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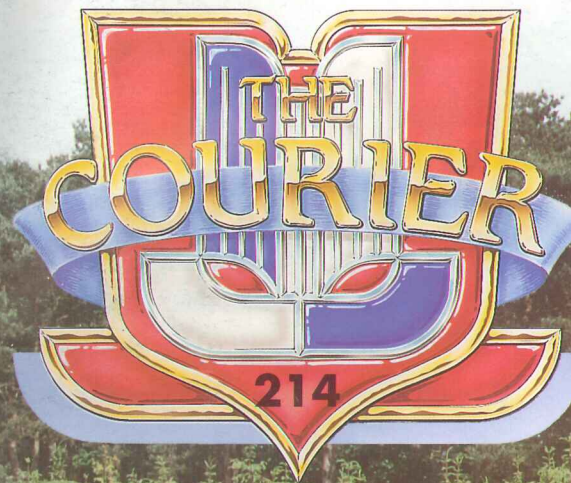
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No. 214

# The Courier

The Official Monthly Magazine of  
 THE TRIUMPH SPORTS SIX CLUB

Vol 18. APRIL 1998  
 Price £2.25 Free to Club Members.

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Leon Guyot, Tom Longley, Chris Mills,

Stuart Newbould, Simon Roberts,

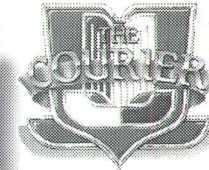
Bill Sunderland, Trudi Squibbs,

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:  
 GT6 + with optional  
 Badge Bar & Wires  
 Ster 1997  
 Photo by  
 Peter Williams

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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 1998

### APRIL

**SUN 19th**  
**NORTH YORKS A64 TEDDY BEARS RUN**  
Contact Paul: 0113 2790259

### MAY

**FRI 1st - Mon 4th**  
**19th ISLE OF WIGHT CAMPING WEEKEND**  
Appuldercombe.  
Contact: Garth, 01983 617159.

**SAT 2nd - MON 4th**  
**INTERNATIONAL CLASSIC MOTOR SHOW**  
NEC Birmingham.

**SAT 9th/SUN 10th**  
**SOUTH OF ENGLAND MEET**  
Leatherhead Leisure Centre, Leatherhead Surrey.

**SAT 9th/SUN 10th**  
**TSSC FEATURE CAR CLUB**  
at the Beaulieu Autojumble

**SUN 17th**  
**WESSEX AREA NEW FOREST RUN**  
Contact Trevor: 01202 548 582

**SAT 30th/SUN 31st**  
**75th ANNIVERSARY OF TRIUMPH CELEBRATIONS**  
Heritage Motor Centre at Gaydon, Warwick.  
Pre-Booking compulsory.

### JUNE

**FRI 12th /SUN 14th**  
**5th LAKES TRIUMPH WEEKEND**  
Hillcroft Park Campsite, Pooley Bridge, Nr Penrith, Cumbria.  
Contact: Shirley, 01946 832080.

**FRI 19th - Sun 21st**  
**BREAN BEACH PARTY '98**  
Brean Sands  
Nr Weston Super Mare  
Contact: Nev, 0117 975 9640; Avon Sean, 01278 421628, Somerset.

**FRI 26th/SUN 28th**  
**CORNWALL CAMPING WEEKEND**  
Trebellan, Cubert, Newquay.  
Contact: Sandra 01209 718153

**SUN 28th**  
**10th ANNIVERSARY PEAK RUN AND CONCOURS**  
Contact: Antony 01332 367215

### JULY

**SAT 11th/SUN 12th**  
**TSSC INTERNATIONAL WEEKEND STAFFORD SHOWGROUND**  
Contact: Club HQ.

### AUGUST

**FRI 14th - SUN 16th**  
**BEAMISH CLASSIC WEEKEND**  
Contact: Andy 0191 5485188.

**SAT 15th**  
**TOTALLY TRIUMPH CLASSIC SHOW**  
Boucher Rd Playing Fields, Boucher Rd, Belfast.  
Contact Laurence: 01247 812628

### SEPTEMBER

**FRI 4th/SUN 6th**  
**NORTH YORKS 17th ANNUAL CONCOURS & CONVOY**  
Rosedale Abbey  
Contact: Judy 01904 656095

**SUN 6th**  
**WAC (WORCESTER AREA CONCOURS)**  
Avoncroft Museum of buildings Bromsgrove, Worcs.  
Contact: Ian 01452 619622

**FRI 25th/SUN 27th**  
**A MILE OF TRIUMPHS**  
Norfolk area, Braad Farm Campsite, Nr Gt Yarmouth.  
Contact: Robin 01603 434544

### OCTOBER

**SUN 4th**  
**DUXFORD ALL TRIUMPH DAY**  
Imperial War Museum, Duxford, Cambridge.  
Contact: Chris 01245 442788 or Andy 01277 214184

**SUN 18th**  
**AUTUMN INTERNATIONAL TRIUMPH SHOW AND SPARES DAY**  
Sandown Park, Surrey

### NOVEMBER

**SAT 7th/SUN 8th**  
**INTERNATIONAL CLASSIC MOTOR SHOW**  
NEC Birmingham.

## NATIONAL & LOCAL TSSC INVITED '98

### APRIL

**FRI 17th/SUN 19th**  
**HAYNES PUBLISHING RACSCMA TWO DAY CLASSIC**  
Start Haynes Museum, Sparkford. Finish Castle Coombe Race circuit.

**SAT 18th/SUN 19th**  
**SNOWDONIA CLASSIC VEHICLE RALLY**  
Vehicles over 25 yrs of age  
Park Padarn, Lanberis, Snowdonia, N.Wales

### MAY

**SAT 3rd/SUN 4th**  
**BEDFORDSHIRE CLASSIC CAR SHOW**  
Shuttleworth, Old Warden, Biggleswade, Beds.

**SAT 9th**  
**JERSEY CLASSIC SPRING SHOW**  
Stam Museum, La rue de bechet, Trinity, Jersey, Channel islands  
Contact: Tony 01534 873827

**SAT 9th/SUN 10th**  
**2ND TRIUMPH SPITFIRE ITALIAN REGISTER EVENT**  
Lake Garda, Italy.

**SAT 9th/SUN 10th**  
**AUTO & AERO EXTRAVAGANZA**  
Museum of Flight, Lothian  
Contact: Ian 0131 539 1402

**SAT 16th/SUN 16th**  
**SHETLAND CLASSIC MOTOR SHOW**  
Clickimin Leisure Centre, Lerwick, Shetland.

**FRI 15th/SUN 17th**  
**NORTH YORKS TRIUMPH WEEKEND**  
Runswick Bay, North Yorkshire.  
Contact Dave: 01642 896141

**THURS 21st/SUN 24th**  
**10TH TRIUMPH EVENT IN BEAUJOLAIS**  
Triumph Club de France  
Contact: 01 34 61 79 03

**SAT 23rd/SUN 24th**  
**FORTH VALLEY VINTAGE CLUB RALLY**  
Dalkeith Country Park, Edinburgh.  
Contact: Ian 0131 539 1402

**SAT 23rd/SUN 24th**  
**DOUNE AUTOFAIR & CLASSIC RUN**  
Dounie Motor Museum, Nr Stirling  
Contact: Ian 0131 539 1402

**SUN 24th/MON 25th**  
**PETERBOROUGH CLASSIC CAR SHOW**  
Elton Hall, Elton, Peterborough, Cambs.

**SAT 30th/SUN 31st**  
**GUARDIAN INSURANCE RAC CLASSIC**  
Finish point Silverstone  
Entries close 1/4/98

**SAT 30th**  
**75 YEARS OF TRIUMPH**  
Heritage Motor Centre, Gaydon.  
Pre-Booking compulsory.

### JUNE

**SAT 6th/SUN 7th**  
**BORDERS VINTAGE CLUB RALLY**  
Mellerstain House, Kelso  
Contact: Ian 0131 539 1402

**SAT 6th/SUN 7th**  
**LE-MANS 24hrs**

**SUN 7th**  
**LONDON TO BRIGHTON CLASSIC RUN**  
Start: Syon Park and Crystal Palace

**TUES 2nd / SUN 14th**  
**DORETTI'S TO LE-MANS**  
Contact: Alastair 01224 783977 (evenings)

**THURS 11th/SUN 14th**  
**GERMAN SPITFIRE MEETING**  
Oberaudorf (South Germany)  
Contact Thomas: 0 89 60 42 48

**SUN 14th**  
**FIFE VINTAGE MACHINERY CLUB RALLY**  
Elmwood College Farm, Cupar Muir, Nr Cupar, Fife.  
Contact: Ian 0131 539 1402

**SUN 14th**  
**CHELtenham COLLEGE COTSWOLD CRUISE CAR RUN & SHOW**  
Cheltenham College, Glos  
Contact: Michael 01629 815007

**SAT 13th/SUN 14th**  
**DERBY MOTOR SHOW**  
Markeaton Park, Derby.

**SUN 21st**  
**FIFE HISTORIC VEHICLE CLUB MOTORING CAVALCADE**  
Scottish Bus Museum, Lathlismond, Dunfermline, Fife.  
Contact: Ian 0131 539 1402

**SUN 28th**  
**BROMLEY PAGEANT OF MOTORING**  
Norman Park, Bromley, Kent.

### JULY

**SUN 5th**  
**SCOTTISH FORD DAY**  
Dounie Motor Museum, Nr Stirling.  
Contact: Ian 0131 539 1402

**SAT 18th/SUN 19th**  
**S.A.V.E. RALLY**  
Dalmien House, Nr Edinburgh.  
Contact: Ian 0131 539 1402

**ERI 3rd/WED 10th**  
**10TH INTERNATIONAL RALLYE DES ALPES**  
Start Geneva, Finish Lucerne.

**SUN 25th**  
**THE 1998 FOOTMAN JAMES SILVERSTONE RETRORUN**  
Silverstone Circuit 01327 320200

### AUGUST

**SAT 8th & FRI 7th, SUN 9th**  
**MERLIN CASTLE COOMBE SPORTSCAR CLASSIC (8 AUG) CLASSIC SPORTSCAR WEEKEND (9/7 AUG) 01823 333730**

**SAT 15th/SUN 16th**  
**BIGGAR MUSEUM TRUST RALLY**  
North Back Road, Biggar.  
Contact: Ian 0131 539 1402

**ERI 28th/SUN 30th**  
**DOUNE CLASSIC WEEKEND**  
Dounie Motor Museum, Nr Stirling.  
Contact: Ian 0131 539 1402

**SUN 30th/MON 31st**  
**KNEBWORTH '98 T THE CLASSIC CAR SHOW**  
Knebworth Park, Stevenage, Herts.

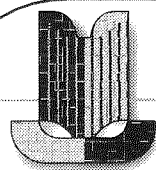
### SEPTEMBER

**SUN 20th**  
**LONDON CLASSIC SHOW & GRAND LONDON AUTOJUMBLE**  
Ascot Racecourse.

### OCTOBER

**THURS 15th/SUN 18th**  
**4th RALLYE DES 4 COULEURS**  
Nr Perigeaux, France

**THURS 22nd/SUN 25th**  
**TRIUMPHEST 98**  
San Luis Obispo, California, U.S.A.  
Contact Jan (909) 735 1626



# "Comment"

by Bill Sunderland

# TECHNICAL DIRECTORY HITS THE STREETS

**This month the new fully updated TSSC Technical Directory launches and a very useful tool this will become to many Members as the detail goes to 30 pages.**

Peter Williams the Club's General Secretary has worked extremely hard to collate this book into a manageable order, what is mind blowing is the extent of technical data/articles the Triumph Sports Six Club has published via the Courier over its 210 or so issues. As a Club we have not reprinted articles from previous Couriers, this may be a good idea, but suffice, the Technical Directory is really worth getting for reference and being so comprehensive leaves no stone unturned. Cost £2.95 including post and packing.

Are you reading this on the 1st of the month? we hope so but it gets harder to meet deadlines each

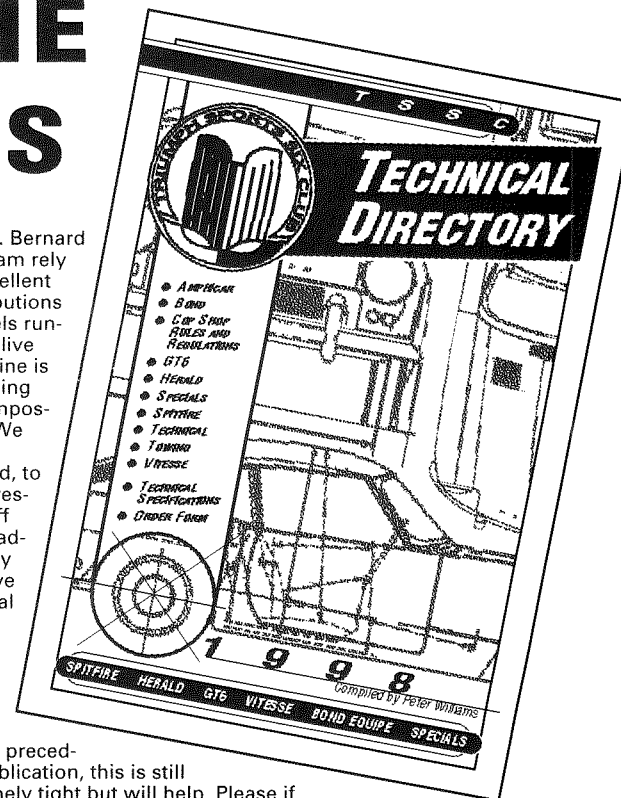
month. Bernard

and team rely on excellent contributions but feels running a live magazine is becoming near impossible. We have decided, to take pressure off the deadline day to move the final deadline to the 10th of

each month preceding publication, this is still extremely tight but will help. Please if you write for the Courier magazine, try to meet our earlier deadline and thank you for all your work.

I recently returned from an events meeting and can announce that the Second Standard European Rally will take place on 29/30th May 1999 in Arcen, Holland, something to look forward to.

Although the Bond Equipe Weekend has been cancelled at present, I am informed that there is a chance it may be back on in September watch the events calendar for details.







## TRIUMPH CARS SALE

Triumph Cars Limited, Chickenhall Lane, Eastleigh, Hants are having a massive clearance sale and have what is probably the largest collection of Triumph Spitfires, Stags, Heralds etc. ranging in price from £200 - £4000/£5500 for good low mileage Stags etc. Also we are providing a NEW build to order service starting from £2500 - £3500 for the car of your choice in your own colour preference. N.B. Stags and Vitesse, convertibles start at £4500 - £5500. Telephone their NEW phone number for full details **01703 644448 and 0385 991027.**

## OWN A LATE GT6 OR SPITFIRE?

**R. KELLY PLC LTD** Have informed me of the very latest in technology just imported from Japan which will suit all owners of late model GT6's and Spitfires fitted with **ALTERNATORS.** They now Stock **AC Batteries** for exclusive use with Alternator fitted cars. For more Details and prices Tel: **0104 98 01 04**

## ATTENTION ALL PREVIOUS CONCOURS CLASS WINNERS

### TSSC CONCOURS ANNIVERSARY DISPLAY - INTERNATIONAL STAFFORD 1998

As part of the Club's 21st Anniversary celebrations, we are planning to get together a display of previous TSSC International Weekend Concours winning cars on the Saturday of this year's International Weekend. I am currently researching these cars but would appreciate further assistance for the early years.

If you own a Concours winning car from 1980/81 National Concours at Donington and would be willing to bring it along to the International this year, please contact me as soon as possible. We would really love these cars to be part of the display.

**Sue Bagshaw**  
Display Co-ordinator  
Tel 01953 850073

## INTERNATIONAL CLASSIC MOTOR SHOW 2 - 4 MAY 1998

### ALREADY A SUCCESS!

"We are absolutely thrilled with the support following our acquisition of The May Classic", said Mike Kennington the Exhibition Manager "We have a huge waiting list for Car Club stands; our Autojumble area is completely sold out; we only have a little space left for Dealers, Trade Stands and Restoration Area".

Admission charges have been reduced to come into line with the November Show, adults will pay £8 at the door instead of £9 50. There are some exciting plans including a special 'Mini Village', a 'Classic & Sports Car Club Information Centre', Autotests and the Sporting Bears 'dream rides' in some exotic sports cars including an AC Cobra.

The main feature is 'Porsche' with the promise of some really exotic sports racing cars on view including the '962' 240mph Le Mans car owned by Nick Mason.

'A Tribute to the Clarks' feature will be a joint homage to Jim and Roger who are considered by many to have been the best British racing and rally drivers ever.

Bookings are pouring in from Autojumbblers, Traders, Restorers and Dealers - more space is available by contacting Mike Kennington on **0121-767 3536**

### ENTRY FOR YOUR DIARY

**The International Classic Motor Show NEC Birmingham**  
Sponsored by **FOOTMAN JAMES & Co LTD**  
**2,3,4 May 1998 Opening Times: 9.30 - 5.30 daily**

# Belt Up! 2

by Mike Crewes

**T**his month is a continuation of last month's article about Child and Baby Seats. Once again I'd like to thank BBC Top Gear for allowing me to publish this advice.

## CHOOSING THE RIGHT SEAT FOR YOUR CHILD

- The most suitable restraint depends on the weight and size of your child.
- If the seat is convenient to use and carry about you are more likely to use it on every journey, so before you buy it check how light it is, how easy it is to use and how it fits into your car.
- It is essential that all child seats are fitted correctly. Recent surveys have revealed that many are wrongly fitted making them virtually useless.
- Whatever type of baby or child seat you use remember to use it every time you take your baby in the car. Most accidents happen on short trips - not long ones.
- You will most likely need at least two child seats as your child grows; a baby seat and a child seat, you may also like to purchase a booster seat.

**STAGE ONE:** Baby Birth - 10kgs (22lbs), Age up to 6-9 months, BS AU202a or ECE R 44.

For a very young baby, the safest type of restraint is a baby seat, which is also called a rear facing infant carrier.

Babies have bigger heads and smaller bodies than adults so their centre of gravity is a lot higher. They also have weak necks that cannot support their head. Because of this a child restraint in the rear facing position, incorporating an energy absorption pad, is considered the best for young babies, it also avoids too much pressure being put onto the babies spine.

A baby seat can be fitted in the front or rear seat of the car, held in place by a three point lap and diagonal seat belt. They must have their own harness to keep them secure in the seat. Experts

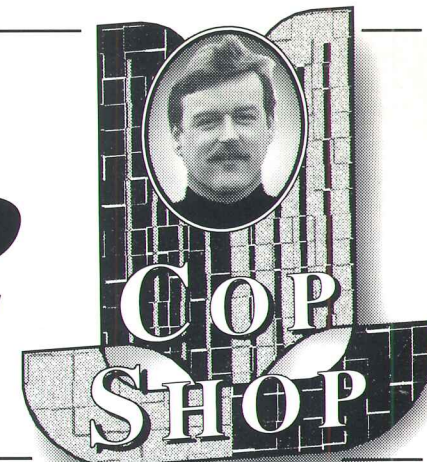
recommend that baby seats are placed in the front seat.

**YOU MUST NOT USE  
A REAR  
FACING BABY SEAT  
IN THE FRONT SEAT  
OF A CAR FITTED  
WITH A  
PASSENGER SIDE AIR  
BAG.**

**STAGE TWO:** Young Children 8 to 18kgs (20 to 44lbs), Age approximately 6 - 9 months to 4 years, BS AU186 (or 186a) or ECE R 44.

Once a child is able to hold its head up it can travel in a forward facing child seat, sometimes called a toddler seat, a forward facing child seat, or a stage two restraint. If rear seat belts are already fitted to the car then a child seat which can be secured by the existing seat belts should be used.

If there are no rear seat belts the car may still have rear seat belt anchorage points, as these have been compulsory on all new cars since 1981. You can buy seat belts at most good accessory shops, garage spare departments and TSSC Offers. It is more expensive to fit rear





seat belts in cars built before 1981, but it is well worthwhile, as it will keep you and your baby safe.

**STAGE THREE:** Older Children 15 to 36kgs, Age approximately 4 to 11 years, BS AU185 or ECE R 44.

Another alternative for young children is a booster seat, which can then be used with an adult lap and diagonal seat belt. The booster cushion is not only secured in place by the seat belt, it also lifts the child up so that the belt is safely positioned across the child's shoulder and pelvis and not dangerously across the neck and stomach.

The extra height also lets the child see out of the car windows. A booster seat with a full back will also help restrain the child when asleep.

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

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

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

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

## Further Advice

- There is a vigorous market in second-hand restraints, avoid these products unless you know:-
  - The full history of the seat,
  - You are sure that it has not been involved in an accident,
  - You receive the correct written fitting instructions.
- Do not buy a seat if the belts show signs of wear. Either replace the seat or the webbing

and check all assemblies. If it has been involved in an accident the belt's energy absorbing qualities can and may be damaged.

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

d. WARNING: AIR BAGS

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

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

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

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

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

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

### ISOFIX

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

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

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

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

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

Reproduced with the kind permission of  
**BBC Top Gear.**

# Easter Amalgamation

by Mac Reynolds

**H**i!... Month four...  
April! Happy Easter!...  
(apt for Burrows Mill)  
(and I was born in the year  
of the rabbit!... No  
comment!... There are  
I now those members who  
believe this Register to be  
no more than a 'melange' a  
potpourri... a 'confiture'... of  
imperfect bits and pieces...  
memories... and... anecdotes  
... but... all relating to our  
'Triumphs'... What better...

So to start this month's Register... something quite mundane... but of everyday use (in my opinion anyway)... a chart for your conversion from litres to gallons I still have to work in 'miles per gallon'...! In my coast-guard capacity I do have to use miles per litre... but I can't quite relate... once a gallon... always a gallon!!...

The second... (not quite so mundane) chart for your interest is the Tyre

*"...as we are coming to that intensive period of use, it is important to understand the legal requirements..."*



LITRES	GALLONS	LITRES	GALLONS	LITRES	GALLONS	LITRES	GALLONS
1	0.22	26	5.72	51	11.22	76	16.72
2	0.44	27	5.94	52	11.44	77	16.94
3	0.66	28	6.16	53	11.66	78	17.16
4	0.88	29	6.38	54	11.88	79	17.38
5	1.1	30	6.6	55	12.1	80	17.6
6	1.32	31	6.82	56	12.32	81	17.82
7	1.54	32	7.04	57	12.54	82	18.04
8	1.76	33	7.26	58	12.76	83	18.26
9	1.98	34	7.48	59	12.98	84	18.48
10	2.2	35	7.7	60	13.2	85	18.7
11	2.42	36	7.92	61	13.42	86	18.92
12	2.64	37	8.14	62	13.64	87	19.14
13	2.86	38	8.36	63	13.86	88	19.36
14	3.08	39	8.58	64	14.08	89	19.58
15	3.3	40	8.8	65	14.3	90	19.8
16	3.52	41	9.02	66	14.52	91	20.02
17	3.74	42	9.24	67	14.74	92	20.24
18	3.96	43	9.46	68	14.96	93	20.46
19	4.18	44	9.68	69	15.18	94	20.68
20	4.4	45	9.9	70	15.4	95	20.9
21	4.62	46	10.12	71	15.62	96	21.12
22	4.84	47	10.34	72	15.84	97	21.34
23	5.06	48	10.56	73	16.06	98	21.58
24	5.28	49	10.78	74	16.28	99	21.78
25	5.5	50	11.00	75	16.5	100	22.0



## TYRES AND THE LAW

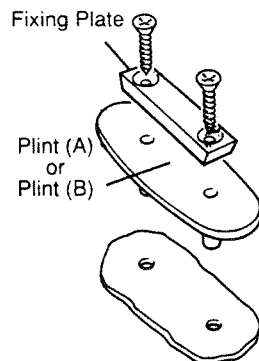
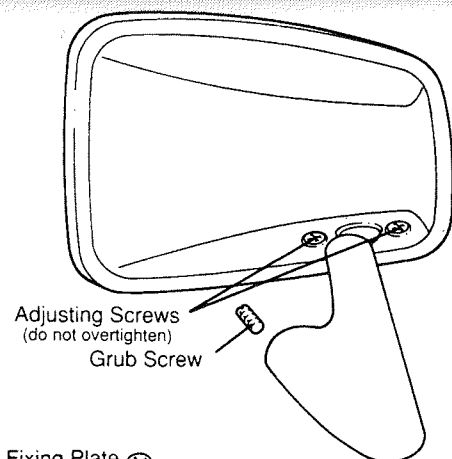
In Great Britain tyres must conform to the requirements of "The Motor Vehicles (Construction & Use) Regulations". In summary, this means...

1. Tyres condition - it is illegal to use a car if:
  - (a) It is unsuitable having regard to its use or the tyres of tyres on the other wheels;
  - (b) It is incorrectly inflated for its purpose;
  - (c) It has a cut in excess of 25mm, or 10% of its section width, reaching the ply or cord;
  - (d) It has a lump, bulge or tear caused by separation or other structural failure;
  - (e) It has any portion of the ply or cord exposed;
  - (f) Tyres on cars, light vans and their trailers, from 1st January 1992, shall be of a depth of at least 1.6mm throughout a continuous band comprising the central three-quarters of the breadth of the tread and round the entire outer circumference of the tyre.
2. Regrooving - it is illegal to use regrooved tyres on cars.
3. Mixed tyre fitments - it is illegal;
  - (a) to fit tyres of different types of different types of structure; i.e. radial and cross ply on the same axle of a vehicle;
  - (b) to fit radial tyres to the front axle of a car if cross-ply are fitted to the rear.

Remember - driving on damaged or excessively worn tyres may not only be illegal but unsafe and the penalties can be heavy. Ensure your tyres are in good condition.

Law... and you... as we are coming to that intensive period of use, it is important to understand the legal requirements... also for your own safety it's good to be well shod!!(see above)

This has indeed been another few days of time spent with 'VPP'!... I have finally got around to purchasing and fitting some (period) door mirrors, they are really essential for today's modern traffic conditions... Slip roads onto motorways can be lethal without that complete rearward vision... (don't know how I've managed without for so long!). As you will see by the instructions supplied (these came with the pair that I fitted to NCO... gone but not forgotten!) that this procedure is relatively simple... it took me a total of about 20 minutes to fit both mirrors... with no problems encountered!! I actually quite like the look of them, an extra bit of chrome to set her off and I have to admit that I'm not too keen on mirrors on



Fitting door mirrors.  
A necessity in today's modern traffic conditions.

**"Slip roads onto motorways can be lethal without that complete rearward vision..."**

**"The Tex Universal Door Mirror can be fitted to a wide range of cars and light vans without having to remove door panels..."**

the bonnet... they do break up those lovely, smooth lines... That just has to be one of my favourite Vitesse bits (also shared by 13/60s), the front top corners of the bonnet... smooth, curvey, bumpy bits... I could spent hours just polishing them!... (Maybe photos of the mirrors fitted in next month's Courier)...

The Tex Universal Door Mirror can be fitted to a wide range of cars and light vans without having to remove door panels, by following the instructions outlined below.

1. With the aid of a second person, locate a clear unobstructed position for the door mirror, when viewed from the driving seat. Ensure that the fixing screws will not foul the window and that the mirror is not at the limit of adjustment in any one plane.
2. Mark the selected position with a 3" long strip of masking tape to prevent the drill bit running and scratching the door panel.
3. Two types of support (plinth) A and B are supplied. Choose whichever is the most suitable for the door shape.
4. Place plinth A or B, as applicable, in position as a template. Mark the hole positions. Carefully drill two holes using a 17/64 or 7mm drill bit.

I am the proud owner of a MkII Vitesse Saloon, reg. YPE 605G, which I have been restoring over the course of last two years or so. Whilst keeping the car generally original I have added a number of improvements during the restoration process. Namely, Kenlowe fan, oil cooler, and brake servo to which you refer in the January issue of The Courier. My comments/experiences on the fitting of the servo are as follows.

I am not sure of the origins of the particular servo that I used, except that I bought it at Stafford last year for a tenner. The vendor wasn't able to enlighten me but I thought that I couldn't go wrong at that price. True in part. The unit is a Lockheed remote servo of what appears to be the fairly common sort with the plastic air valve on top. Initial examination of the diaphragms revealed to be okay so I decided to fit it and see what happened. After much deliberation, I mounted the unit sideways between the heater box and the clutch master cylinder (see photo). As far as I could see this was the only realistic place it would fit plus it had the additional benefit of keeping the plumbing short. I made up a bracket and bolted this to the bulkhead. I could live with drilling two 3/16ths holes for this purpose. I made up two short lengths of copper pipe to connect the servo in line. I used female/female union to connect into the existing brake line as I didn't want to remove the heater box to run a new line down to the four-way connector by the n/s front wheel. Also if it didn't work, I could simply revert to existing plumbing. I was fortunate that the inlet manifold I am using (off a 2000 saloon as I have converted to twin HS6's - but that is another story!) already had an outlet for the vacuum pipe. So it was a simple matter to make this connection with a new piece of tube. The system was bled successfully despite the servo being slightly higher than the master cylinder.

A test drive revealed that the braking performance was transformed, almost too sharp. I made a note to fit harder pads. I was running on original Ferodo asbestos items. My initial delight at my bargain servo began to wane when the braking system consequently developed an unhealthy appetite for brake fluid. I topped up the master cylinder a few times in the hope that it might cure itself, as you do, but to no avail. As there was no sign of external leakage, out came the servo and off came the backplate which promptly deposited the missing half litre of brake fluid onto my best garage trainers! The seals were obviously shot as was confirmed on stripping the unit. Expecting a few rubber seals to cost around a fiver, I was somewhat horrified to find the cost of a repair kit (from brake specialists JEM at Hinkley 01455 230626) to be in excess of £50!! Admittedly the kit was comprehensive including replacement piston and diaphragm but £50... The replacement seals were duly fitted. The air valve piston seal seemed quite a tight fit. I should have attended to this there and then because on refitting the servo, there was now a noticeable jolt as the servo came on i.e., the piston depressing the air valve, in addition the brakes were holding on for the few seconds it was requiring for the piston to retract and shut off the air valve. At least, however, the leaks were cured. I also had more trouble in bleeding the brakes to my satisfaction. In the end I removed the air valve assembly, gently depressed the brake pedal to remove the piston, continued depressing the pedal until fluid was level with the top of the chamber before replacing the piston within its now fluid filled bore. This improved matters slightly but I was still not happy. In the end I reverted to the old air valve piston seal which returned the brakes to their previous smooth action. So far this seal hasn't leaked. It was pretty obvious that most of the fluid was leaking past the pushrod stem seal. I would like to try another seal but I am not going to pay £50 for the privilege. Do you have any ideas where I can obtain just the rubber seals?

On balance I would recommend fitting a servo as the confidence level is much greater particularly if you are used to having a servo on your everyday car. The Vitesse really does pull up sharply now if required, which is quite reassuring in the cut and thrust of modern day traffic. With regards to cost, I am still well in pocket compared to a new unit but beware what you buy from autojumbles, particularly where the brakes are concerned. It might have been better on reflection to go for a new or reconditioned unit.

Sam Gould





5. Removing the masking tape and push both bosses of plinth A or B through the drilled holes.  
6. Place fixing plate on plinth (with the counter-sunk broadside uppermost). Insert the screws and tighten down until plinth is firmly fixed to the door.

future Registers gather together all the photos that I have taken at Stafford (etc.) on the positions of servos fitted!

Thanks for the letter Sam(opposite) I'll let you know about the rubber seals ... I seem to recollect someone... somewhere... saying that they were available... if only I can remember?? Anyone know anything??

So that's about it for this month... it only remains for me to say... thanks... take care... cheers... Mac.

P.S. ... The other job that I had to do on VPP was replace the boot stay bracket... Full update next month!!...

**CAUTION** - do not overtighten as this will strip the plastic bosses and will result in a loose mounting.  
7. Slacken the grub screw on the mirror-stem and fit over the plinth. Tighten the grub screw until the mirror is firm.  
8. To adjust the mirror-head, the adjusting screws may be slackened by 1 1/2 turns.

Right... about time that I mentioned a Vitesse!! Car of the Month for April... (belongs to Sam Gould (York) I will reprint his letter... as he writes... as it touches on the subject of servos... Interesting... I will in

*"My initial delight at my bargain servo began to wane when the braking system consequently developed an unhealthy appetite for brake fluid."*



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Inner outer arch Spitfire/GT6 III	£26.00
Door skin Spitfire III	£25.00
Door skin MkIV/1500/GT6	£25.00
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Rear wing GT6 III, left	£134.50
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Seat covering kit Herald/Vitesse	£129.00

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Door trim, pair, Herald	£46.00
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Master cylinder boot	£2.50

## RUBBERS SEALS HERALD/VITESSE

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Rear screen seal Herald/Vitesse	£21.00
Outer weather strip	£7.00
Inner weather strip	£4.00
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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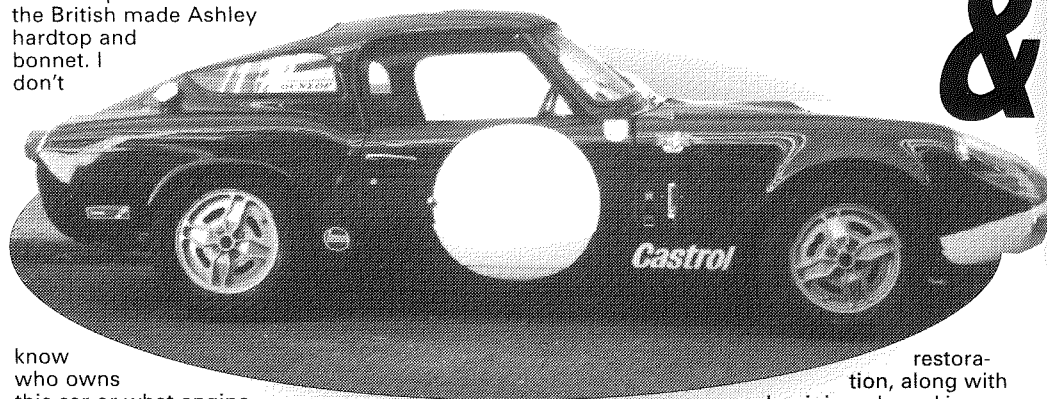
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**H**ere we have three Spitfires, all using different makes of fibreglass hard tops/bonnets to achieve that race/rally/Le Mans look.

The first is the Belgium made Apal kit, which I think makes a very good looking Spitfire. This car is owned by Ivan Souverain of France. The second Spitfire is shod with the British made Ashley hardtop and bonnet. I don't



know who owns this car or what engine is under the front end but I don't think it is a MkIII 1300 engine judging by the bonnet bulge and air scoop. The third hardtop is a direct mould from a GT6 roof and altered to be a close as possible copy to the Works rally cars. As you can see this is a super copy and looks even better in the flesh. This is a rather interesting

**Ivan Souverain's Apal Spitfire, currently residing in France.**

*"...one to improve the heater performance and the other to improve the "sweaty feet syndrome" that became apparent in the first summer's use."*

Spitfire; when purchased by its present owner for £250 it was little more than scrap. What made it a worthwhile project was the fact it had a Works rally chassis but bent at the front. Also fitted to the car was a Works four headlamp aluminium bonnet but that too was suffering

from corrosion and the biggest dent you have ever seen. The rest of the car was bog standard Spitfire, so how did these interesting pieces come to be fitted to a standard car? No one knows - anybody out there know something which we don't? An SAH eight-port head was also found and fitted during

restoration, along with aluminium door skins, making this a very close copy to a rally Spitfire. So how many SAH eight-port heads are there left in the world? Well, my friend Odd and I had a count-up of all the eight-port SAH heads that we know of and that comes to ten in all. SAH are said to have made a hundred - a survival rate of ten per cent for a race head seems a bit on the steep side, so probably SAH made far more than the stated hundred.

I've had an interesting letter from Nigel Cross of Hightown near Formby. His letter reads:

**by Brett Dennis**

I was interested to see the piece about Spitfire heaters in the December Courier, as over 25 years ago, I modified the heater on the Spitfire I had at the time.

My present interest in "Club cars" arises from a Spitfire 1500 I acquired for my daughter last year, which has rekindled my memories of VWD 541 H, a Spitfire 4 (yes, a "4", in those days you got a "new" registration with an imported car) that I acquired as a LHD import from Italy in the Autumn of 1969. At the time, I was working in the Triumph Engineering Development Department in Coventry on the prototype build and testing of the MkIV



**Spitfire, Ashley hardtop and Bonnet.**

by-pass. As installed on a MkII and MkIV, there are separate water circuits for each of these and a by-pass to maintain flow through the manifold when the heater water

# Hardtops, Heads & Heaters

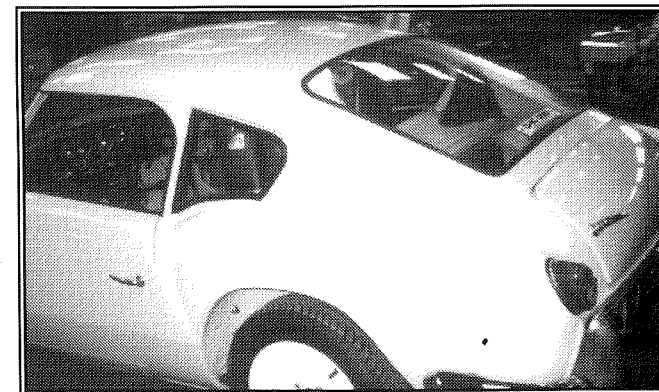
Spitfire and MkIII GT6. This situation made me ideally placed to acquire (legitimately!) various used and redundant test components including a 1300 engine for my own car.

As it was my everyday car, and lived outside (no such luxury as a garage back in those days), I found the heater performance poor. Discussions with the department's heater expert, Peter Walpole, brought two suggestions, one to improve the heater performance and the other to improve the "sweaty feet syndrome" that became apparent in the car's first summer use.

The first and most important modification was to re-pipe the heater circuit and the heated inlet manifold to eliminate the

valve is turned off. The effect of this arrangement is to reduce the water flow through the heater matrix when the valve is open by presenting the water with an easier path through the by-pass. As the heated inlet manifold only plays a part during the warm-up period in cold weather, when you want the heater valve open anyway, the by-pass can be deleted and the heater and manifold piped in series, with hot water

**A standard Spitfire with several unusual additions, including this GT6 moulded hard top.**

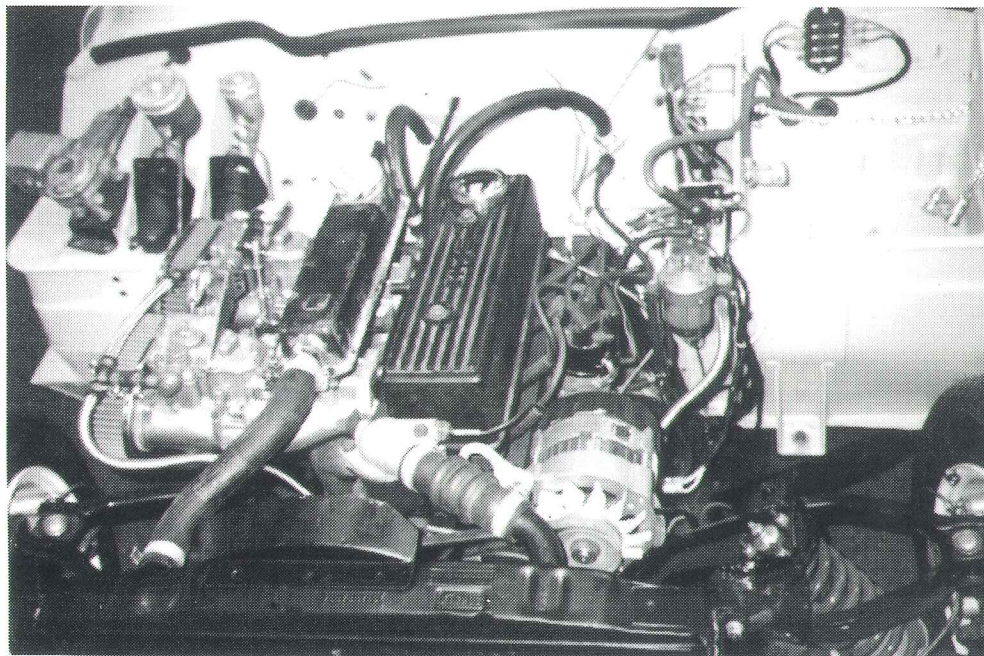




going from the take-off on the thermostat housing (below the 'stat), then through the heater, returning through the steel pipe under the manifold into the water pump.

This arrangement made an order of magnitude improvement to the heater performance, especially during the warm-up period, without noticeably detracting from the engine driveability during the warm-up when the heater was turned off.

*"...after having to grope in the footwells for the knobs on the two flaps on the original Spitfire heater..."*



The second modification was to install a GT6 MkII fresh air heater, complete with eyeball vents, which were positioned in the footwells to keep my sweaty feet cool in the summer. A cable and slider control were fitted underneath the parcel shelf to work the air distribution flap (luxury after having to grope in the footwells for the knobs on the two flaps on the original Spitfire heater, impossible in the standard static seat belt!). This mod too was a great success.

Incidentally, while at Triumph, I did many thousands of miles in the GT6 MkII

**The Spitfire's SAH 8-port head, found and fitted during its restoration.**

*"...the GT6 heater installation could never keep my feet comfortably cool..."*

prototype RVC 439H. With the larger engine and the greater obstruction it placed on cooling air in the engine by a and gearbox tunnel, even the better ventilation of the GT6 II heater installation could never keep my feet comfortably cool, particularly as much of the time I was testing the cooling system which was marginal in the USA emission engine tune and generated even more heat.

I always fancied a GT6 of my own, but this put me off. Perhaps it isn't such a

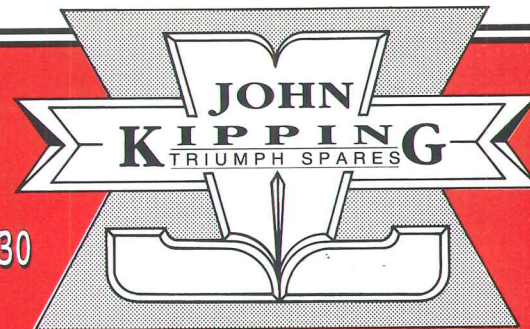
problem with a UK spec car running much cooler.

I had a phone call the other night from a member wishing to know the exact position of the holes in the boot lid for the overdrive badge I could not help him as I am also needing to know the position of these holes. So can any of you out there help us with this little piece of information, it would be much appreciated.



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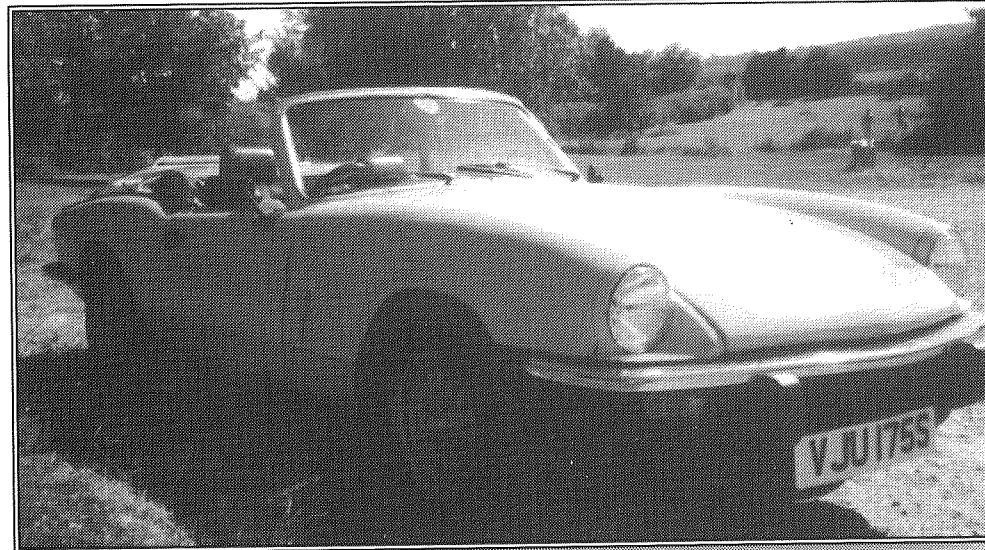




# Clonk, Clonk, Clonk.

by John Thomason

This month's photo is sent in by Bernard West of Loughborough and features his 1977 Spitfire 1500 which he purchased in March 1990. When he bought the car it had been brush painted yellow, and Bernard intended to restore the car after using it for a short while. However things rarely go to plan and after 8 years use, the car is finally going to be restored, the work being entrusted to Anglian Triumph. Judging by the photo at least, the car appears a very good basis for restoration and should hopefully be soaking up the sun again this summer.



**F**or all its virtues the Spitfire, does have a number of Achilles heels, number one of which has to be the exhaust down pipe gasket on the 1500.

However equally troublesome is the wear out rate of the rear half shaft UJs: This really is a design fault brought about by the requirement (quite admirably) to keep the cost of the rear suspension and hence the vehicle to a minimum.

Without going into the theory here, the design of the rear suspension, which as we all know

was inherited from the Herald, requires the half shafts to operate through large angles and also in compression. Unfortunately these are two conditions that UJ's are not usually expected to operate under and so it is hardly surprising that the UJ on the end of the half shaft is prone to failure. The problems are greatest on the Herald where the camber changes and loadings are larger, but the problem, as I am sure we have all experienced at some time, also exists on the Spitfire.

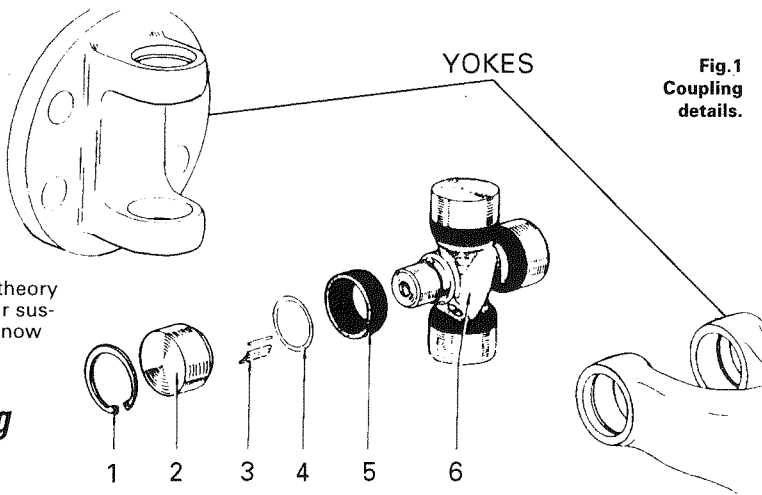


Fig.1  
Coupling  
details.

**"The tell tale sign of a failing UJ is a clonk, clonk, clonk coming from the rear."**

1 Circlip  
2 Cup  
3 Needle Rollers

4 Washer  
5 Seal  
6 Spider

The tell tale sign of a failing UJ is a clonk, clonk, clonk coming from the rear, usually whilst cornering. To diagnose which one is at fault; a clonking whilst cornering to the left will indicate wear in the RH UJ (ie the one under load) and vice versa. Alternatively, having jacked up the rear of the car inspect the UJs. A typical sign of a problem UJ is a scuff mark on the end of the UJ cup where it has been turning against the retaining circlip. Trying to prise the UJ apart with a large screw driver will also indicate wear in the joint.

The replacement of UJs has been covered before in the

Courier and I don't intend to repeat it here. However I do receive a number of letters from members complaining about a persistent clonking UJ, despite having changed the UJ. I've recently I had cause to change a number of UJs and thought it may be useful to pass on some considerations and pitfalls that can be encountered.

Fig.2 shows 3 replacement UJs that I have recently encountered. The centre one is the typical Quinton Hazel replacement, to the left a cheaper replacement of indeterminate source being supplied in an unmarked box, and on the right a 'Heavy Duty' UJ supplied by

GKN - original suppliers. Judging by first impressions the LH one does not inspire confidence, not appearing to have a very substantial construction, although is probably okay. (I wouldn't put it on a GT6

**"A trial fit in a spare yoke revealed a sloppy fit, leaving no alternative but to put it in the bin!"**

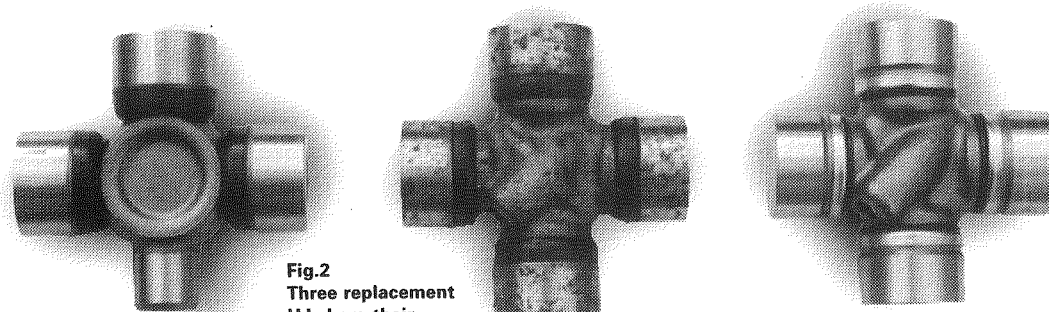


Fig.2  
Three replacement  
UJs bare their  
differences.



*"Don't do what I have seen on one car and grind the yoke away to give access!"*

though!). However digging deeper; with all the needle rollers pushed up together, left a large clearance gap, almost big enough to fit another roller, allowing unwanted movement. The final nail in the coffin of this

UJ came when I looked at the circlips supplied with it, which were burred and blue where they had been crudely ground down. A trial fit in a spare yoke revealed a sloppy fit, leaving no alternative but to bin in!

That leaves the QH and the Heavy Duty UJs. What makes it heavy duty I am not sure, possibly a superior material specification. Examination reveals that the needle rollers are larger although this would

normally be associated with a higher speed rating.

Another aspect to consider in the choice of UJ is the inclusion of a grease nipple or not. Undoubtedly the option of being able to re-grease the UJ in service is advantageous, as UJs do dry out (lack of grease) leading to wear in the needle rollers and failure. However ask yourself, in reality are you ever going to re-grease them?! If you go the grease nipple route, **Fig.5** shows the 3 options that could be supplied. The correct installation is the small grub screw. If you don't have one, it can easily be made from a short 1/4" UNF bolt, with the head cut off and the shank slotted. The long grease nipple is only used for greasing the UJ once the

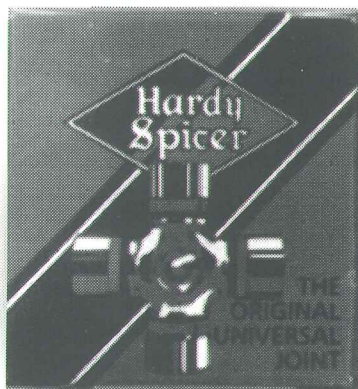


Fig.4  
Heavy duty UJs.



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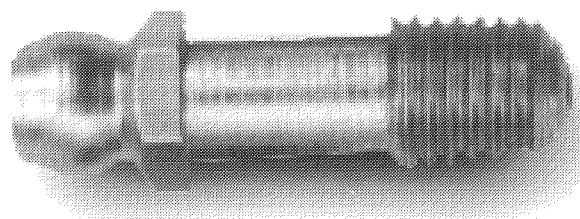
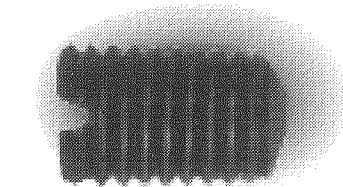
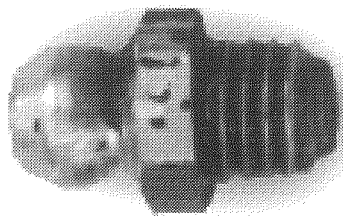


Fig.5  
3 options of grease nipple screw.



grub screw is removed. The long nipple can not be left in place because it fouls or comes extremely close to the yokes with full suspension movement. I am not sure what it would do to the balance of the shaft if it could be left in place either - probably okay. Now the short grease nipple could be left in place and clear the yokes; the only problem being that the majority of grease guns can't reach in to get to it between the yokes when it's on the car! Don't do what I have seen on one car and grind the yoke away to give access!

When replacing the UJ, the UJ cups should be a good tight press fit in the yoke. If you can

easily push them then suspect a poor quality UJ cup tolerance or a worn yoke. After years of service, wear in the yoke is most likely, and refitting will allow the UJ cup to rotate after a while and the clonking will resume despite the new UJ.

Another consideration is the fit of the circlips. If you look at a circlip end on, the majority will have a sharp edge and a radiused edge. The circlip should be fitted with the sharp edge outer most, to minimise the lateral movement of the UJ and another source of clonking.

Tolerancing and the pressing out of one too many tight UJs causing the yoke to spread, can also cause slight movement of the cups between the circlips. Originally oversize circlips were listed to overcome this problem. I know

*"Finally before fitting back to the car I always paint the yoke and UJ with a thick paint such as smooth Hammerite."*

that J.Kipping supplies oversize circlips that are approx 0.004" thicker than those supplied with the UJ, and can successfully overcome this problem. Oversize circlips can also overcome for a short period of time the problem of a worn yoke by pinching tight the cups in the yoke - although the noise will ultimately return.

Finally before fitting back to the car I always paint the yoke and UJ with a thick paint such as smooth Hammerite. This has 2 functions, firstly keeping water out of the UJ and secondly leaves an easy tell tale of cracked paint if the UJ cup is turning in the yoke.



Fig.6  
Assembled with the small grub screw installed.

by Simon Adamson

**F**ollowing on from my report in the December '97 *Courier*, our International Secretary, Leon Guyot, has amassed over sixty pages of responses from around the world (via the Internet) on the subject of running Triumphs on unleaded petrol. I have had the dubious honour of sifting through this lot since Christmas!

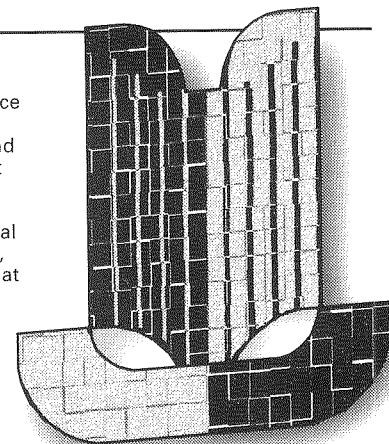
Us residents of the U.K. are well behind many other countries in the phasing out of lead, so this feedback provides a good indication of what we can expect at the turn of the century. The responses from the U.S.A. (and there were many) provide a particularly good reference, owing to the early introduction of unleaded petrol and the large quantity of Triumphs exported to this market.

In this article, I will summarise the information Léon kindly made available to me and attempt to draw some conclusions. Since the use of unleaded petrol in older cars raises two key technical issues, I will deal with each one separately.

### Valve Recession

If we are to consider an engine with a cast iron cylinder head, into which the valve seats

are machined directly; it has been proven that in the absence of the kind of protection afforded by the lead compound used in leaded fuel, valve seat recession can be abnormally prevalent. The engine's operating conditions are critical to the severity of the problem, and it is generally accepted that under light duty service, recession is virtually non-existent. However, higher than normal engine temperatures generated by operation at sustained high speeds (generally defined as in excess of 55 mph) and/or loads, present a potential risk of serious damage; typically within 3,000 to 5,000 miles. Fuel companies such as Chevron in the U.S. back up this view. The difficulty comes in trying to define where the margin of safety lies for a particular engine. If you use your Triumph



American produced engines were. However, this has neither been proved nor disproved by the reports I have received. This isn't necessarily important, because the almost unanimous response from America and Canada is that there are no

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for towing, or regular motorway travelling, then theoretically the risk is greater.

It would appear that California was the first place to phase out leaded fuel, since cars sold there were required to have an exhaust catalyst from 1975. This of course included the Triumph Spitfire. By 1977, the other American states were following suit and all U.S. export Spitfires were fitted with catalysts. Ever tightening legislation effectively precluded Spitfire sales in America by 1979.

I was always under the impression that from 1975 onwards, U.S. specification Triumphs were fitted with hard exhaust valves and seats; as

problems running Standard Triumphs of all ages on unleaded, as far as valve recession is concerned; even with those that are raced. This matches the result of a Vintage Triumph Register (U.S. club) poll, which was carried out over a decade ago on the subject.

Léon's recent investigation did reveal one exception to this general consensus, which concerned a GT6+ suffering from serious valve recession 5,000 miles after a rebuild. Perhaps this could be attributed to the inevitable variation in hardness between different batches of cast iron cylinder heads?

Reports suggest that few petrol companies around the

*"Some Triumph owners in parts of the world where leaded fuel is but a distant memory are both amazed and amused by the fuss being made here in Britain..."*



world are adding any alternative valve protecting substance to unleaded petrol. An ESSO chemist has allegedly stated that fuel with such additives is ineffective in preventing valve recession, and is more harmful to the environment than the leaded variety. However, in Sweden, where there has been no leaded fuel for 10 to 15 years, they do have two (more expensive) grades of petrol available as alternatives to "straight" unleaded fuel. They are rated at 96 and 98 RON respectively, and are intended for use with engines without catalysts, or hardened valves and seats. Depending on the supplier, these fuels have an additive based on either potassium or sodium, which is said to offer the same protection as lead, but without the environ-

damaged by unleaded petrol, you may wish to consider adding a shot of a lead substitute every time you fill up, or fitting an in-tank / in-line device (such as 'Broquet' or 'Fuelstar'), or fitting hardened valves and seats.

Lead substitutes sold for the purpose of combating valve recession can be tricky to find in some parts and are always expensive. They have been reported to cause plug fouling and excessive sooting of the combustion chamber. Their effectiveness is hard to determine, rather like the 'fit and forget' devices intended to be either suspended in the fuel tank, or fitted in the fuel line.

Hardened exhaust valves and seat inserts get to the very root of the problem and should be a permanent 'hassle free' solution.

*"Whatever problems we might have in the U.K., it seems unlikely that we'll get a worse deal than the folks in New Zealand."*

fuel at 4000 rpm, with the throttle wide open. Valve failure was encountered within 10 to 20 hours. However, if the same test was carried out on an engine that had previously been run for some time on leaded fuel, the valve seats didn't fail. This was because a sufficient quantity of residual lead remained deposited on them. Therefore, high mileage engines are unlikely to suffer immediate valve damage after a switch to unleaded. Mr. Mitchell suggests that there should be no problem running Triumphs on unleaded and doesn't recommend hardened valve seats, which he says are prone to loosen owing to differing rates of expansion.

A possible alternative to fitting hardened valve inserts might be to surface harden the existing seats by an induction process; does anyone know about this? (I've a feeling that it is only possible on aluminium heads).

### Octane Requirement

It's generally the case around the world that 'Regular' or 'Premium' unleaded petrol tends to have a lower octane rating than the remaining supplies of the leaded variety. There are however special formulations of unleaded, such as 'Super' in the U.K., which possess similar or slightly higher ratings.

In countries where the supply of leaded fuel has already been discontinued, historic vehicle enthusiasts consider petrol octane to be more of an issue than valve recession. The improved design of modern vehicle petrol engines has

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mental implications. Apparently, this is the fuel Triumph owners are using, although presumably its continued supply must be questionable owing to the dwindling demand.

Some Triumph owners in parts of the world where leaded fuel is but a distant memory are both amazed and amused by the fuss being made here in Britain about the impending loss of our lead; "Hey, the folks over in the U.K. think their cars are set to explode at the turn of the century!" Perhaps it's because, rather like the recent scares concerning our food industry, there is very rarely any reliable and conclusive evidence on which to base a reasonable judgement.

If you remain unconvinced that your engine won't be

Having them fitted to a six cylinder Triumph engine adds about £100 to the cost of a standard cylinder head rebuild. Fitted correctly, the seat inserts shouldn't raise any reliability issues, although many engineers remain divided over this. I think it's true to say that they provide the potential for an additional source of mechanical failure and this risk needs to be weighed up.

A particularly interesting contribution to the unleaded debate on the Internet came from B. John Mitchell, who worked on engine development at G.M. for 37 years, including the design of the Buick V8 adopted by Rover in the '60s. He described durability tests carried out on production engines during the early '70s. They were run on unleaded



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resulted in a lower average octane requirement. Demand for high octane unleaded is therefore comparatively low and likely to drop further as older vehicles are scrapped. It's so much more expensive than regular grades that it's unlikely to be used in vehicles that don't have a definite requirement for it.

In the U.S., there was a transition period in the early 70's when Triumphs began to be supplied with low compression cylinder heads. This was brought about by the introduction of the Federal 'Clean Air' laws, which came into effect from 1968.

Consequently, reports suggest that whereas most of the cars produced through the 70s can be run satisfactorily on regular unleaded (approximately 95 RON), some with earlier high compression engines will suffer from serious pinking or knocking, unless run on high octane unleaded (approximately 98 RON). This is particularly true of the six cylinder engines, which have the highest compression ratios.

Here in the U.K. and in many of the countries to which Triumphs were exported, we generally have only the high compression engines. We might therefore expect to have to run most of our cars on the expensive high-octane (Super) unleaded petrol. Use of separate octane additives might be required in parts of the world where this fuel is unavailable, but could add around 30% to the cost of a tank-full. Other alternatives are allegedly provided by the somewhat curious 'bolt on' devices mentioned in the section on valve recession (more of which later). Whilst mild pinking might be cured by a good decoke, or adjusting the ignition timing, a definite solution to the problem of high-octane requirement is, of course, to reduce the compression ratio.

Whatever problems we might have in the U.K., it seems unlikely that we'll get a worse deal than the folks in New Zealand. Their unleaded petrol

initially included alternative octane boosting additives that tended to perish rubber components in the fuel line. Petrol leaks and fires have been reported as a consequence. The octane additives have been found to damage paint, and are allegedly carcinogenic without the use of an exhaust catalyst. Additionally, the fuel is said to cause poor starting, idling and also acceleration. Pinking is also a problem...

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#### Conclusions

Based on responses from the U.S.A. and Canada, there should generally be no valve seat recession problems when running our Club cars on unleaded petrol. However, any possible risk can be minimised by the avoidance of excessive sustained engine loads and temperatures.

Engines that have already covered high mileages on leaded petrol are particularly unlikely to suffer from valve recession when run on unleaded, owing to the build up of tough lead compounds on the valve seats.

Only fit hardened valve seats if:

- a) your engine suffers from serious valve recession,
- or b) the cylinder head needs a rebuild anyway and you want the extra peace of mind (taking into account the risk of serious engine damage should they be poorly fitted).

Be very wary of the possibility that your engine may pink or knock if run on Premium unleaded, particularly if it's of the six-cylinder variety, and / or it's modified. This can be severely damaging and may be

cured by one or more of the following: retarding the ignition timing, using Super Unleaded, ensuring the efficiency of the cooling system, removing excessive carbon deposits from the combustion chambers, or reducing the compression ratio.

Tipping various bottles of lead substitute additives in the petrol tank isn't recommended because they are quite expensive, their effectiveness is questionable and it's possible that they will

have undesirable side effects.

Mention has already been made of the products which consist of canisters fitted in the fuel line, or sacks of pellets immersed in the fuel tank. They are sometimes referred to as fuel catalysts (not to be confused with exhaust catalytic converters)

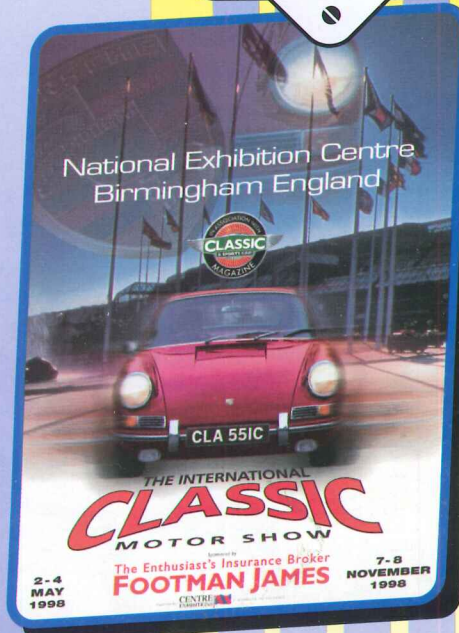
and have been around in one form or another for many years. The product marketed under the name 'Broquet', which was mentioned recently in The Courier, is one of the better known examples in the U.K. It is variously claimed (depending on the specific product) that the fitting of such devices not only solves all the potential problems associated with running old cars on unleaded petrol, but also improves performance and reduces fuel consumption and exhaust emissions. All this, you would imagine, would be backed up by a fairly convincing scientific explanation, or at least some independent tests; which wouldn't be hard to conduct. I have yet to come across either, although many people have reported fitting fuel catalysts to old vehicles and having no trouble running them on unleaded; but then again, would they necessarily have experienced problems anyway?

Finally, I'd like to thank all the overseas Triumph enthusiasts who provided the background information for this article and Léon for patiently printing it all off the 'net for me. (no more, please!).

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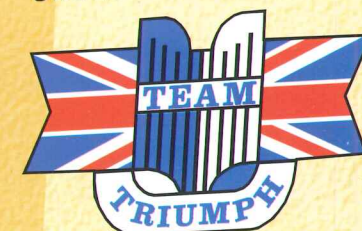
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*"Team TSSC spirit in action. Five labour over Dave Beardsley's broken down Spitfire."*

*"Russell Munn takes Quasi through Russell's Bend at Snetterton."*



Photos by **Martin Pope**. Tel/Fax: **01945 860244** Mobile: **0850 656962**



# SPECIALS REGISTER

**The great kit car registration saga goes on. As I've told you, DVLA wanted to inspect my Moss to check its identification numbers. To fill in new readers, my Moss, which I built in 83/84, is still registered as a Triumph Herald. Swansea have now decreed that all such cars should have their current body shape reflected on the registration document.**

I received a letter asking me to bring the car to the vehicle licensing office in Wimbledon. Problem! You will remember that the gearbox in the Moss shattered a bearing last summer - it is still not mended. I phoned the office to put back the appointment to give me more time to replace the box and do one or two other jobs that would be needed to get a new MoT. The officer assigned to my case said, "Would it be easier if I came to you?" A mutually convenient time was set.

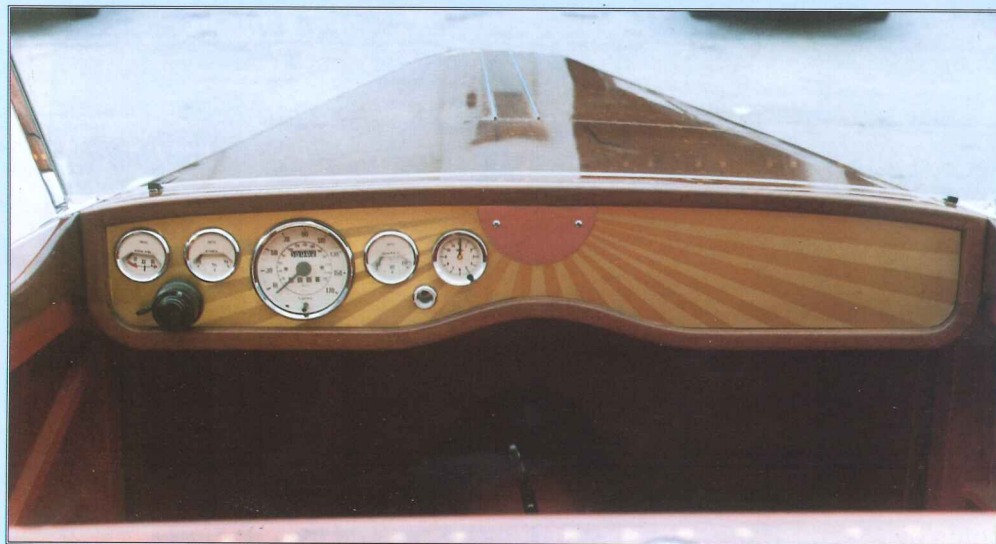
The chap who came out to see my car and me told us his real job was tracking down car tax evaders. I think Swansea have a bit of a rush of people like me with 'incorrectly' registered cars - they started it! My man freely admitted that he wasn't sure exactly how the current rules for registering modified cars should be applied - this confirms my own feeling that Swansea have not yet come up with a set of rules that can be objectively interpreted. In my case

*"...what I have trouble accepting is why the rules can't be written clearly enough for the DVLA appointed inspectors..."*

the inspector thought that I would be able to keep my registration number and the 25 year exemption. However he did come up with something

## New for Old

*Glorious dashboard detail.*



*Roger, holding unfinished rear wing.*

*by Trevor Collett*

that surprised me. I have riveted the commission plate from the donor Herald onto the bulkhead of the Moss - the inspector was not happy, saying that the vehicle identification number should be on the chassis. Having two original Heralds on hand I was able to show him that the commission plate never was on the actual chassis. This didn't seem to make any difference. Worse was to come - I would be issued with a new chassis number.

A few days later the new number duly arrived; a truly splendid number with 17 characters - SABTVRO3538061474. I

don't understand, why has the number issued by Standard Triumph in 1968, a petite GE31138DL, suddenly become unacceptable? Surely the whole point of modified cars like the Moss being allowed to keep their donor car's registration number is that they are still, in essence, the same car? The original commission number confirms this pedigree. I'm not sure what to do at the moment. Swansea are in charge and if they decide they're not going to register my car at all I'm really stuffed. On the other hand, if I have to punch 17 characters onto the chassis won't it weaken it?!

I don't mind the DVLA having a set of rules to cover modified cars, I appreciate that the fraudulent transfer of vehicle identities must be controlled. I can see that the rules might need to be complicated to cover many different circumstances but what I have trouble accepting is why the rules can't be written clearly enough for the DVLA appointed inspectors to apply them with some consistency. I am hearing cases where cars with Ford engines

and aftermarket chassis being are happily being classed as rebodied Triumph Heralds and cars with chassis, running gear and engine from one donor Herald having to be registered as 'new'. Member Martyn Moore owns a Marlin and has gone through the 'registration' process; he has fared well, ending up retaining his registration number and his 25 year exemption.

Look out for the next installment and please continue to let me know your experiences in this area, by phone or letter.

*"Surely the whole point of modified cars like the Moss being allowed to keep their donor car's registration number is that they are still, in essence, the same car?"*



*"...from the photos my eye tells me the wheelbase is too long for a GT6 chassis."*

If you write to me please include a picture of your car - I will return any photos if you ask me to.

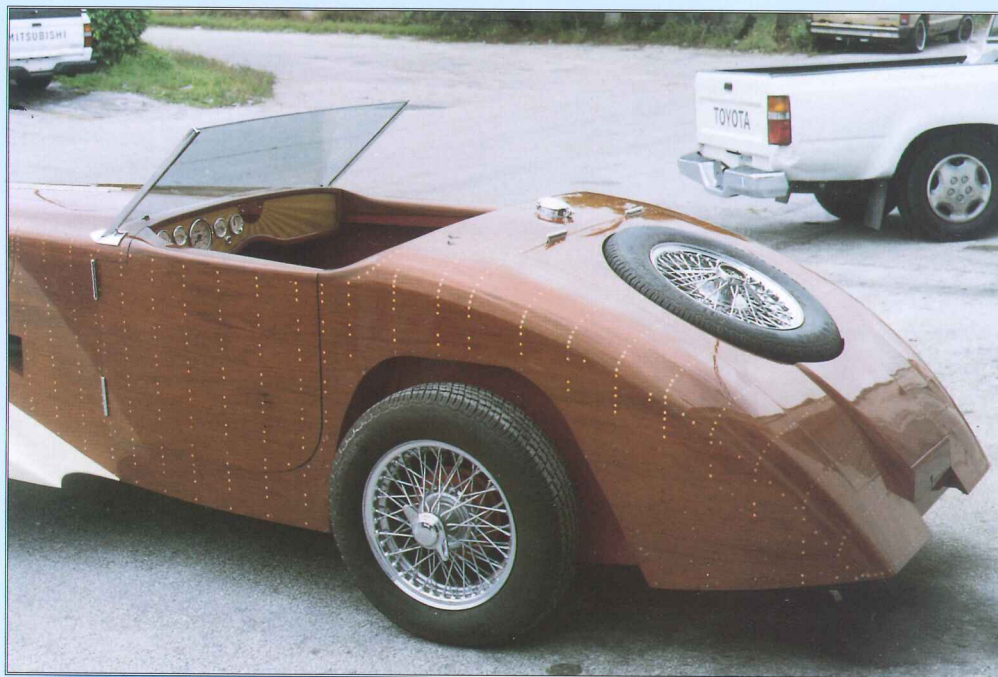
wheelbase is too long for a GT6 chassis. Never mind, it definitely uses one of our chassis with our mechanicals. As you can see the car is in the construction stage (these photos were taken in 1997 so things may of progressed by now) but is far enough advanced to say what an impressive looking beast it is going to be.

Michael tells us that the car is being built, in Fort Lauderdale, by one Roger Cawthorne - the same Roger Cawthorne who built the Cawthorne Special that appeared in my column in

(from a sustainable source no doubt!), glued and held together with screws; once the glue dried the screws were removed, the holes filled with copper boat nails and about eight layers of clear coating applied.

Look at that dash. The finished car will be a work of art, Michael has promised to send more photos and updates as the project advances.

Thanks Michael, we look forward to your next communicate.



### NOT ALISTAIR COOKE

I have received a letter from America. To be more precise, from Michael Perry of Boynton Beach, Fort Lauderdale who apparently races a GT6. With the letter were these photos of a special being built on, allegedly, a GT6 chassis. I say 'allegedly' because from the photos my eye tells me the

October 1995. I have seen that car in the flesh and was impressed at the quality of woodworking - Michael is equally impressed with Roger's latest creation. Some quotes from his letter; 'Wow, talk about craftsmanship!' and, 'some kind of wizard with woodworking'. The main body has been shaped from strips of 1/4 inch thick solid Brazilian mahogany

*"Wow, talk about craftsmanship!"*

*"Some kind of wizard with woodworking"*



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## CLASSIC FOLIOS

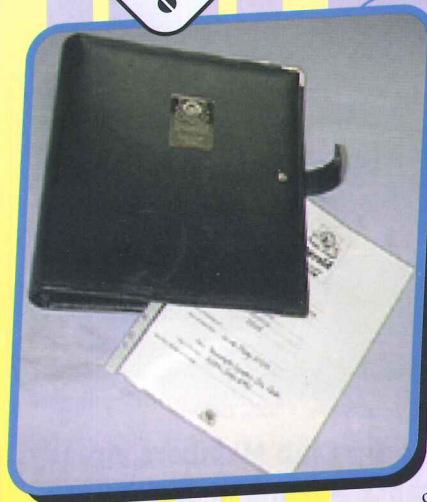
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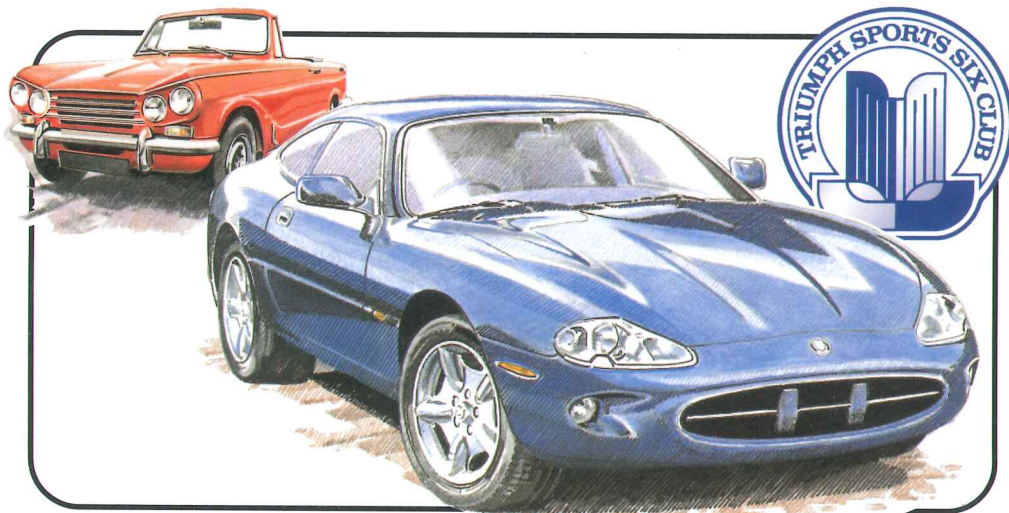
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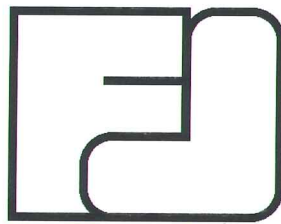


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THE MARKET LEADER



# Championship '98

— by Jo Field —

**W**elcome race fans to the start of the 1998 season of racing. Unfortunately I missed last month's deadline and thus, by the time this is published, we will have competed in our first race of the season at Silverstone, March 21st, with the TR Register.

For the 1998 season the race section has again been fortunate to secure sponsorship from Sports Car Supplies (Triumph & MG Spares) and also from Wolfitt Ltd. (new and used personal computers), for which we are most grateful.

1998 has seen some changes within the 750MC Roadsports series, with whom we have raced over the last few years, such that we approached the TR Register with regards to a possible combined Championship and thus, for 1998 we will be splitting our Championship between the 750MC and the TR Register. Although there has been an alteration to the Championship format, we have still managed to secure a good selection of circuits, including Croft, Mallory, Cadwell, Oulton and Thruxton.

We will again be running two classes, Modified and

Standard. The Modified Class is scheduled to be contested over nine rounds, with best seven for Championship placings and the Standard Class is to be contested over seven rounds, with the best five for Championship placings. Dates as detailed below:-

Should anyone wish to join us at any of the meetings, please feel free to come along and watch the fun, or if you would like more information on the sections activities, or just fancy joining yourselves, please do not hesitate to contact me, Jo Field, telephone **01536 763799**.

An invitation has been received from Berwick & District Motor Club to enter their Classic Rally on Sunday 3rd May. A one hundred mile event for vintage and classic cars, incorporating autotests, and production car trials.

Entries are open to all cars of a type manufactured up to 1975, with six classes catering for Saloon, Sports and Kit-cars. The entry fee is £40 per car. For more information please contact Stuart Bankier, of Berwick & District Motor Club, telephone **01289 382025** evenings.



## 1998 Championship Race Dates

Racing with 750MC Roadsports Championship and TR Register

**Supported by Co-Sponsors**  
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Date	Circuit	TSSC
Championship March 21st Saturday	Silverstone	*
April 18/19th Saturday/Sunday	Silverstone	*
May 31st Sunday	Croft, nr. Darlington	* and **
June 28th Sunday	Mallory Park	* and **
July 5th Sunday	Cadwell Park (full)	* and **
August 29th Saturday	Mallory Park	* and **
September 6th Sunday	Oulton (Fosters)	* and **
September 27th Sunday	Thruxton	* and **
October 11th Sunday	Snetterton	* and **
	Donington Park	*

\*NOTE: \*rounds for the 'Modified' Class, 7 from 9 for results  
\*\* rounds for 'Standard' Class, 5 from 7 for results

Key **Bold** = 750 Motor Club rounds

*Italics* - TR Register rounds





# TRIUMPHTUNE

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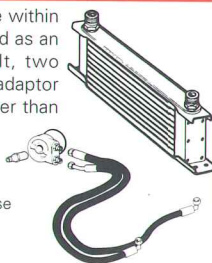
Essential equipment for today's heavy traffic flow, even if you're running an un-modified engine. Also available is the manual override switch allowing you to switch the fan on before you hit the traffic.



TT29421	<b>£99.88</b>
GT6/Vitesse/TR & 2000/2.5i	
TT29441	<b>£99.88</b>
All Spitfire Models	
TT2948	<b>£6.93</b>
Manual Override Switch Kit	

## Oil Cooler Installation kits, Spin on Adaptors and Oil Radiators

The oil cooler is essential to retain the oil temperature within the safety limits for modern traffic conditions. Supplied as an installation kit, containing adaptor, extension bolt, two radiator hoses. The 6 cylinder kit includes an spin adaptor which enables the fitment of a replacement filter rather than the element type. This is also available separately.



Rubber	Stainless Steel	
TT1365 <b>£46.41</b>	TT1367 <b>£57.57</b>	1300/1500
TT1768 <b>£59.63</b>	TT1768S <b>£72.85</b>	GT6 & Vitesse
13 Row Oil Radiator	ARA221 <b>£37.69</b>	All Models
Spin on adaptor	TT1286 <b>£23.44</b>	6 Cylinder

## Lowered Springs



Our lowered springs are available with varying degrees of height reduction for road or race applications. Springs available for all Models. From **£19.98 each.**

## Adjustable Damper s & Conversion Bracket Kits

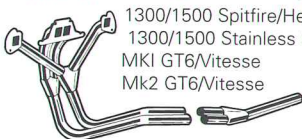
Spax shock absorbers your cars suspension can be set to you exacting requirements, and when combined with our rear conversion brackets, you can improve the ride vastly. Spax Units Spitfire / GT6 / Herald / Vitesse

Front Spax Unit	TT3301	<b>£54.64</b>
Rear Spax Unit	TT3311	<b>£49.94</b>

Rotoflex Models Rear Conversion Kit	
Bracket Kit	TT3618 <b>£40.54</b>
Shock Absorbers (SPAX)	TT3611 <b>£52.29</b>

## Mild and Stainless Steel Exhaust Manifolds & Systems

All our TriumphTune extractor manifolds are manufactured in mild steel or stainless steel on our own jigs.



1300/1500 Spitfire/Herald	TT1400 <b>£84.01</b>
1300/1500 Stainless Steel	FS1400 <b>£146.63</b>
MKI GT6/Vitesse	TT1600 <b>£190.94</b>
Mk2 GT6/Vitesse	TT1700 <b>£190.94</b>

The oval boxed system has 1.75" chromed tail pipes while the round system produces a quieter sound with 2.25" tail pipes.

## Spitfire/GT6 & Vitesse

TT5420 Oval Silencers	<b>£105.16</b>
TT5412 Round Silencers	<b>£120.44</b>
FS5412 Stainless Steel	<b>£182.13</b>



For details contact the Richmond branch.

## Conversion and Upgrade Kits packs for Engine & Suspension.

### PLUSKIT A Six Cylinder Models GT6 Only

This first stage conversion is designed to improve flow through the engine to increase power within the standard rev range, although this will also be extended. The increase is approximately 20-25 bhp. The kit consists of the TRIUMPHTUNE extractor manifold and GT system, a pair of HS6 carburettors with adaptor plates, and of course K&N Air filters. Contact your nearest branch for details.

### PLUSKIT A (1500cc)

This kit will improve the engine's performance especially in the mid range (2000 - 4500rpm). The kit consists of exhaust manifold and twin silencer system, K&N filter assemblies with richer needles and heavy damper springs to suit. An exhaust manifold gasket is also supplied. The kit allows the engine to breathe better and can give you up to 15bhp for 1500cc, whilst still giving good economy.

1500cc PLUSPAC A	TTK1420 <b>£276.13</b>
This kit is also available in Stainless Steel	
1500cc PLUSPAC A	TTK1420S <b>£381.88</b>
Contact Richmond for 1300cc details	

### Fast Road Spring Kits Spitfire MkIV & 1500

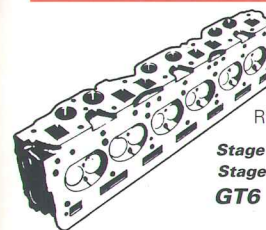
These kits consist of a new rear leaf spring with a credit of £15.00 (if the old unit is in good condition), a set of uprated and lowered springs, with a choice of either Koni or Spax shock absorbers to complete the kit. Handling and ride will be improved with the fitment of these uprated items making cornering more controlled and precise.

Koni Handling Kit	TTK3430K	<b>£379.53</b>
Spax Handling Kit	TTK3430S	<b>£334.88</b>

# TRIUMPHTUNE

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All TRIUMPHTUNE cylinder heads are supplied ready assembled with valves, springs, and are designed for road/sprint applications. If you require further details or a special order full competition cylinder head, please contact our Richmond branch.

Stage II: has reshaped standard valves and gas flowed.

Stage III: all new TriumphTune valves, bronze guides and gas flowed chambers.

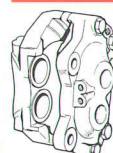
### GT6 & Vitesse

	Stage 2	Stage 3
MkI	<b>£411.30</b>	<b>£505.30</b>
MkII	<b>£411.30</b>	<b>£511.30</b>
Spitfire		
1147cc	<b>£293.80</b>	<b>£334.88</b>
1300/1500cc	<b>£287.88</b>	<b>£370.13</b>



Terry Hurrell

## 4 Pot Vented Brake Kits



Our 4 pot vented brake kit is supplied with alloy calipers, adaptor plates, vented discs, and fast road brake pads, giving improved braking and reduced unsprung weight.

## Vented Disc Brake Kits



To improve the braking efficiency of your GT6 and Vitesse we can offer a budget conversion kit. The kit contains two thicker vented discs, a pair of spacers for the calipers and all mounting hardware necessary for the conversion. Fits GT6 & Vitesse MkI-III.

GT6/Vitesse	SPB3752	<b>£593.38</b>
Spitfire MkIII/1500	SPB3452	<b>£619.23</b>

SPB3701	<b>£370.13</b>
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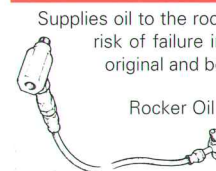
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GT6 & Vitesse Triple Weber MkII	

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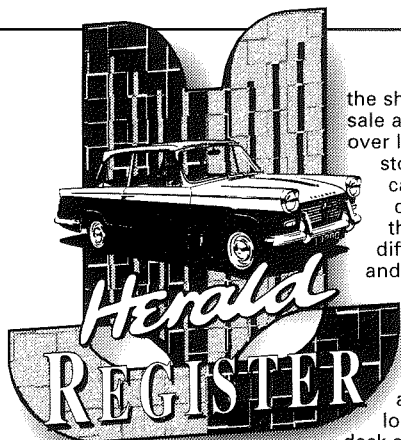
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**This month I am featuring a car which has yet to be restored by her new owners, Mike and Gwyn Davies. They purchased her at a show near Liverpool in November 1996 from a gentleman who was giving up driving due to failing eyesight at the age of 96.**

Negotiation for the purchase actually took place with the owners son who was himself 73 years old. As you can see from the photo the car is a smooth roof coupé (I am going to stop featuring these cars if I do not obtain one for myself soon!) built in November 1959. She is finished in Powder Blue and Sebring White and does require a restoration which actually began on her birthday 17th November 1997. I am particularly jealous of this car as I was at

**"Having launched [IVR] last month all I can say at the moment is keep them coming."**

**by Bob Westgarth**

the show when she was for sale and although I looked her over I could not afford the storage space for another car at the time. Now that I do have the space finding the right car is quite difficult. Anyway I wish Mike and Gwyn success with the rebuild which they say has no time limit and look forward to seeing the car at events when she is finished. As an aside they are looking for a roof to deck seal for the car. I believe they are not available at the moment so if anyone has one for sale they can get in touch and I will pass the information on.

In his letter Mike kindly included all of the major details from his car that would have been on the new IVR form. Having launched last month all I can say at the moment is keep them coming. If you wish you can include a photo or two of your car and I will get around to featuring it in future issues of The Courier. Hopefully this months car will persuade all of you that I would like to hear of all our cars, not just those that have been fully restored or are of concours standard. In fact we really need details of all Heralds, including those that are basket cases and even those that have been scrapped in the past.

With the show season now almost upon us I have been looking at my own Herald and have come to the conclusion that even though she is used as an everyday car some work must now be carried out. I have known for at

least the last two years that the webbing straps in my seats have needed replacement and may even have mentioned the fact that they were about to be replaced in articles that I have written. Just the other day I drove her for the first time in several weeks and felt as though I was in a bucket seat of an early sports car. The webbing straps had failed and I was effectively sitting on the floor. This webbing material is available at autojumbles but is also the same as that

used by upholsterers and is usually cheaper from this source. The problem is that the correct clips for fastening the webbing into place are not generally available, except at jumbles, and if like me you need to effect a quick repair an alternative has to be found. In the past I have used a simple technique when rebuilding the seats for my JC Midge. I simply obtained longer lengths of webbing and also made up some plates from thin steel which curved to the

shape of the seat frame. These were drilled with two 1/8th inch holes through which pop rivets were fitted. The plates can then be used to sandwich the webbing and hold it to the frame. Obviously even tension must be applied to each strap and the job is much easier with an extra pair of hands as the holes into the seat frame have to be drilled while the strap is under tension. This method has lasted very well in the Midge and I can see no reason not to use it in the Herald, even if I

**"Hopefully this months car will persuade all of you that I would like to hear of all our cars..."**

# New Owners



then replace the straps again with the correct clips at a later date. I do know that only the early Heralds had this webbing strap arrangement and later cars had a rubber diaphragm. However the vinyl seating material can be easily stretched and repair should not be delayed.

As you can perhaps tell I am still in the midst of buying and selling houses and, if you remember last month, I have also been trying to reduce my fleet of cars. This has meant that I have been rather busy and as a result have been unable to put together coherent articles for the past two months. Hopefully this will change soon as everything is in place regarding my house sale, and I have managed to off load, sorry I mean sadly part with, both of the Fords in my collection. I will still need to sell one of my Triumphs if the planned purchase of a Coupé comes to fruition but for now I can once again get into the garage, although as it is attached to the house I am still banned from any work which could result in untoward smells emanating from the living room!

Until next time from a highly stressed Register Secretary, enjoy your Herald, and most importantly keep those IVR forms coming. Cheers.



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Window runner channel, rear	£4.70
Rear roof to deck seal, saloon	£9.99
Petrol tank filler neck seal	£4.99
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<b>Front side/indicator lamp rubber seal</b>	<b>£4.70</b>
Petrol tank sender unit cover	£5.29
<b>Petrol tank drain neck seal, sponge</b>	<b>£5.29</b>

### SEALS - SPITFIRE/GT6

Front windscreen seal, SPITFIRE I, II, III, GT6 I, II	£21.15
Front windscreen seal, SPITFIRE IV/1500, GT6 III	£17.04
P seal on windscreen frame	£3.82
Roof to windscreen top seal, GT6 I, II	£21.15
Hood header rail/hard top seal, front, SPITFIRE	£6.46
Door skin to door glass, outer weatherstrip	£5.99
Door skin to door glass, inner weatherstrip	£3.53
Door glass glazing seal	£3.53
Bonnet scuttle/bulkhead seal	£4.70
Wheel arch to dash seal (small mud flap)	£2.70
Door check link seal	£2.64
Door aperture seal (Furflex) SPITFIRE	£14.10
Door aperture seal (Furflex) GT6	£17.63
Front valance seal, SPITFIRE I, II, III, GT6 I, II	£1.18
Front valance seal, SPITFIRE IV/1500, GT6 III	£2.35
<b>Gear lever gaiter, SPITFIRE (ALL), GT6 (ALL)</b>	<b>£8.81</b>
<b>Handbrake gaiter, SPIT I, II, III, IV</b>	<b>£7.99</b>
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.76
<b>Bonnet stop cone. Upgraded, longer lasting, pair</b>	<b>£9.99</b>
Master cylinder dust cover/boot	£3.82
Boot seal	£9.99
Tailgate aperture seal, GT6	£9.99
Tailgate glass seal, GT6	£22.33
Petrol tank filler neck seal	£5.38
<b>7" headlamp seal SPIT/GT6</b>	<b>£3.53</b>

ALL OTHER SEALS AVAILABLE - PLEASE RING

### CHROME/LOCKS/BRIGHTWORK/BUMPERS

Front windscreen insert, HER/VIT, SPIT I, II, III, GT6 I, II	£6.46
Tailgate rubber insert GT6 I, II	£6.46
Cover clip for inserts	£2.00
Door handle l/h HERALD, VITESSE	£23.50
Barrel and keys, right hand, HER/VITESSE	£7.05
Door cam lock r/h HERALD/VITESSE	£32.90
Outer door handle ass. SPIT I, II, III, GT6 I, II	£14.04
Outer door handles (matched pair) black or chrome	
SPIT IV/1500, GT6 III (includes lock barrels)	£75.20
Matched pair of door lock barrels, SPITFIRE I, II, III, GT6 I, II	£14.69
Matched pair door lock barrels, SPITFIRE IV/1500, GT6 III	£14.69
Inner door handle assembly SPITFIRE IV/1500, GT6 III	£17.04
Inner door handle chrome bezel SPITFIRE IV/1500, GT6 III	£7.05
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<b>B post strikers, less slider, HERALD/VITESSE, pair</b>	<b>£25.85</b>
Boot 'T' handle and keys HER, VIT, SPIT I, II, III	£13.51
Boot lock assembly SPITFIRE IV/1500	£14.69
Tailgate handle and lock assembly GT6 I, II	£14.69
Tailgate handle and lock assembly GT6 III	£14.69
Boot latch/striker assy. SPIT IV/1500, GT6 (ALL)	£8.52
Chrome flip top petrol cap SPITFIRE IV/1500	£23.50
Lock barrel and keys for GT6 petrol cap	£11.75
Locking petrol cap, SPITFIRE, chrome	£15.28
Locking petrol cap, HERALD, VITESSE	£12.93
Chrome wiper arm assembly, all models	£8.23
Stainless wiper blade and holder, all models	£7.40
Bonnet mirror (head & stem) HERALD, VITESSE, original from	£18.80
Chrome Bullet/Racing mirror all models	£19.98
Door mirror (black or chrome), SPITFIRE IV/1500, GT6 III	£16.45
Bonnet lock kit (pairs) all models	£12.34
Bonnet catch assy. all models	£20.50
Steering column lock assy. SPITFIRE IV/1500, GT6 III	£35.19
Ignition barrel and keys SPITFIRE I, II, III, HER, VIT, GT6 I	£5.88
Ignition barrel and keys as above HIGHER SECURITY	£8.81
Matched lock set GT6 I, II, door, tailgate & ignition locks	£22.33
Full lock set as above with paired bonnet locks	£30.84
Matched lock set SPITFIRE I, door, boot & ignition locks	£18.80
Full lock set as above with paired bonnet locks	£25.85
Matched lock set, SPITFIRE I, II, door, boot & ignition locks	£23.50
Full lock set as above with paired bonnet locks	£30.84
Matched lock set, HERALD/VITESSE, door, boot, ign., c/box locks	£22.33
Full lock set as above with paired bonnet locks	£30.84
Cubby box lock assy., HERALD, VITESSE	£8.23
<b>Rear overrider HERALD, VITESSE, fully pressed (each)</b>	<b>£34.08</b>
B post capping SPITFIRE IV/1500	£7.05

<b>Chrome w/screen washer jet, complete ass., original SPIT/GT6</b>	<b>£4.11</b>
Chrome w/screen washer jet, complete ass., orig., HER/VIT	£4.99
Rear number plate light aluminium cowl, orig. HERALD 13/60	£11.75
<b>Windscreen frame ally capping Spitfire</b>	<b>£39.95</b>
Rubber bumper set HERALD	£99.88
Bumper end cap, aluminium HER	£9.40
<b>Front bumper, SPIT IV/GT6-III (EXCHANGE)</b>	<b>£176.25</b>
<b>Rear bumper, SPIT IV/GT6-III (EXCHANGE)</b>	<b>£176.25</b>

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

### PANELS - HERALD/VITESSE

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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	£45.83
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
<b>Sill, all SPIT, GT6, as original</b>	<b>£17.63</b>
<b>Six piece sill kit, both sides SPIT/GT6</b>	<b>£60.00</b>
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
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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
Boot floor, all models	£65.80

### ALL CHASSIS AND OTHER PANELS STOCKED PLEASE RING

### MECHANICAL/SUSPENSION/STEERING

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<b>Front wishbone bushes</b>	<b>£1.18</b>
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Steering rack rubber mounting	£2.94
Driveshaft all models, non rotolux	£58.75
<b>UJ flange to diff, small or large</b>	<b>£16.45</b>
NEW propshafts from	£88.13
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Front vertical link HERALD, SPITFIRE, original	£54.05
<b>Front wheel bearing kit (inc. hub felt)</b>	<b>£13.51</b>
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Front suspension bolt/nut kit, all models	£16.45
Rear suspension, non roto, bolt/nut kit, all models	£16.45
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Front coil spring, HEAVY DUTY, state model	£15.28
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Rear shock absorbers (inc. bushes) all models	£19.98
Rear full wheel bearing kit, rotolux models	£17.63
Rear full wheel bearing kit, non rotolux 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 II, III, rotolux, NEW	£79.90
Rear leaf spring HERALD, NEW	£89.89
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Rear leaf spring VITESSE II, NEW	£89.89

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Petrol tank sender unit SPITFIRE	£27.90
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Fuel pump VITESSE, GT6	£19.98
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Rear inner wishbone bush rotolux models	£6.46
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Hoods, SPITFIRE zip rear window original quality	£96.35
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Hoods, SPIT - double duck/canvas	£158.63
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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
<b>Moulded carpet set, HERALD/VITESSE</b>	<b>£129.25</b>
Carpet set, SPITFIRE, tufted and bound	£77.55
Moulded carpet set, SPITFIRE	£169.20
Moulded carpet set, GT6 (state model)	£199.75
Car seat recovering kit, SPITFIRE IV/1500 black (car set)	£99.88
Door trim panel, SPIT IV/1500, black	£25.26
<b>NEW SPITFIRE, GT6 dash top cover (state model)</b>	<b>£34.08</b>
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

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Wood rim steering wheel, all models	£49.35
Leather rim steering wheel, all models	£35.25
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Alloy rocker cover, 6 cylinder	£52.88
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PRICES INCLUDE VAT





# 13/60s on tour!

by Phil Willson

**T**his month I will concentrate on members' cars, starting with Tony Maltravers who bought his Herald in January 1994 when he was a mere 15 years old. Following an engine rebuild, it was ready for use by his 17th birthday in April 1995. Tony used the car for a while before deciding that some work was required on the body and then proceeded to make repairs while keeping the car in everyday use.

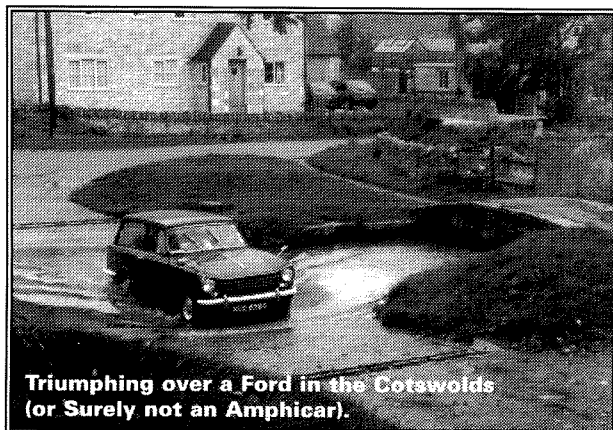


Mean looking motor!

In fact, the only period for which it was out of use was when it was being painted.

It has received a new right-hand door skin, rear wing and wheel arch repairs on the left, plus new sills and valances. It finally received 5 coats of cellulose courtesy of a friend.

*"It was originally a white saloon but is now signal red and sports a Tristan roof conversion..."*



Triumphing over a Ford in the Cotswolds (or Surely not an Amphicar).

Away from home in the Black Mountains of Wales.



Tony had just two weeks to reassemble the car before going on holiday - he had done a thorough strip down prior to painting so this was no mean task.

It was originally a white saloon but is now Signal Red and sports a Tristan roof conversion, although it is not clear whether this conversion had already been done when the car was purchased. Now the car sports 5.5J alloy wheels, chromed spot lights and Citroen AX GT bucket seats in the front. He has also re-trimmed the rear seat, carpets and trim panels in black.

It is a very good example of what can be achieved by someone with no previous experience and Tony hopes that it will encourage others to 'take the plunge' and follow his example.

A question prompted by the above: Does anyone have any recommendations for replacement seats from other (scrap) cars? Most modern car seats are more comfortable and supportive than the original Herald items and I wondered which can be fitted easily and successfully (and cheaply) to 'our cars'. They would have to come from a 2-door model so that the seat backs can tip forward for access to the back seat. Even the seats from our humble (horrible) Metro look as though they

would fit. Any suggestions would be gratefully received - and published. Thanks.

Now down to Exwick in deepest Devon to visit Paul Barlow. Until recently he was the owner of two 13/60's, both shown here. The estate is still Paul's everyday car which he has owned since 1991 and covered a respectable 68,000 miles in that time. The total now recorded on the car is 188,000 miles which, not surprisingly, means that it is not on its original engine. It actually possesses a Dolomite 1500 unit with 3-rail overdrive gearbox which should make it much more driveable on the

highways and byways of Devon and further afield. Just as I have done on my Herald, Paul has fitted an unleaded head and has since covered 58,000 miles with it and had no problems. Almost inevitably with a car used that much, he has also done a fair few body repairs including new front wings and wheel arches, door skins, tread plates, sills and rear valances as well as rebuilding the front valance and the roof. He has found the car to be 100% reliable and there is no sign from his letter that he has any intention of replacing it.

The second vehicle, now sold on, was a convertible bought as a wreck in 1987 and extensively rebuilt by Paul himself who sensibly left the final repainting to a professional. This car has now been replaced by another, larger Triumph - a 2500TC. So his Triumph collection is similar to mine although, shamefully, my 13/60 is in many more pieces.

Happy motoring!

*"He has found the car to be 100% reliable and there is no sign from his letter that he has any intention of*



Lucky the brakes worked!



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SUITABLE FOR ALL CLUB CARS

These seats were displayed at the Stafford Show and caused an amazing amount of interest. The seats come in black vinyl with the option of headrests. These seats are visually similar to early Spitfire seats but come in bucket form.

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**Kit Includes:-**

2x Door Panels.  
2x Rear Wheel Arch Panels.  
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Developed exclusively for Club Members, the new Club trim kit is now available for Spitfire IV/1500 owners. With a range of unique features.

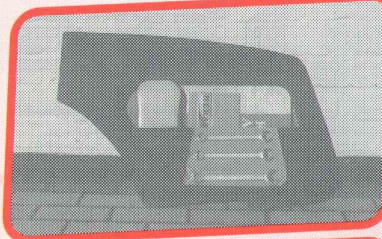
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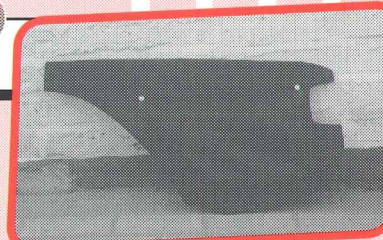
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These new trims have proved very popular since their introduction and are constructed from high quality board finished with black vinyl.



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Help to protect your carpets from dirt, general wear and tear or hide those embarrassing holes. Available in black fabric with car name embroidered into the cushioned heel pad. Improves the appearance of your interior immediately.

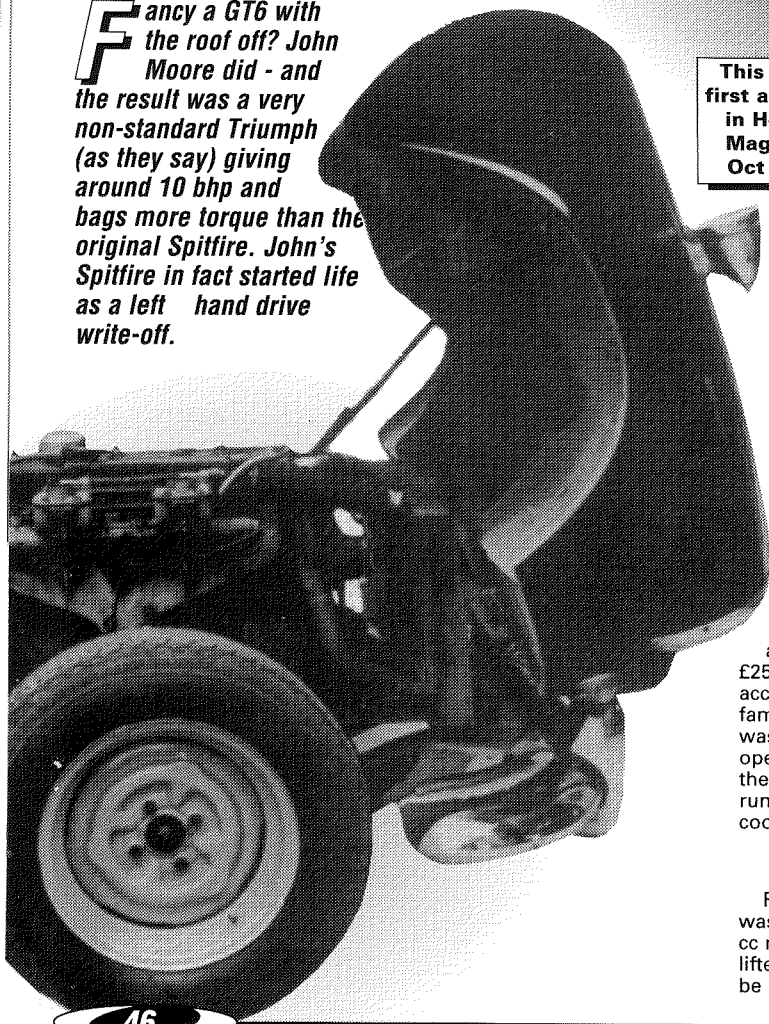
**LOGOS AVAILABLE:** SPITFIRE - HERALD - GT6 - VITESSE - BOND EQUIPE - TRIUMPH  
PLEASE STATE CHOICE WHEN ORDERING

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# BLAST FROM THE PAST

**F**ancy a GT6 with the roof off? John Moore did - and the result was a very non-standard Triumph (as they say) giving around 10 bhp and bags more torque than the original Spitfire. John's Spitfire in fact started life as a left hand drive write-off.



This article first appeared in Hot Car Magazine, Oct 1969.

## John Moore's Six

Once he had rebuilt the car to RHD and good running condition it seemed there was little else to be done. Until he found a 1600cc six pot Vitesse engine and gearbox in a breakers yard at the knock-down price of £25. 'We're in business', thought accountant John and soon the family garage at West Drayton was commandeered for the operation. Two weekends later the six cylinder Spitfire was running - with only a minor cooling problem.

### MOUNTING

Fitting the Vitesse engine/box was easy. Once the original 1147 cc motor and gearbox were lifted out the now set-up could be lowered into place to see just

where any mods would have to be made. Surprisingly few were required.

First obvious alteration that was going to be needed was

The Triumph engine (be it Spitfire or Vitesse) is held into the frame at three points: a pair of engine mountings and one cross-piece on the gearbox tailshaft. The slightly altered position of the Vitesse box meant the tail-shaft mounting had to be moved back a short distance.

**"The complete conversion is not too difficult and the 1.6 engine easy to obtain second-hand."**

removed to allow the gearbox to be lifted out without shifting the engine. This cover had to be moved back slightly and the hole for the gearlever reshaped. In fact John used the Spitfire remote change mechanism which will bolt direct to the Vitesse box.

With the larger engine the radiator cannot stay in its original position. Brackets were made up to push the whole Spitfire cooling system forward by 9 in. The Spitfire header tank was retained - the brackets which attach it to the manifold had to be bent slightly to fit. With the engine and radiator installed the next problem was to connect throttle and exhaust.

The accelerator linkage is a mixture of Spitfire (from the pedal to the block) and Vitesse (on the carbs) with a lengthened

operating arm fitted.

Exhaust manifold is standard Vitesse but the remainder of the system was made up by John. Flexible piping is used to make the curve under the car, and then copper tubing terminating in a motor cycle silencer completes the job. The original Spitfire mounting points were used.

### BODYWORK

Although the larger engine drops (almost) straight in, the same cannot be said for the one piece front bodywork. The Vitesse engine is longer and therefore a slight reshaping of the front of the bonnet was needed to clear the rocker cover. John simply cut the original metalwork, bent a section up to clear the engine and radiator

# Pot Spit!

## Fitted with a Vitesse engine!

the prop shaft. The standard Spitfire unit had to be shortened and re-balanced by an engineering firm. John did contemplate the Vitesse shaft-but this was about 11in. too short.

Moving the tailshaft mounting was simplicity itself. The holes for the Vitesse box mounting are in fact already drilled in the Spitfire frame.

At the engine mounting end the drillings on the chassis then lined up with the block. But Vitesse (not Spitfire) brackets had to be used.

Before the engine and box, could be finally bolted in the car, the bulkhead on the driver's side was cut by about 1/4 in. to allow the new bellhousing to clear. Surgery job No.2 came inside the car at the gearbox cover - The transmission cover on the Triumph range is attached to the floor of the car and can be

**"Brackets were made up to push the whole Spitfire cooling system forward by 9in."**



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Herald/Vitesse fr.	£74.95	£94.95	£149.95	£224.95

Tonneau covers from £59.95, Hood covers from £45.95

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GT-6 fr.	£85.95	£99.95	£49.95	

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and then filled the gap with alloy, pop riveted in place.

This is the one part of the conversion that John is not too pleased about. He has plans to use part of a Mini bonnet to form the 'hump'.

With the Vitesse motor installed the extra weight tended to make the car a little nose-heavy-bringing ground clearance

replace the twin Solax carbs. With the 1600 Vitesse engine there's only about 10 bhp more available than that of the Spitfire, but the important point is that this power is developed 750 rpm lower down the rev range, with a really whopping increase in torque.

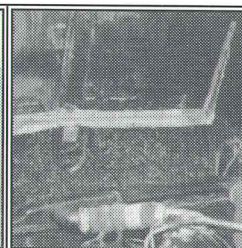
Only snag so far with the conversion has been slight over-

no handling problems were experienced. The car was already fitted with 51 In. wheels from J. A. Pearce and a negative camber rear spring.

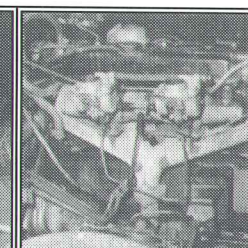
The complete conversion is not too difficult and the 1.6 engine easy to obtain second-hand. The later 2 litre is the same size and would also fit (along with gearbox) but that's



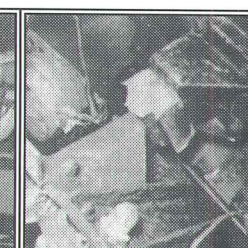
Only give-away is the bump on the bonnet which hides the six pot rocker cover and the forward mounted radiator. An extra cooling grille is to be fitted.



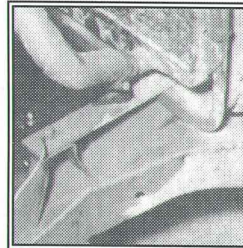
Under the bonnet: the bulge was made or simply cutting the existing bodywork and bending up to clear the gap was filled with alloy sheet and pop riveted.



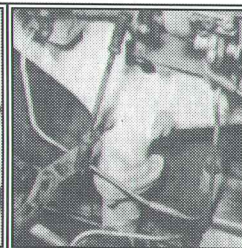
The six-cylinder motor fits with no trouble. Down on the driver's side the bulkhead has been cut slightly 10 give the bell-housing about quarter-inch of clearance.



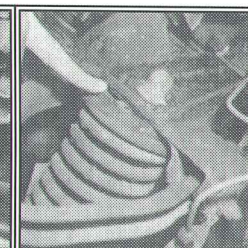
Engine mountings are Vitesse and bolt in the original holes once the rear gearbox mounting has been moved. Again the holes are already in the Spitfire frame.



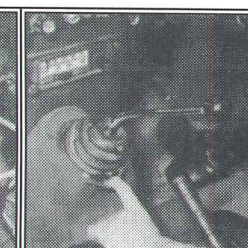
The radiator goes forward nine inches on this steel bracket to give the fan and water pump the necessary clearance. An electric cooling fan will soon be fitted.



Throttle linkage mixture of Vitesse and Spitfire with a lengthened operating arm. The standard exhaust manifold fits to 4 length of flexible piping.



To give more ground clearance these SAH spacers are attached to the stiffer rate front springs Koni adjustable shockers complete the front suspension mods.



The Spitfire gearshift on the Vitesse box appears about one inch further back. The gearbox cover has to be moved and the hole reshaped for the lever.

problems as well as altering the handling of the car.

These problems were overcome by fitting spacers from SAH Accessories, Leighton Buzzard, Beds, to increase the ride height. The Spitfire was already fitted with stiffer rate front springs, and a set of Koni shockers completed the modification.

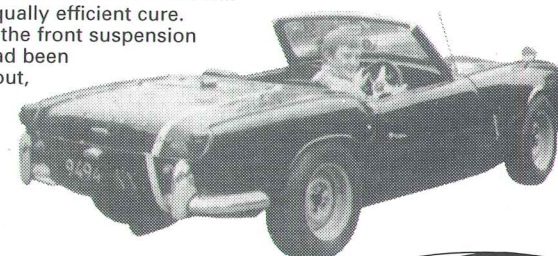
heating in heavy traffic. A Vitesse radiator would probably have been a better fitting than the Spitfire one, but John hopes an electric cooling fan and an extra air intake in the bonnet will be an equally efficient cure.

Once the front suspension mods had been carried out,

not quite so easy to come by. John Moore can't understand why more (!) people don't produce six pot Spits.

**POWER**

At present the 1600 cc engine is more or less in standard form. The CR has been raised and a bit of port polishing done, next job says John is a set of Webers to





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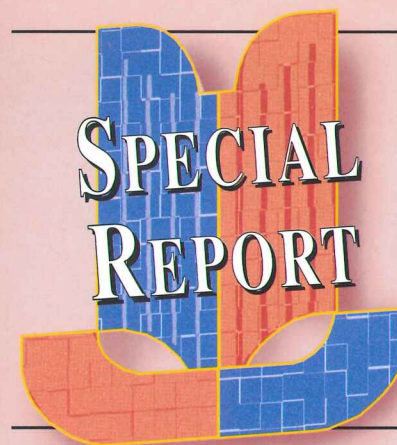
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# Prop Forward

by Bill & Bern

**The time has come to test the theory of the Propshaft. Is it in my head or has the trauma of dismantling a concours GT6 MKII to rebuild the propshaft going to solve the vibration that I have suffered for the last seven years?**

cures vibration permanently, therefore a balancing job would ultimately be a waste of time and money. Our propshafts are a much more valuable commodity and for this I will hand you over to Bernard Robinson who will take you through the propshaft examination.

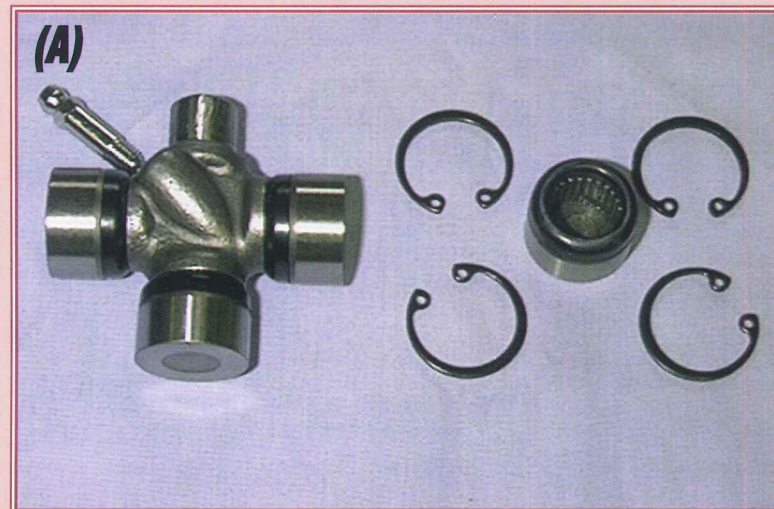
*Bill Sunderland*

We set off early, heading East, the ultra-low winter sun was blinding me as we set out on another "TSSC Bill and Bern's Excellent Adventure". True to form on one of these 'epic' trips, an encounter with a large truck pulling out into the space we

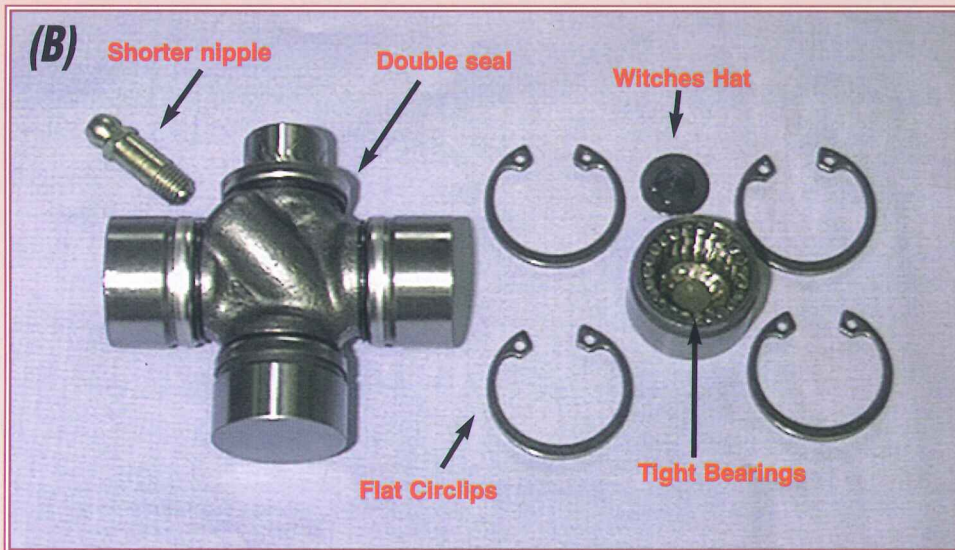
were already occupying, brought my adrenaline level to its usual high level. We nearly missed our junction whilst attempting to signal by hand (which involved matching the number of digits to the number of mirrors on the truck) that he really should check his mirrors during such manoeuvres! And all the while that sun glared.

This topic was still being discussed as we stepped into Bailey Morris Reception. Everything in sight was slowly returning back to its normal colour from the bright green that my dazzled vision had given it, when I saw the "Guinness Book of Records, World's Largest,

Well, can I answer the question now? NO, of course, read on .... After writing my Comment column in the October Courier and receiving several calls on the woes of vibrations, I received a call from Clive Cocks of Bailey Morris. He is both a Club member and a propshaft manufacturer. The conversation quickly revealed a more involved job than I first thought - well that is if the job was going to be a good one. Explain! I hear you say. Well just to say balancing old propshafts rarely







Universal Joint". I swear that UJ was two feet across! Nestling next to it was as Chris Evans would have it, "An ickle one". I was hooked, this Company was obviously into serious engineering! Just as I was trying to imagine where you could buy a vice and socket set to attempt pushing out the cups on the "big one", Clive Cocks introduced himself and guided us upstairs for a coffee and introductory chat. Clive is a keen classic car enthusiast and TSSC member who has restored (looking at his photos) a 13/60 Herald Convertible to a very high standard and is currently working on an Austin Healey. He had read Bill's 'Comment' on his propshaft vibration problem and invited us to come along with the intention of clearing up a few myths regarding propshafts, balancing and UJs.

Bailey Morrishave been involved in manufacturing 'specials' and prototype propshafts for major motor manufacturers including Lotus, Jaguar and Ford for over 20 years and supply shafts for machinery as diverse as ships to double decker buses. Clive also told us that the UJ is still of the same basic design as it was in the 1920's.

So I'll start where we did with

those Universal Joints. Now I thought, these were fairly stock items. Wrong. Clive opened two identical Hardy Spicer boxes and produced two very different UJs, explaining that the UJ we all are usually supplied with is in fact **not** the original factory fitment as supplied when Triumphs were new.

Picture A shows the item we are used to whilst Picture B shows the "original" factory fitment which is, these days, is supplied as an "uprated, stronger, UJ" by the Trade.

The difference is quality. The UJ in Picture B has

**"I swear that UJ was Two feet across!"**

roller bearings that fit tightly together (you can get a finger nail between the bearings in Picture A). The shafts are fitted with a type of double seal as opposed to the rubber single seal. The circlips also tell a different story. On the "original" UJ, these clips are perfectly flat, ground on both surfaces where as the UJ in Picture A (and

I must admit that I've fitted a lot of these) have a circlip which doesn't retain its springiness and is (due to mass-production stamping techniques) rounded in shape. Also the 'uprated' UJ cap is fitted with a nylon conical witches hat which acts as a thrust washer and negates endfloat movement and hence vibration and knock. This difference in quality normally shows so I know which I will fit from now on and it's nice to think that Triumph made the same decision. After this eye-opener, we collected Bill's propshaft and Clive took us down to the production line. It is probably going to be easier to take you through the process as we were, starting with a balance check. After mounting the prop on the balancer it was run up to road speed rpms. Clive explained that vibration occurred in the main if the prop wasn't running true and the major culprit for this was if the shaft was bent, or had lost its balance weights and if there was UJ wear, (although surprisingly the latter is not as important as the first two). After inspecting the UJs Clive found some wear and decided to replace with (you're ahead of me!) the original type units. The method for doing this also was an eye-opener and I'll describe it in pictures.



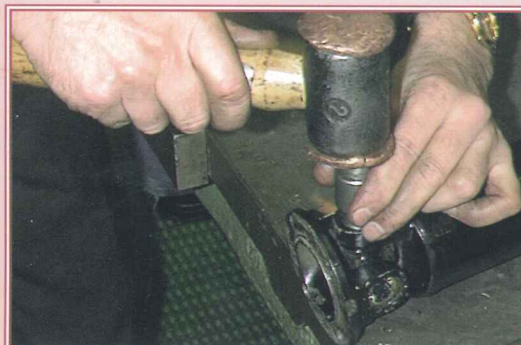
Check for UJ wear by looking for floppy or loose movement of shafts in caps



Check for Spline wear, again by looking for floppy or loose movement. Below a gauge is used to check if the prop is running 'True'.



Also shown above is the fact that the yokes either end are out of alignment or 'phase'. A definite "NO,NO" for a well balanced prop.

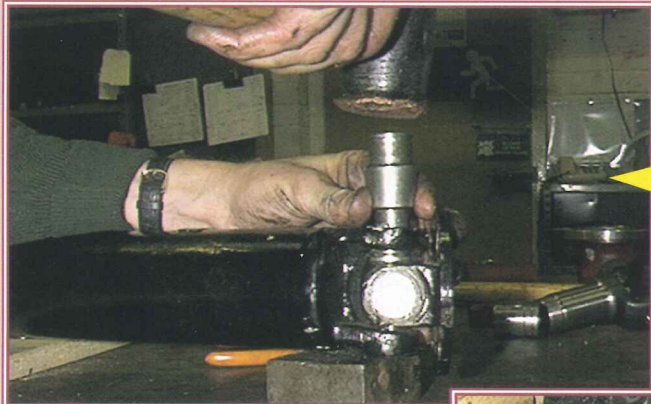


Using a copper mallet and a suitably sized drift (socket to you) which is just smaller than the circlip, tap the cap down to relieve the pressure on the circlip and then remove the circlips.

## UJ Removal & Replacement

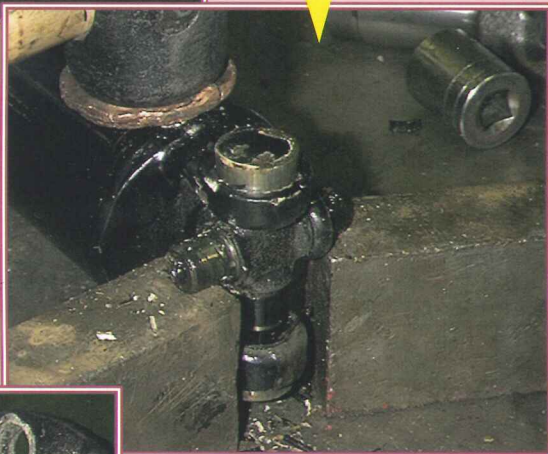






Drift out the flange cap by tapping it down and out. Propshaft yoke caps are then removed by supporting the UJ on blocks and then tapping the propshaft down until the cap pops up enough to be gripped. Turn the prop over and repeat this process, then you can grip the caps and remove.

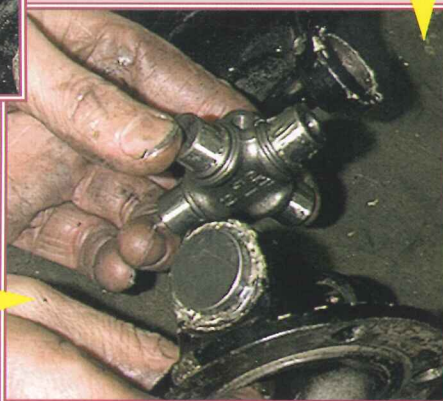
It is important that the grease nipple hole lines up with the ground 'cut out' found on the prop yoke to avoid the nipple fouling on the shaft. You can leave the nipple in place or use a blanking plug but the hole must be blanked as in theory the grease could run out of the hole when hot and if the car is parked with the hole pointing downwards it would drain the cap!



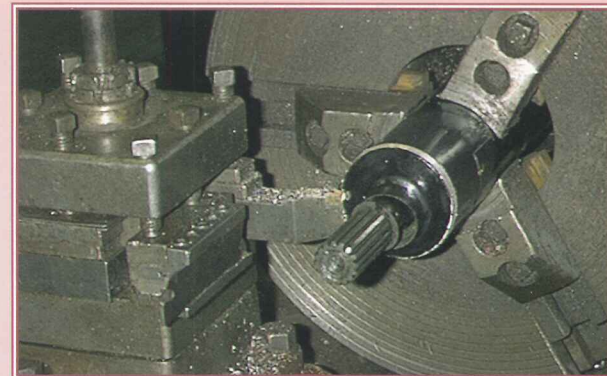
Checking now that UJ, Grease Nipple and yokes are in alignment with the other end, place a new cap in the yoke and push it down to the position shown below.



Now insert the UJ in place and slide cap over one side. Turn over and tap second cap down enough to replace the circlip. Turn back and tap first cap down and replace clip. Repeat with other two caps. A final tap to the yokes relieves the pressure. If you have endfloat (loose/floppy movement) check circlip thickness. You may have to order thicker ones to cure this. It is important that you match thickness of clips on both caps.



And that's the way I'll try and do it myself next time! During this process, Clive found damage on one of the propshaft yokes which could only be sorted by complete replacement and also another anomaly. The yokes at both end of the shaft should align (Bill's didn't). Clive said he would release the yoke at one end by turning down the weld holding it to the shaft in the lathe. Problem. The new yoke had a smaller diameter billet than the original. No problem. Lathe off the other yoke, turn down its billet and weld both (in the correct alignment of course) into a new shaft of slightly smaller diameter tube than the original.



Removing the old spline spigot on the lathe.



Old and New Sliding Spline Yokes. The New shows it has a sealing end cap blank plus the grease sealing washers to be placed in the securing cap ring in the order shown. Bill's original yoke as you can see had its end cap missing allowing dirt in and probably caused the wear found. This is common so check yours is in place on your prop, now!

Completed Spline spigot and yoke ready to be welded into the new smaller diameter prop tube this is done on automatically on the motorised continuous welder. After which the prop will then be 'Trued' on the shaft straightener

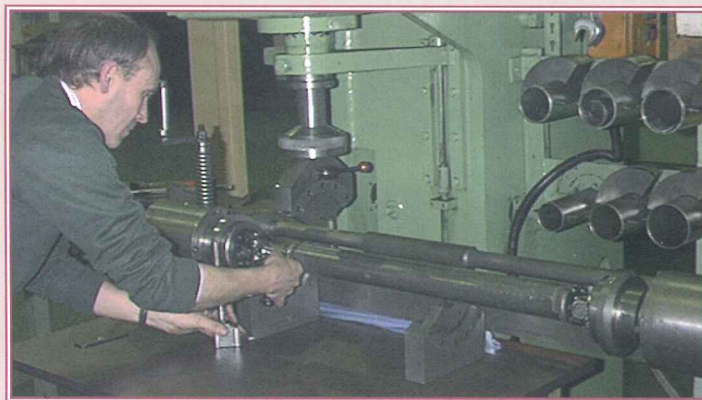






Obviously the weld heat causes distortion.

Here Clive is Straightening the shaft. If the shaft is not True it will need a lot of weights to balance it. If your shaft has a lot of weights it was probably welded by hand and is more than likely NOT straight.



Here Clive Checks the 'New' prop on the balancer.

This process is exactly as that done when having a prop shortened (for overdrive fitment for instance) with two major differences in the equipment used at Bailey Morris.

1. Fully computerised automatic MIG welder rotating 365 degrees to give a continuous weld with overlap. Being automated results in a complete perfect weld every time which can't be achieved by hand.

2. Bailey Morris also use a shaft straightener which, although is an outlay that 'back street' prop preparers don't normally run to, achieves a trueness to the shaft which normally negates the need to balance it!

After welding and straightening, to prove his point Clive put the 'new' propshaft on the balancer. The original figures for the Worn Prop were 41.5 grammes, (the DIN Specification figure VDI 2060 Q25 for the balance of rotating bodies including propshafts, states the permitted imbalance allowable.) and without weights being added this prop came in at 21.6 grammes total, well below acceptable tolerances! Clive though is a perfectionist and said, although this new prop could be happily fitted to Bill's GT6 as it was, he would balance this prop and see if he could improve on "acceptable" running the prop up to road speed rpms (and higher!). He selected the weight shown on



The final balance weight is spot welded into position.



The 'worn prop' figures shown on the balancer panel.

the display and spot-welded this in position (if you have ever had your tyres balanced, the process and machine is very similar). The final figure achieved was 14.7 grammes of imbalance which, although better, really proved Clive's point about having a prop 'trued' as opposed to balanced! The prop would normally be painted after this but Bill said he would like to do this himself and so after a day in which this "old dog" was taught new tricks and learnt alot too, we set off for home. It was late in the day and now we were heading West and the low winter sun was glaring in my eyes. I closed them but only after saying one word to Bill .... "Trucks!!"

*Bernard Robinson*

## Conclusion

After an experience I thought not possible for the humble propshaft, once painted, it was time to refit this pristine beast. Being extremely happy with the new, thinner look, making fitting somewhat easier and looking less like a clumsy tube, we wrapped the tube in paper before sliding it back into the tunnel to attach to the gearbox and rear axle. I could not believe when both front and rear were not lined-up and had to undo them to align flanges before bolting up. Lesson: after all the care the propshaft received, fitting it wrapped in cotton wool then frustratingly getting annoyed as thing didn't go right the first time. That was the only

slip-up and after fitting it all back together with care, including sealing the tunnel cover (perhaps another article), a road test was naturally the order of the day. Peter Williams having helped throughout the day, was eager to be co-pilot. The day was ending early as they do in mid-December and a wet film was on the road. This was not going to stop the test drive so off we went only to meet flashing lights from a fire engine and policemen and cars dotted around as a Mondeo had left the road and the driver was being cut out. Wow, not the time to let the GT6 go and when exiting the village, more than ever aware of road conditions. We waited for a

sizeable gap and a long straight, yes, a long straight and no, not a gap in the traffic as the world was out driving. Peter sat passively and waited for the green light - I was not going to disappoint him. After a quick 180, we returned to an empty straight and off we went; 6000 in second and third and settled in fourth overdrive. Yes, the vibration was gone. Feeling relieved and appreciating immediate satisfaction, Peter commented on possible vibration from the engine. Oh dear, don't ruin the success! He is right but this is a minor problem (isn't it?). Ok, over 5000 rpm there was a small vibration but the car is so clean that any small imperfection will now show. Result? A much better drive and after further runs out, the GT6 was a much better car to drive - sorting the propshaft should be a priority for all. Now we have a manufactured propshaft, should the Club start to market them as a universal shaft for all Club cars? Speaking to members watching the project unfold at TSSC Headquarters, the answer was an emphatic yes.

Watch this space . . .

*Bill Sanderland*



# Autoglym Concours Club Class 1998

— by Chris Mills —

**A**utoglym has introduced a 'user friendly' Club Class into its national Classic Concours championship for 1998. The class, which will be separate from the other more familiar classes, is exclusively for representatives of one-make car clubs.

It is targeted at Club members whose cars are in daily - or at least regular - use, and the rules therefore stipulate that all competing vehicles must be driven at least 1,500 miles per year, to be verified by MoT certificates or insurance records, and must not be trailered to the event (unless pre-war model). Additionally, in recognition of the fact that many of the entrants will use the vehicle for a variety of club events, the undersides will not be judged, as Autoglym wishes to attract those classic car owners whose cars see regular use on the road or at differing Club events.

May I invite you to nominate club representatives to take part at each or some of the four regional rounds of the Autoglym Club Class? I have pleasure in enclosing Entry

Forms for this purpose. As you will see the class has its own prize structure, including cash and trophy awards for both the vehicle owner and the nominating club at the Grand Final on November 7/8th at the N.E.C.



The rounds are:

- Scottish May 17th Classic Autofair, Doune, near Stirling.
- Northern May 31st Tatton Park Classic Car Show, Cheshire.
- Southern June 28th Pageant of Motoring, Bromley, Kent.
- Special Round September 27th Brooklands British Picnic, Brooklands, Weybridge, Surrey.

## Contact:

John Cole, Retrocar Ltd., P.O. Box 3652, Bracknell, Berkshire RG12 9XJ Tel/Fax: 01344 642482

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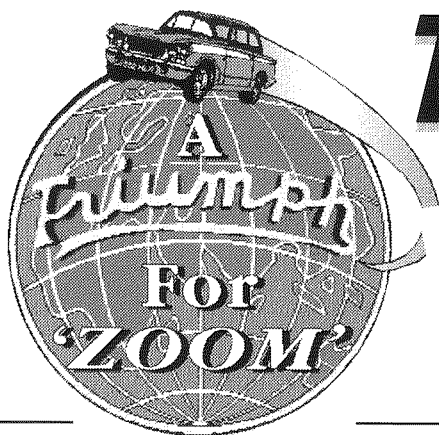
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# The Spirit of Adventure. PS



by John Thomason

**T**hroughout the Peking to Paris Rally the Vitesse performed admirably and completed the course without any major failures.

Contributing factors to this success were good preparation, driving with mechanical sympathy and thorough maintenance throughout the rally, constantly checking and correcting any faults before they could develop into something more serious. I thought it may have be of interest to document the faults and failures that did occur, all of which are listed here.

## Day 1

The electronic trip that had worked perfectly in the UK where it had been refined on my Spitfire to an accuracy of 5m, refused to work on Zoom, continually resetting to zero. The cause rather stupidly not realised until after the rally was the copper ignition leads I was using causing electrical noise! A small rusty streak was spotted from the rear core plug of the block. Cleaned back to metal, all appeared OK, but to play safe a bead of Araldite was run around the joint. No more problems.



## Day 2

The horn wouldn't work and was traced to a blown fuse. This same thing happened for the next 3 mornings and then didn't occur again. Tyre rub marks became evident on the tops of both the front and rear wheel arches.

## Day 3

Outer edge of front tyres starting to scrub; too much positive camber.

## Day 6

N/S front damper top nut came undone - no damping on rebound and wearing a larger hole in the

spring fixing plate. Replaced with a nyloc nut and Loctited in place. Repeated on O/S damper. Radiator header tank securing bolts shaken loose.

## Day 8

The windscreen wipers came on of their own accord when going over extremely rough roads. Thought to be due to the wiper motor being shaken so much that the park switch was knocked of its indent and started the motor. After a series of screeching noises, the speedo packed up, but fortunately the trip still worked, - now our only form of distance measurement. Both front tyres had rubbed through to metal on the underside of the wheel arches and were now also rubbing on

the front bulkhead. Initial thoughts were that the chassis had bent up at the front or both suspension units had pushed rearwards as a result of effectively continuously going over a series of sleeping policemen at speed. However settled/collapsed front springs were the reason, which were eventually replaced with spares. At the time a large hammer had to be taken to the front bulkhead just behind the tyres, as well as the wheelarch flanges which were knocked flush with the wing. The sagging springs did cure the earlier excessive positive camber problem !

## Day 9

A police jeep reversed into the N/S front of the bonnet, cracking the headlights which still worked being fitted with a Halogen bulb.

## Day 10

The video camera packed up.

## Day 11

Exhaust hanger from the diff had cracked and was replaced, but also failed a week later however the diff guard prevented the exhaust falling down. The gearbox cover securing screws had shaken loose, particularly around the bulkhead. This continued throughout the rally. The steel cup washers at the top of both front dampers were either pulled through or badly buckled (Fig 2.) and were replaced with thick washers. However there were no problems with the front and rear gas dampers themselves. Others that used oil filled dampers did have problems- heat problems. Both front wheel arches were starting to crack around where

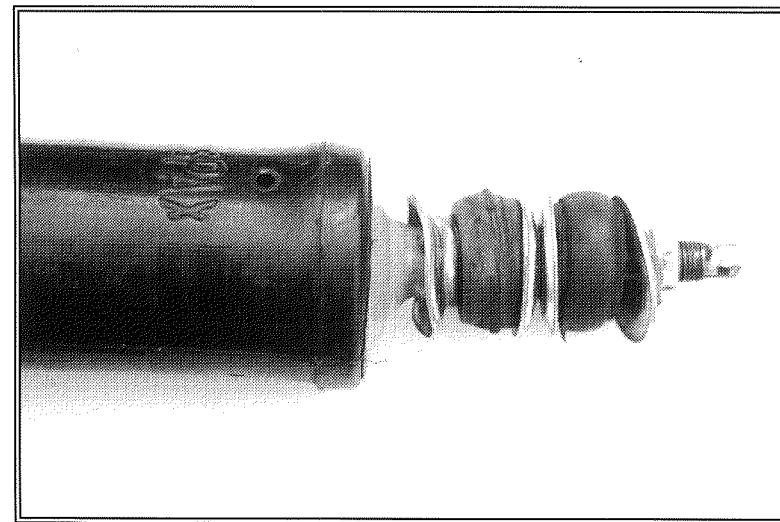


Fig 2 . Badly buckled front damper washers

they were fixed to the bonnet tube as a result of the wheel arches acting as bump stops ! Stiffer springs would solve this problem, but would put more load into the chassis and shake the rest of the car more. The spot welded top flanges of the N/S front suspension turret started to buckle and split open from the spring/damper loads. (Fig 3)



Fig 3 . N/S front suspension turret started to spilt open (left flange) and buckle (Right flange)



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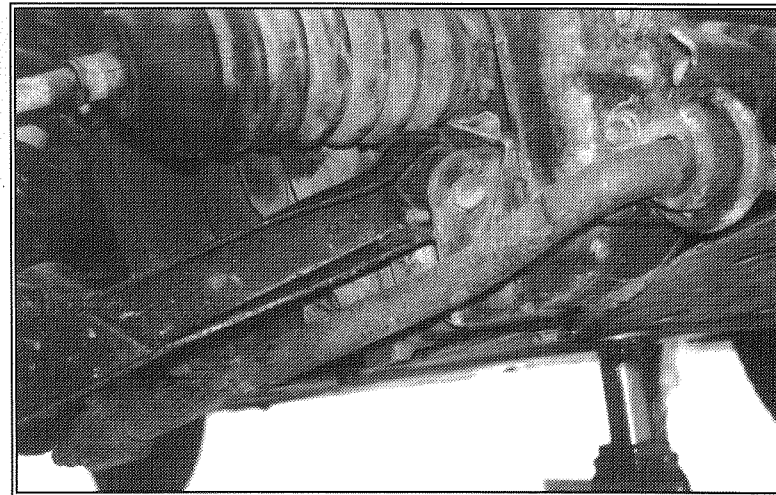


Fig 4. Bent O/S lower wishbone

## Day 13

First flat tyre from bailing wire. The 2 Jerry cans carrying fuel had been leaking slightly from around the filler and the spilt petrol had collected in the bottom of the spare wheel well where it softened the rubber of the bottom spare tyre. Whether this had made this spare unusable fortunately never had to be put to the test.

## Day 14

The number plate fell off. The plastic blades of the engine fan were drawn forward as we passed through a river and holed the radiator. This had been a major concern of mine and had tried without success to satisfactorily fit an electric fan before hand. The original metal bladed fan may have faired better.

## Day 16

O/S lower wishbone bent by large rock - straightened but spare fitted anyway. Exhaust and sills crushed by large boulders. Changed engine oil and oil/air filters

## Day 19

Serious brake fade. Front bleed nipple dust covers melted from hot callipers. N/S rear trunnion bush very badly worn and replaced.

## Day 21

N/S rear trunnion bush very badly worn again and replaced. Accelerator cable oiled as it had become very notchy causing jerks to the drive train and preventing

smooth application of power around corners etc.

## Day 22

Excessive wear O/S track rod ball joint. Transmission tunnel in area of hand brake lever, rubbing on propshaft over rough ground due to the weight on the seats bouncing up and down on floor pan. Unsuccessfully attempted to crow bar clear with scaffold bar but later jacked clear with hydraulic wedge.

## Day 23

O/S suspension turret spot welds also split apart due to suspension loads. Welded up.

## Day 24

Bonnet ripped off by passing pick-up truck, tied back on. Bonnet 'tubes' ripped out of wheel arches and O/S bonnet tube broken in half - failures initiated by cracking due to wheel arches acting as bump stops for the tyres. Bonnet tube welded up and reinforced, wheel arches plated. Re-aligned bonnet for clearance to tyres and headlight

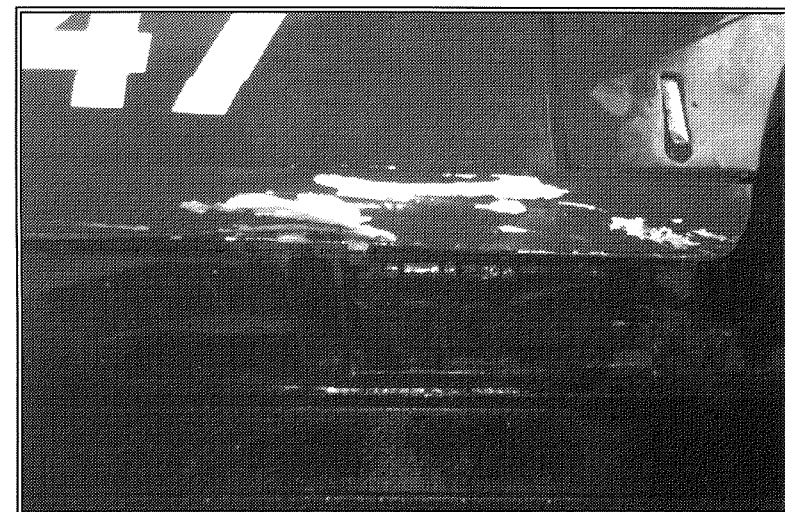


Fig 5. Boulder damage to sills and outriggers



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alignment. Susceptibility of bonnet easily going out of alignment due to knocks and affecting headlights, tyre and radiator clearances is a problem with the one piece design. Lorry wheel 'spinner' scored O/S side of car. O/S of front valance pushed back into wheel and O/S 1/4 bumper knocked off by lorry. N/S trailing arm pulled through outrigger. Failure not due to rust but thin material gauge of pattern outrigger. Outrigger plated over. O/S trailing arm bracket securing bolts loose.

## Day 25

Speedo trip packed up - no means of measuring distance now. 2 headlights packed up connectors on back of headlights had shaken off.

## Day 26

N/S top ball joint replaced. Front brake pads worn to 1/4 mm - replaced. Tear in steering rack gaiter due to rubbing on lower front wishbone mounting bracket, repaired with inner tube and super glue. Paint on O/S chassis main rail behind rear lower wishbone mounting bracket, cracked. - possible chassis cracking? Air filters changed.

## Day 29

Oil and filter changed. N/S engine mount collapsed and replaced - engine sump suspected of banging on steering rack. O/S top ball joint and track rod ball joint replaced. Wheel bearings regreased and adjusted.

## Day 30

Fuel filter changed. Carb float chambers cleaned.

## Day 31

One of the studs in the steering column/dash upper clamp pulled out allowing column movement. Stud drilled out and pinned.

## Day 32

High cruising speeds indicate possible propshaft out of balance probably caused by earlier rubbing on the transmission tunnel.



Fig 6. Crude 'In the field' welding repair to the N/S bonnet wheel arches / bonnet tube

## Day 35

Cylinder head skimmed by 1.7mm to increase Compression Ratio and power output. Oil and filters changed. N/S track rod ball joint changed. N/S rear trunnion bush changed again housing wear causing rapid wear of the nylon bushes - O/S bushes not changed throughout rally.

## Day 36

Gearbox/clutch becoming noisy.

## Day 37

Sloppy steering - excessive wear in rubber rack mounts, lower steering column coupling and steering rack pinion back lash. Fuel starvation in carbs on very aggressive, tail out LH bends.

## Day 38

Rear brake shoes changed.

## Day 41

Brakes adjusted and almost empty brake master cylinder topped up.

## Day 42 - Finish.

As can be seen the majority of problems would have not stopped the car and would have soldiered on to the finish, but were replaced as part of "a taking no chances" policy. The Vitesse proved its metal and if I was to do such a Rally again there would be very few things I would change; front springs that didn't settle, air filters that coped with sand better and a means of incorporating an electric cooling fan. Increased power would also have been a benefit, either the 1600 cc not detuned or a 2ltr MK1, but against this the increased power/speed would have stressed components more and may have led to more failures. Something to think about.



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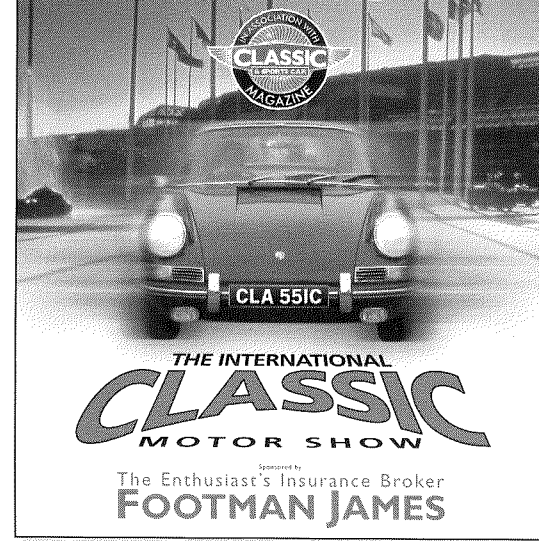
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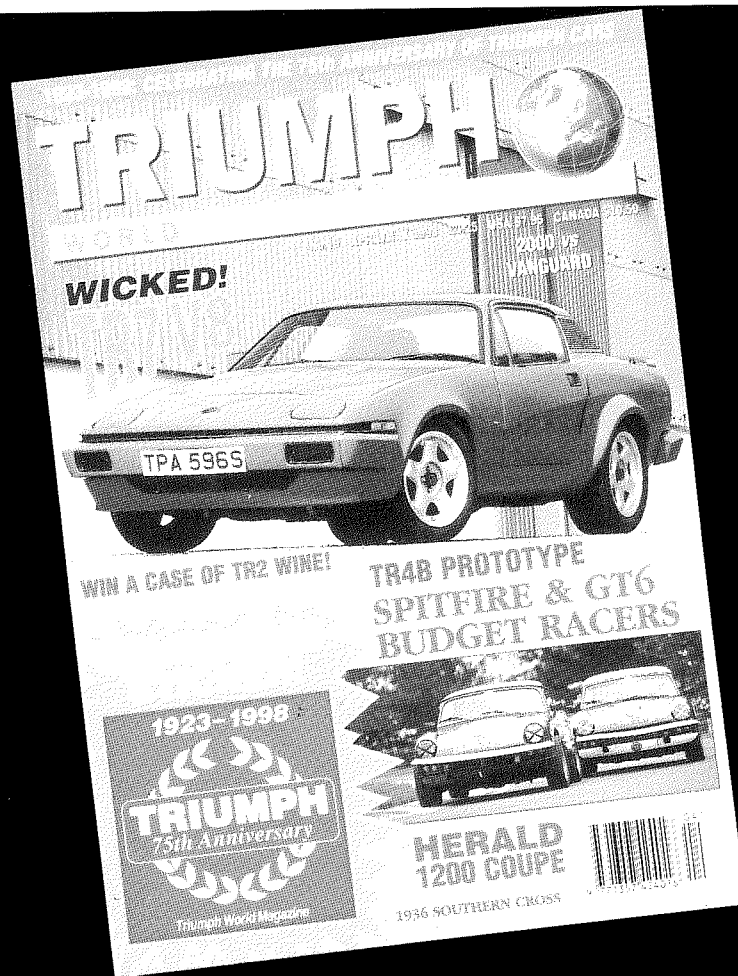


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Correct answer: There was 54 'Official Areas'



## 1998 CATALOGUE

## Errata

The following catalogue prices appeared incorrectly. Please note the following.

Page 44 ..KT100 ..Kids T-shirt .....£4.95  
(not £8.95, as stated)

Page 45 .....Car logo Sweatshirts  
available in m/l/xl  
navy/green/red/black

TT100 ..Team Triumph  
sweatshirt .....£18.95  
(not £7.95, as stated)

Page 47 ..R068 ....Leather key case.....£4.25  
(not £1.25 as stated)

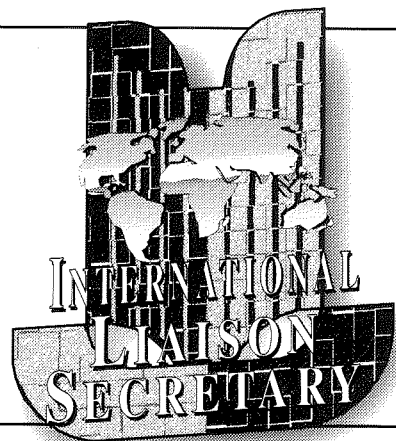
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# You may want to be seated...

by Léon Guyot

**H**i all. Firstly I must apologise that some of the photos in my March report seemed to get a bit juggled around, not my fault, honest! Not a great deal to report on this month, except that I have received a couple of letters from two members impressed with my Vitesse, as it appeared in issue no. 18 of *Triumph World*.

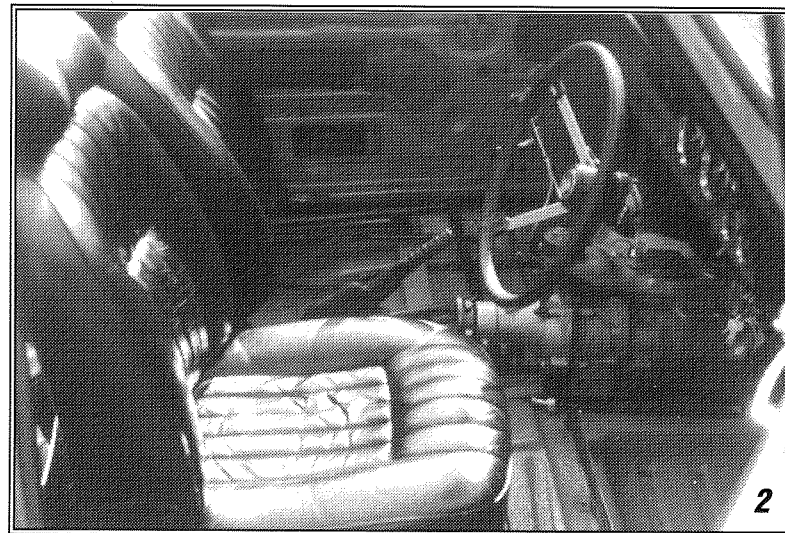
Interestingly, they both wrote on 18th February... Simon Baldwin writes from East London, with this photo of his own Vitesse, (photo.1).

He offers his congratulations on getting my Vitesse on the road, he regrets that he isn't currently an 'International Member' as such, his car getting no further than Folkestone so far, (it's not much further to Belgium really!), although he bought it in 1994, intending to take it abroad that summer. He reflects that there has always been something stopping him since then! He tells us about his car, which is a 2L Mk.2 Convertible with overdrive. He says that his car has had a couple of modifications. "I compared it to a Matra-Simca Bagheera, if you remember that (Courier) article?" "I also added

*"Did it cost a lot? Yes, but it is heavy grade mild steel, not stainless steel..."*



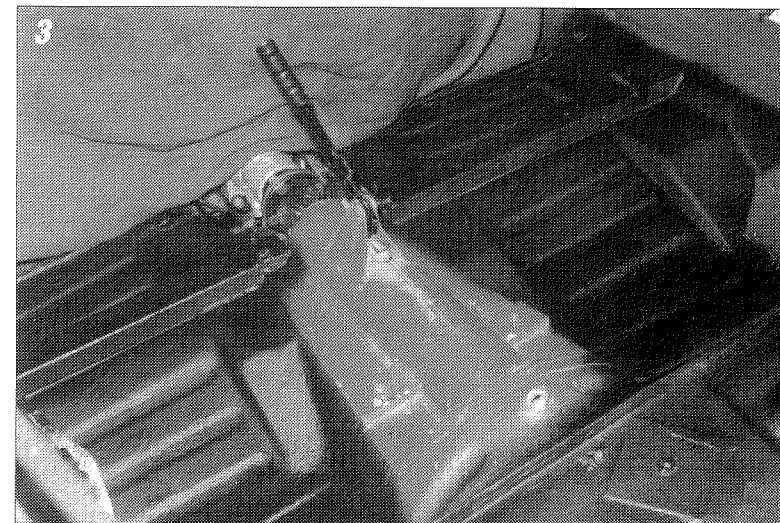
Cosmic (Mk.2) Alloy wheels, after seeing Léon's Herald in *Classic & Sportscar* magazine around October 1994. The article in *Triumph World* has encouraged me to press on, but" (he sensibly says) "will attempt not to spend as much on his car, as Léon felt obliged to." (good stuff, hindsight!) Simon asks how difficult the seats were to fit? And if they came from a particular XJ6? He thinks they "look brilliant on the car!" (photo.2) This photo is the only one I have showing the seats during trial fitting, back in July 1994.



*"...the seats were taken from a 1977 Jaguar XJ6 series II which have superb bearing race runners"*

They were taken from a 1977 Jaguar XJ6-series II, so far as I recall. However, I took the idea from the TSSC Surrey Area Organiser: Tom Longley's well known automatic Vitesse Convertible, although his seats are from a Jaguar XJ6C, and unlike mine, they lean forward, as well as recline, making general access to the rear seats somewhat easier.

This shot (photo.3) shows the alterations to the floor-pan required to fit the superb bearing race Jaguar seat-runners, basically, narrowing of the propshaft tunnel, from the rather awkward original half-cone shape as original, c/w two simple box sections running transversely across the car at the front of the floorpan/ seats, and a couple of turrets to the rear, all with captive nuts. Newton Commercial didn't have too much difficulty fitting one of their superb steam-moulded carpet sets around these modifications, and I was careful not to alter the gearbox tunnel, as the carpet fit is



more critical in that area. In use, the seats are very comfortable indeed, and personally, I prefer the patina of 21 year old seats to newly recovered seats, it gives the car a more 'homely/ classic feel', although, I appreciate that the old stitching is starting to 'give' in a couple of places. It is worth noting that you should avoid the Jag' seats with the narrow one inch? Wide strip, leather seat-base covers, because they

have twice as much stitching to give way, as the later wider, two+ inch? Wide strip, leather seat-base covers. Simon goes on to ask about the Mike-The-Pipe exhaust, (photo.4)

Did it cost a lot? (yes, but it is heavy grade mild steel, not stainless steel, and required a good deal of modification in order to get a perfectly satisfactory fit), you'll have to ask Mike (Randall), aka Mike-The-Pipe. My manifold is a modified version of the TR6PI manifold, I believe, and flows rather better than the



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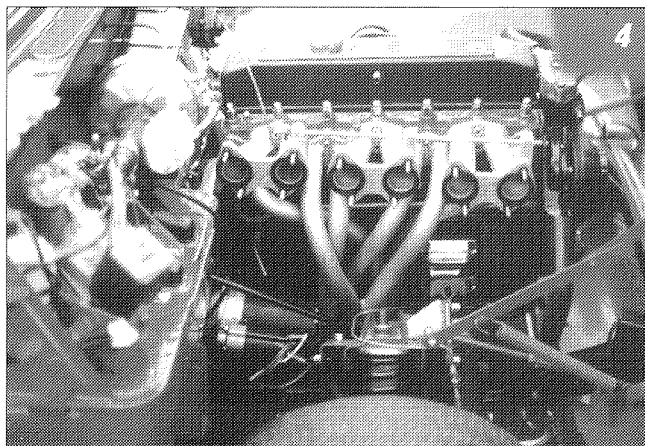
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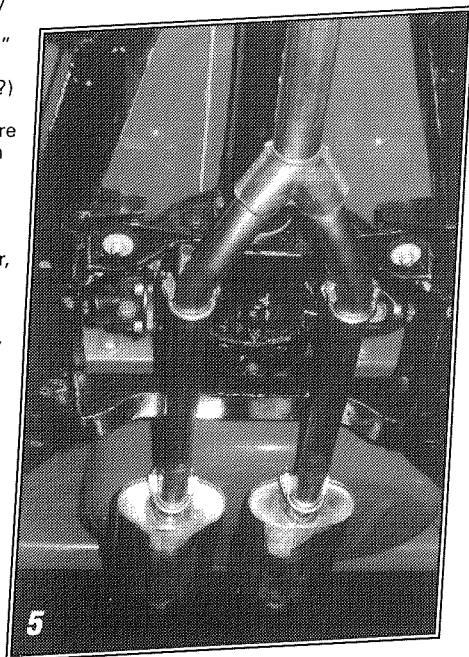


proprietary brands, but I fitted it in order to best match my special Camshaft), since getting it to fit properly, it hasn't caused me any problems. I assume that Simon was in fact asking about the manifold and not the rest of the system which is TSSC/ Bells full Sports Stainless Steel, as seen here in this photo. (photo.5).

Simon says that he has a "Triumph Tune manifold which eats manifold gaskets for breakfast, and doesn't stay sealed for more than a couple of weeks at a time" (perhaps it needs some more 'work' to make it fit?) Finally, he asks about driving impressions? There were none in the Triumph World article. How fast is it? How does it compare with a standard Vitesse? Good questions Simon, but still difficult to answer, because by the time I got to Stafford, my car had about 1400 miles on it, and even now, it has only 2690 miles from new.

The engine is just beginning to 'loosen up' as up to 2500 or so, everything was still, at this stage very tight.

As you can appreciate, a car made up from so many new/ modified parts is something of a 'prototype' until I've sorted various teething problems, like the melting Lucas Stag fuse



box, (replaced by Bosch/ Hella with 12 Ceramic fuses), and the twin S.U. fuel pumps which turned out to be non-self priming, and were replaced by much better Facet Electric Pumps. The Triple Weber Carburetors (photo.6) still need to benefit from the services of a good rolling road/ dynameter, but first, I must redesign/ improve the triple Weber-linkage kit/ throttle linkage/ cables etc, to make everything

run more smoothly, before the tuning commences.

The Oil cooler radiator is due to be moved, as it is too low/ vulnerable and the new Limited-Slip Differential requires some adjustment as it has developed an annoying whine.

I also discovered that the oil smoke from the exhaust was being caused by the oil feed hose to the rocker mechanism, and as soon as it been removed, the rather worrisome oil smoke had ceased.

I managed to effectively prevent excess engine heat from entering the passenger compartment by insulating the gearbox tunnel on the gearbox side, a tip many GT6 owners have also found very useful, although it's not such a problem in a Convertible Vitesse, I must admit. But apart from that it drives beautifully, and does at least 100 mph, and yes, it does accelerate rather nicely, and goes through the gears very quickly indeed. I know it's all pretty subjective at present, but I can say that it does about 17 mpg, which should improve to 20-22 mpg once tuned. I have a friend in the USA with a TR6 on triple Webers in a similarly

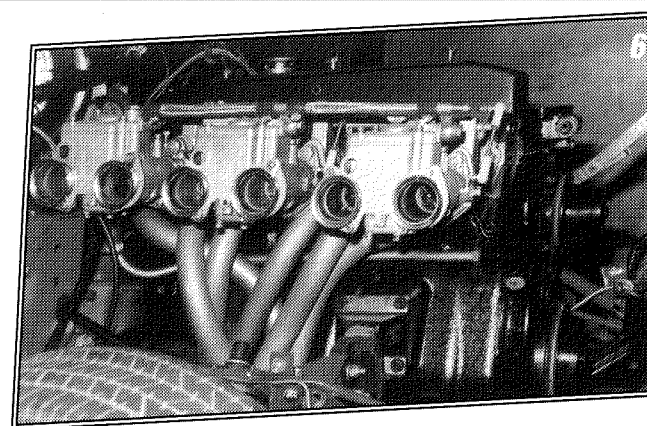
untuned state which also does 17mpg... and yes I will go and fill up both tanks before the budget on 17th March, likewise Vitesse owners across the UK, I suspect.

Finally, Simon says that he is sure there are Vitesse enthusiasts all over the land asking questions like these...

Well, I hope these answers help you, and if you want more, I'll see you at Gaydon on 30/31st May or Stafford in July.

Thank you Simon, for your kind words, and rest assured, as soon as I am financially able, I carry on improving my Vitesse, it never really stops though, does it?

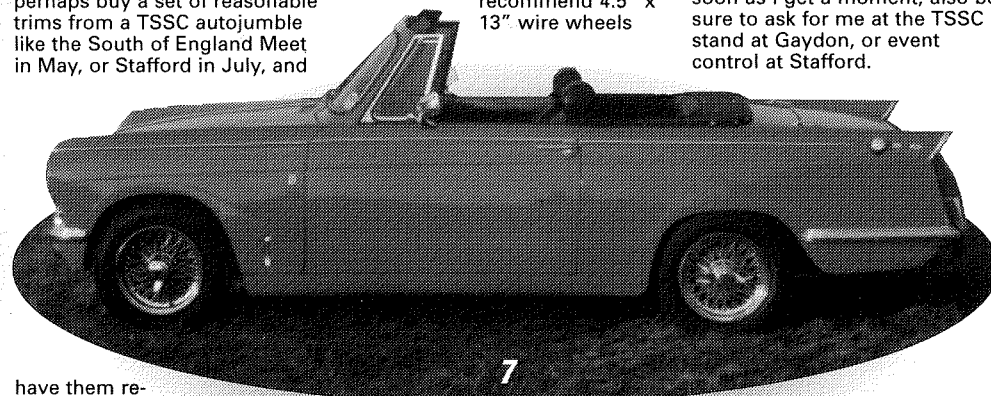
The second letter is from Paul Mackie of Plymouth, who kindly congratulates me on a wonderful looking example of the Vitesse, a model which he is presently restoring. He is apparently



seeking bumper mouldings, wheels, the trim above the rear light lenses, and the grille.

Well, Paul, my new Vitesse bumper 'mouldings' were collected from hunting around autojumbles over about ten years, but they all seem to have dried up now, so I suggest you perhaps buy a set of reasonable trims from a TSSC autojumble like the South of England Meet in May, or Stafford in July, and

re-manufactures the often damaged 'straight' sections at the front and back of the car. Wheels, My wheels are 5.5" x 13" Dunlop India Chromed wheels designed for the TR7 & Spitfires. They are a very tight squeeze under the Vitesse wheelarches, and weigh in at a heavy 22lb. In all honesty, I would recommend 4.5" x 13" wire wheels



have them re-polished and/ or re-anodised in Satin-finish silver per the original finish. If the inevitable scratches are not too deep, they will still polish up remarkably well.

You can do without the anodising, but it is recommended as it will protect the alloy from corrosion.

Remember, polishing is quite cheap, and anodising is done in batches, so it might be worth having a couple of sets done at once, for spares or resale? Or perhaps get together with another local Vitesse owner in your area? John Kipping also

instead, or better still a set of nice light Alloys, making quite certain that the offset is correct, so that you don't run in to clearance problems.

Trim over the rear light lenses, (I assume you mean the inverted V-piece), I think these aren't such a problem?

Try Kippings, Fitchetts, Mick Dolphin or Six Spares... The Grille: Oh dear, I'm afraid the Vitesse 6/ Mk.1 Grille's have long since vanished in new condition, (mine was a very lucky find, thanks to Bob Rowland who had one spare.) I can only suggest

**"My wheels are designed for the TR7 & Spitfires. They are a very tight squeeze under the Vitesse wheelarches..."**

you advertise, ring all the regular advertisers and specialist breakers in the classified section of The Courier, and hunt around TSSC autojumbles.

Even a reasonable unbroken old grille can be salvaged nowadays, you'd be surprised what can be achieved.

I'll send you some more information that may help you, as soon as I get a moment, also be sure to ask for me at the TSSC stand at Gaydon, or event control at Stafford.

Finally, as I've only shown bits n' pieces of my Vitesse above, here's a nice summery picture (photo.7) of my car, taken last July at the excellent TR Register International event down at lovely Shepton Mallet in beautiful Somerset...

Happy Days!

ps. Please send me some more material before next month everyone, or I'll be forced to bore you with more about my Vitesse again! Until next month drive safely!

Léon.





# BLAST FROM THE PAST

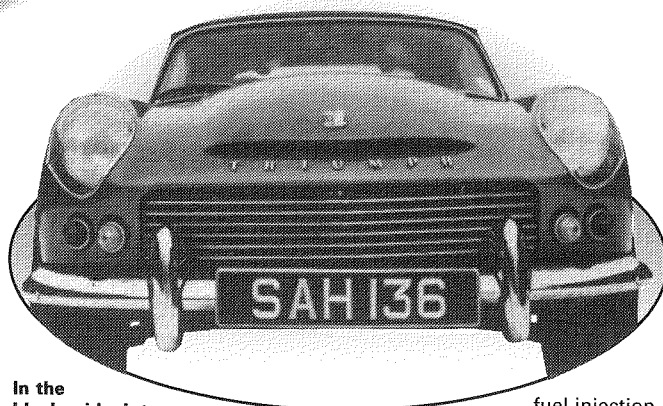
## Fuel SAH GT6 Injection Stage 3

This article first appeared in *Cars & Car Conversions*, Feb 1968.

**W**hen the finished product is such a desirable property it's difficult to understand why only one firm, really, specialises in the large-scale radical tuning of Standard Triumph products.

The sporting Triumphs are really very satisfactory as they stand, but none of the big five has yet turned out a car which wasn't the better for a little skilled attention here and there, if only to make your Bloggs-mobile a bit different from all the others in the road. When the skilled attention is given by SAH Accessories, of Linslade, Leighton Buzzard, Beds., the finished product is likely to be a very individual fast car as we've just discovered in the course of a road test of Syd Hurrell's Stage 3 tuned Triumph GT6. Quite apart from anything else (and there's a lot else) this car has Tecalemit Jackson SAH fuel injection, a scheme which gets rid of carburettors and which is all the go these days.

The Triumph GT6, for those who don't actually have the information at their finger-tips, is a sort of highly developed Spitfire (i.e.s., two seats and so on) with a six-cylinder Triumph 2000 two-litre go-department, in standard form this has a 9.5 to 1 compression ratio, two 150 CD Stromberg carbs and squirts out



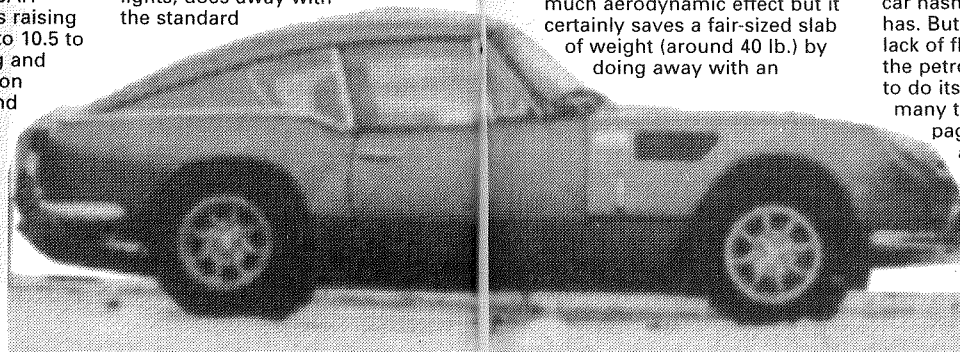
In the bleak mid-winter - the SAH "Le Mans" front end gives the GT6 a fresh approach, as you might say. (above)

95 b.h.p. at five thousand. Top whack is about 120, and it gets from rest to 60 in just under 10 seconds, and from rest to 80 in about 17½.

By the time Syd Hurrell has finished with it, the engine is still two litres, but this is about all you can say. The cylinder head has been reworked to SAH Stage 2, which involves raising the compression ratio to 10.5 to 1, modifying, balancing and polishing the combustion chambers and ports, and fitting oversized inlet valves. A six-branch exhaust manifold is fitted, the SAH 26 camshaft (20-60 timing) goes in, with special valve springs, and the carburettors are, of course, replaced by the TJ

fuel injection equipment. Then there's an oil cooler and a Lucas sports coil.

On "our" car, even this was not all. We got a car with a twin-silencer assembly, Armstrong adjustable dampers front and rear, Minilite 5 ½J magalloy wheels with 165 x 13 Cinturatos and spacers at the front, and a very smart glassfibre bonnet section called the "SAH Le Mans", which fairs-in the headlights, does away with the standard



GT6 "power bulge" and adds a set of louvres to the scuttle sides to help keep down the under-bonnet temperature. In side the car, the driver's seat mountings are altered to give more rake to the seat backrest and, on the car we tried, an oil temperature gauge, plus an additional oil temperature gauge, were fitted on the dash, plus a control for the Kenlowe electric fan.

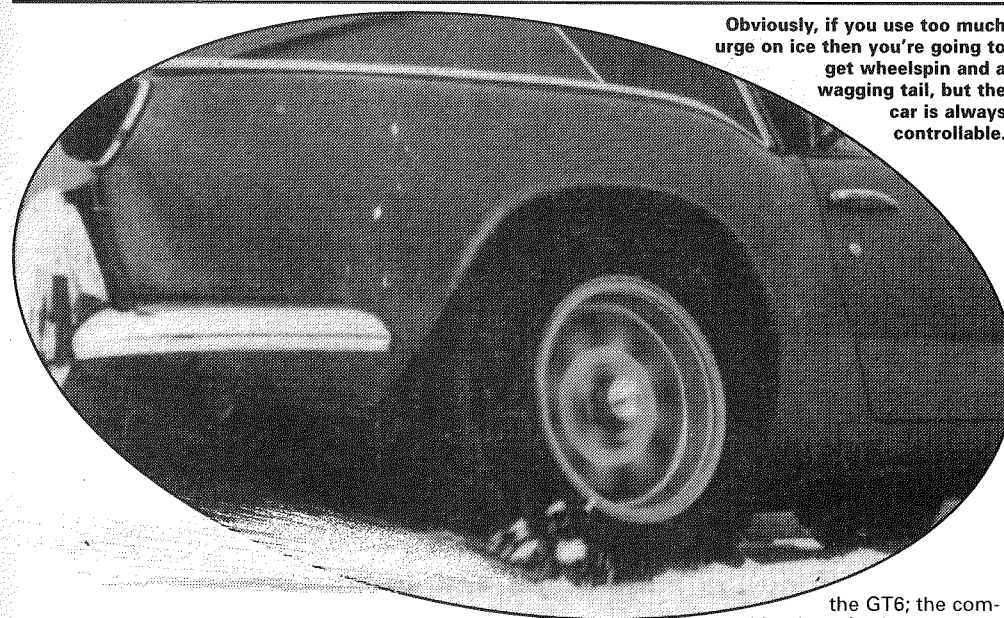
The replacement bonnet probably doesn't have much aerodynamic effect but it certainly saves a fair-sized slab of weight (around 40 lb.) by doing away with an

enormous steel pressing; the engine mods are reckoned to give an increase of 50-odd b.h.p. which means that there's a fair bit of extra power to put on the road,

although we had no wheelspin even when taking performance figures, for which purpose we found it best to drop the clutch in at about 5,000 r.p.m. A hotter camshaft and big inlet valves usually suggest top-end power - and don't run

away with the idea that the SAH car hasn't got any of this, 'cos it has. But it might also suggest a lack of flexibility, which is where the petrol injection affair starts to do its stuff. We've explained many times before in these pages that the big

advantage of fuel injection is not that it gives an instant increase in urge, but that it makes it to take advantage of other mods which do. This is what happens in the case



Obviously, if you use too much urge on ice then you're going to get wheelspin and a wagging tail, but the car is always controllable.

the GT6; the combination of valve timing and valve size would ordinarily mean a car with a distinct distaste for proceeding at low r.p.m. with smooth behaviour, but the flexibility imparted by the injection arrangement gets rid of all this, and if you don't believe us, try banging the loud pedal wide open from about 1,200 revs. in overdrive top! The results are rather startling, and in fact the engine pulls smoothly from lower speeds than this in the same highest-available ratio. This isn't practical because the tickover speed on "our" car was 1,200 r.p.m. and obviously it would not run smoothly in or out of gear below this speed. The same flexibility showed up in the middle-range, too, where acceleration in top or overdrive top from, say, 65-70 miles an hour (3,000 r.p.m. in overdrive top) was similar to the effect of trying the same thing in the standard GT6 in, say, third gear. Now yer see it, now yer don't.

For most people - certainly most enthusiastic drivers - this business of tooling about at zero revs in high gears is largely academic, and what interests most of us most of all is how the thing steps off. As we indicated at the beginning of this article, the standard GT6 ain't no slouch, so that any improvement

**"...the big advantage of fuel injection is not that it gives an instant increase in urge, but that it makes it practical of the GT6..."**



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## PERFORMANCE FIGURES

(Figures in brackets relate to standard Triumph GT6)

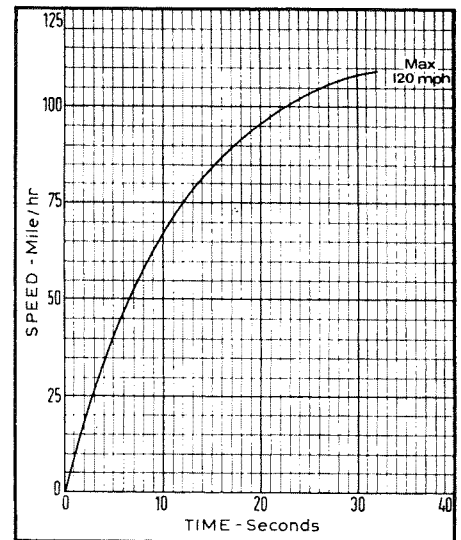
**Maximum speed (approx.):** 120 m.p.h. (110)

**Acceleration:**

0-30	3.2 (4.0)
0-40	4.9 (5.9)
0-50	6.6 (7.7)
0-60	8.4 (9.6)
0-70	10.8 (13.5)
0-80	13.4 (17.4)
0-90	17.4 (21.8)

**Fuel consumption:** 22 m.p.g.  
overall (26 m.p.g.)

Cost of engine conversion, £238.  
Mag-alloy wheels and spacers, £69.  
Le Mans bonnet (unsprayed) £53.  
Extra gauges, £70. Kenlowe fan £17.11.6.  
Armstrong adjustable dampers £21.18.0.  
Dual silencer assembly, £9.15 s.o.



is going to add up to a very sharp old motor indeed. With the SAH car, you reach 90 in the same time as the standard product gets to 80, and 80 comes up in the standard car's 70 time. And in the lower registers, you have a car which rockets to 60 from a standstill in under nine seconds, with no wheelspin or ungentelemanly fireworks. You take the revs to around "five", drop in the clutch and apply right foot, and suddenly you're a quarter of a mile down the road. Fabulous. Actual top whack is a bit unim-

*"...the car is always controllable and on better adhesion the extra urge is never an embarrassment."*

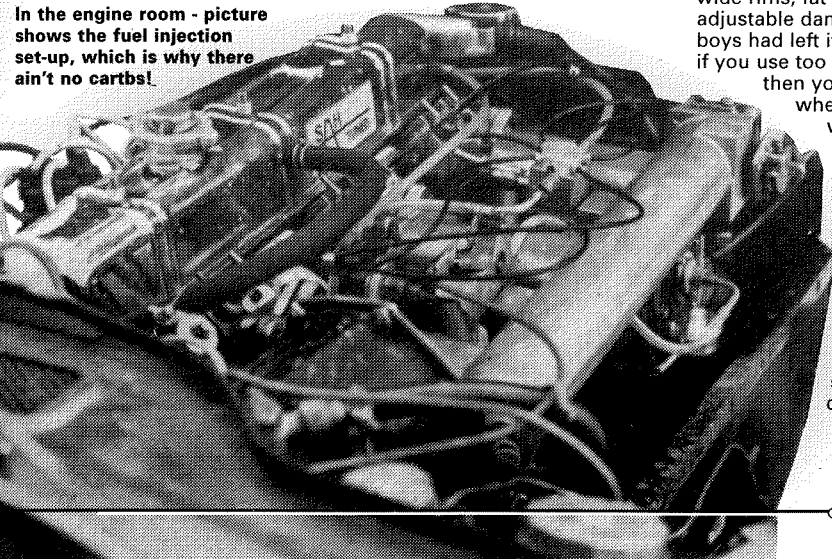
portant in these Castellated days, but you can say that the SAH conversion puts the best part of ten miles an hour on to

the standard GT6 maximum of 110 or so.

With this much performance the car obviously has to handle alright. We were able to examine this in some detail because the Met. Office had the kindness to lay on rain, freeze and snow, in quick succession, within a couple of hours of the car coming into our possession.

The standard car has pretty good handling characteristics within the limits of swing-axle i.r.s., of course, and we were interested to see that apart from the items mentioned above - wide rims, fat tyres and adjustable dampers - the SAH boys had left it alone. Obviously, if you use too much urge on ice

then you're going to get wheelspin and a wagging tail, but the car is always controllable and on better adhesion the extra urge is never an embarrassment. In fact, you could sum this car up as a very desirable high-speed touring carriage indeed.



In the engine room - picture shows the fuel injection set-up, which is why there ain't no cartbs!

## M.W. Restorations

### Technical Tip of the Month

If you have to change the windscreen of your Triumph, always check the labels first!

The screen will be marked either 'Laminated' or 'Toughened' (or 'Hardened'). If it has no markings, you can assume that it's toughened.

Toughened screens can be removed by gently pressing the screen outwards from the rubber seal. But laminated screens will crack if you do this, so the only way is to cut the rubber seal away first - on the basis that it's cheaper to replace the rubber than the screen!

All the best  
*Mike.*



# Tommy the Triumph

HI THERE... GREENEY  
HERE, WITH SOME TIPS  
ABOUT CHILD SEATS



FIRSTLY, IF YOU'RE  
GOING TO FIT A  
CHILD SEAT, REMEMBER  
THAT THEY ARE  
MEANT TO BE  
USED FOR KIDS  
ONLY...

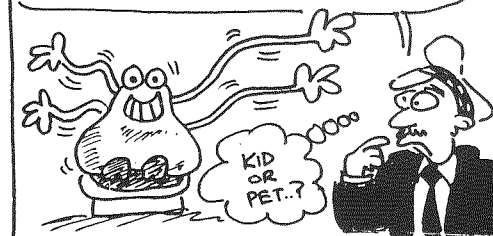


...AND NOT AS AN  
ALTERNATIVE 'BUCKET' SEAT  
FOR THE DRIVER....



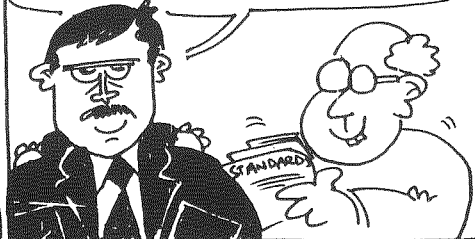
..OR WE'LL NICK YER!

OR AS A CARRIER FOR UNUSUAL  
PETS (NOTE - SOME KIDS FALL INTO  
THIS DESCRIPTION, TOO..)



KID  
OR  
PET..?

HOWEVER - THERE ARE STRICT  
STANDARDS IN PLACE, AND  
DIFFERENT DESIGNS FOR  
DIFFERENT APPLICATIONS...



SO, IT'S IMPORTANT  
THAT YOU - ER -



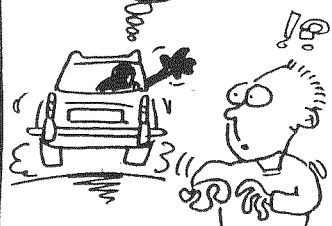
CHOOSE THE RIGHT  
CHILD FOR YOUR  
CAR SEAT !!



WAH

INBANK

I KNOW WHAT  
I MEANT, THANK  
YOU.....



SEE THIS MONTH'S  
"COP SHOP" FOR DETAILS!

# AND FINALLY . . . .



FOR  
SALE ?

**I**t's January the  
first, year 2,000  
and you pull into  
the petrol station.  
Have you noticed  
anything amiss?

That's right, all the pumps  
only have **Green** hoses  
coming from them. That is  
**all** the petrol companies  
have to do to comply with  
the law, buy some extra  
green hose.

Never happen? Have you  
bought a T-bone steak  
lately? Yes, it is that easy  
and it is going to happen.  
But you still want to drive  
your Club car don't you? As  
I see it, you'll need a  
permanent solution.

Solutions at present seem  
to be few. You can run  
leaded cars on unleaded  
fuel if your valves and seats  
have a good coating of lead

on them but what happens if you have to recut your valve  
seats and grind your valves back in and you can't buy  
leaded fuel anymore? Fuel additives can be used but in the  
year 2,000 a dispenser will be required at the pumps and  
will garages cater for us happy, happy few?

An unleaded head conversion is a permanent answer and  
fine for the majority of us but large valve heads such as  
the MkII 2-litre leave little room for inserts to remain  
seated in prolonged use. We all want a permanent answer.  
Maybe the trade sector will wake up and provide that  
answer or lose their businesses, as if we can't use our  
cars, they won't wear out and nobody will buy any parts  
as there will be no point.

What technology do new cars use and can we use it?  
Could cylinder heads be recast using this material? Can  
somebody with some extensive knowledge and proven  
test records write and inform us of the options available  
for permanent use on our cars? Remember if the answer is  
not **easily** achieved, I believe those with little technical  
skill will leave what is essentially to most only a hobby.

A worrying trend in the trade that I have seen growing is  
to cater for later models of modern cars to create new  
markets of modern classics! Whatever the answer, don't  
leave your car conversion too late, the clock is ticking.

Happy Millenium!

**Bernard (Ed)**





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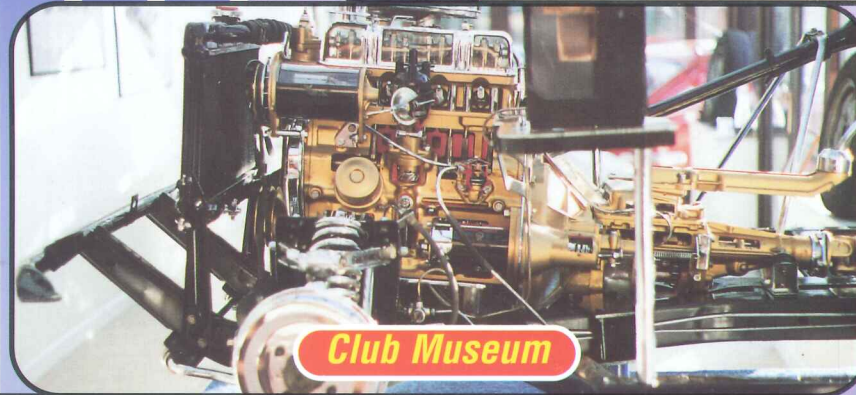
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