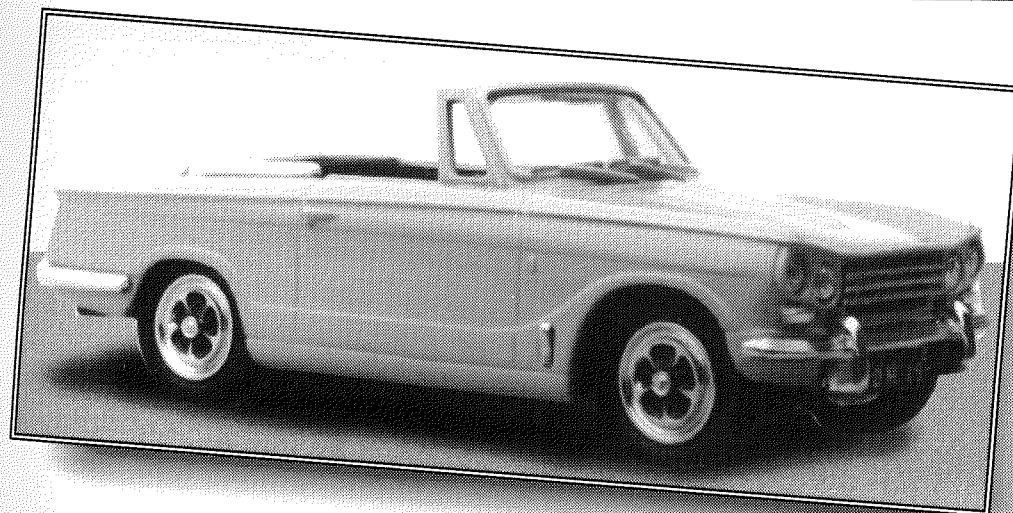
Back in the beginning, 1959, Dinky Toys introduced their early saloon in both green/white and blue/white and these can be found today without too much difficulty

at the many toy-fairs that take place up and down the country, values of these in mint condition can now reach into three figures.

In late 1961 Corgi, just six years into production of their little die-cast toys, added a Herald Coupé to their range - in blue / white or gold / white. These are now valued at slightly less than the Dinky Herald, but feature a realistically opening bonnet with some engine detail, beneath.

Back with Dinky Toys and in 1964 they produced a nice Mk I Vitesse complete with authentic white side flash on the metallic green finish. This was made from tooling modified from their earlier Herald and again it can be found at toy-fairs, perfect examples approaching three figure price tags.

Naturally if you are not looking for *as new* models, all the above can be obtained in any condition, down to scraps at appropriate prices -



many finding half the fun in 'restoring' battered ones to their own colour schemes, or to the original.

With the real car's elevation to today's classic status, makers of models have now returned to the subject as there is once again an eager market out there, and with the arrival recently of the very inexpensive but excellent Vanguards range from Lledo. Once again there, is a die-cast Herald readily available in toy and model shops. For around a tenner, various colours are already produced... even a Monte Carlo Rally version has appeared, it is possible in the fullness of time that a Vitesse might be made, although the Herald they do is of the old pre-13/60 style so considerable re-tooling may prevent this.

Having Established that pristine examples of the old die-cast toys can put a dent in your wallets, the real value of what are called 'hand-builts' becomes obvious, especially if it is good quality miniatures rather than nostalgic toys that are the ultimate aim.

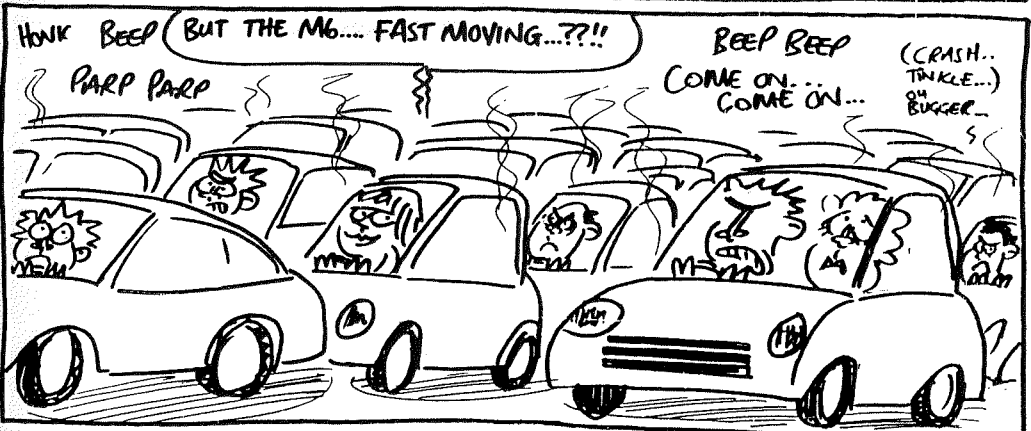
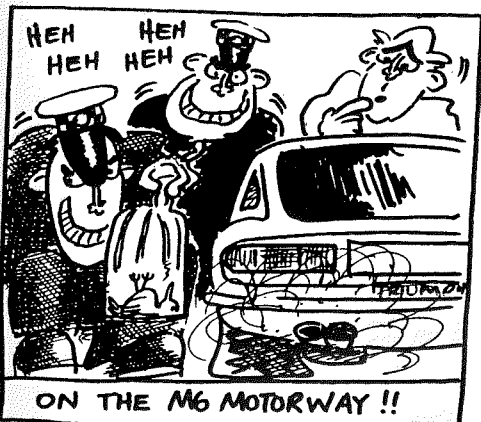
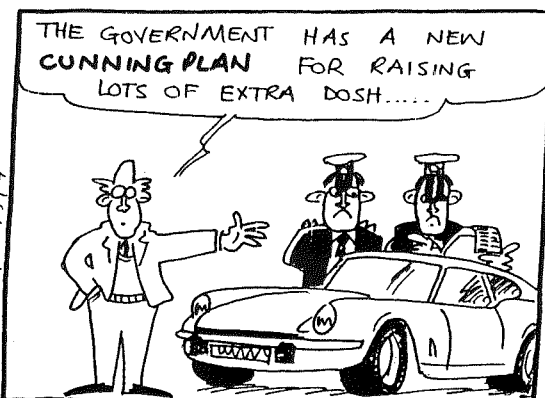
Kenner models range includes many interesting UK subjects and includes both 12/50 and 13/60 Heralds as well as a Vitesse, all in a wide range of authentic colours and for around £80 - the price of a mint old die-cast.

No doubt the most extensive range of models in the Herald/Vitesse series comes from K&R Replicas (Tel: **01424 438662**), and can be had in either kit or ready built forms. Ready builds cost around £63, while making the kits yourself enables you to buy more. At between £20 and £25 you also get the added fun of the construction! How's this for a range:- Early saloons and convertibles '61-mid '63, 1200 saloons mid- '63 on; 1200 coupé; 12/50 with sunroof open or closed, 13/60 saloons with open or closed runroofs and convertibles & Mk 2 Vitesse saloons and convertibles.

Not all the 'hand-builts' cost as much as the Kenner or K&R models; just released is a very nice Mark 2 Vitesse convertible by Lansdowne from Brooklin Models. Finished in Wedgewood Blue

(I remember completely restoring a MkII Spitfire in this colour over 20 years ago!) with black interior and white hood cover, it also has a 'wood grain' dash and some brilliantly executed alloy wheel trims of the correct pattern. Those of you already familiar with Brooklin models will appreciate the quality and values the latter achieved by keeping separate detail down to economic level, at the same time providing the casting with all the necessary detail that individual buyers can spend their time picking out with suitable paints. For example door handles, badges, wiper blades etc. This Vitesse does have considerable detail already however - plated parts include fuel fillers, bumpers, rear panel insert, head & tail lights and gear lever and bonnet release handles. At around £38 the Lansdowne offers an attractive compromise between the highly detailed Kenner, or K&R models. All of the models including the bargain basement Vanguards & die-cast Triumphs, can be obtained from Brook Miniatures on: **01773 872780**.

Tommy the Triumph



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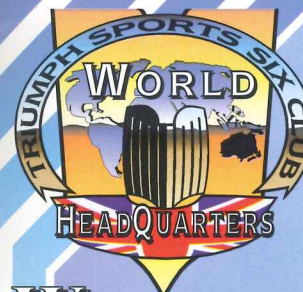
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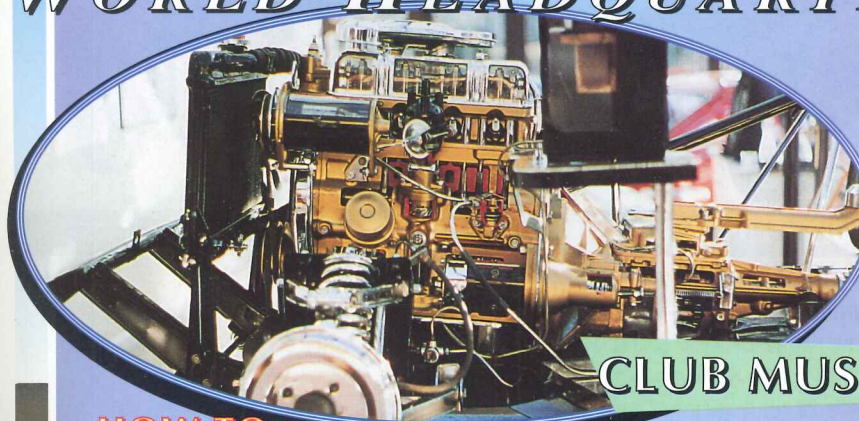
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