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APRIL 1999







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# The Courier

**The Official Monthly Magazine of  
THE TRIUMPH SPORTS SIX CLUB**

**No.226 Vol 19. APRIL 1999  
Price £2.25 Free to Club Members.**

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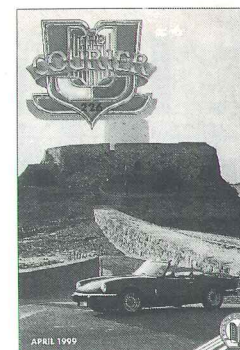
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## COUNCIL MEMBERS 1999

**David Aspinall, Annis Green, Leon Guyot,  
Tom Longley, Chris Mills, Stuart Newbould,  
Simon Roberts, Vivien Thompson  
Bill Sunderland, Trudi Squibbs,  
Brian Waters, Peter Williams.**

**For a full list of TSSC officials see page 82.**

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:  
Local Spitfire 1500  
Guernsey  
Pic:  
James Drake**

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# T.S.S.C. Events Calendar

**This is the official TSSC Events Calendar for 1999 containing details of all TSSC organised events and National and Local events to which the Club has been invited. Whilst every effort is made to ensure that the details contained in this calendar are correct, no responsibility is accepted for errors or changes due to unforeseen circumstances. For additions and amendments contact the Club Headquarters.**

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

## TSSC ORGANISED EVENTS 1999

### MAY

SAT 8th/SUN 9th

**SOUTH OF ENGLAND MEET**  
Leatherhead Leisure Centre,  
Leatherhead, Surrey.  
Contact: Mike 01344 885541

SAT 15th/SUN 16th

**CASTLE COOMBE VINTAGE RALLY**  
Attended by Cotswold Area  
Contact: Colin 01179 691322  
or Neville 01179 759640

SUN 16th

**WESSEX AREA NEW FOREST RUN**  
Contact: Trevor 01202548582 or  
Dave 01202 484421

SUN 30th/MON 31st

**SURREY AREA STAND  
PENSHURST PLACE CLASSIC CAR SHOW**  
Kent  
Contact: Karen 0181 873 3022

SAT 29th/SUN 30th

**STANDARD TRIUMPH EUROPEAN RALLY (STER)**  
Klein Vink, Holiday park,  
Arcen, Holland  
Contact: Mike 01344 885541

### JUNE

SUN 6th

**CALDICOT CASTLE**  
Nr Chepstow  
Attended by Cotswold Area  
Contact: Colin 01179 691322  
or Neville 01179 759640

FRI 11th/SUN 13th

**LAKES TRIUMPH WEEKEND**  
New Venue, Keswick Rugby Club.  
Caravans welcome.  
Contact: Shirley 01946 832080

SUN 27th

**PEAK RUN & CONCOURS 1999**  
Derwent Valley Area  
Contact: Don 01246 278149

### JULY

SAT 17th/SUN 18th

**TSSC INTERNATIONAL WEEKEND**  
Stafford County Showground  
Tel: TSSC HQ 01858 434424

### AUGUST

SUN 8th

**LEICESTER SUNSHINE RALLY**  
Stanford Hall, Leicestershire.  
Tel: 01509 814456

SAT 14th/SUN 15th

**SURREY AREA STAND LOSELY PARK  
CLASSIC CAR & COUNTRY SHOW**  
Contact: Karen 0181 873 3022

SUN 22nd

**CANTERBURY AREA EVENT**  
End point Dover castle.  
Contact: Tim 01233 812616

### SEPTEMBER

FRI 24th/SUN 26th

**TSSC MILE OF TRIUMPHS**  
In aid of East Anglias Children's  
Hospices. Broad Farm, Nr Great  
Yarmouth, Norfolk.  
Contact: Rob 01603 434544 or  
Joe 01493 728764

### OCTOBER

SUN 17th

**INTERNATIONAL TRIUMPH SHOW  
AND SPARES DAY**  
Sandown Park  
Esher, Surrey.

### NATIONAL & LOCAL TSSC INVITED '99

### MAY

SAT 2nd/SUN 3rd  
**ELSECAR INDOOR CLASSIC CAR SHOW**  
Barnsley, South Yorks

SAT 8th

**JERSEY CLASSIC VEHICLE CLUB  
SPRING SHOW** Trinity, Jersey  
Contact: M. Cohen 01978 359263  
or P. Frampton 01534 27809

SAT 13th/SUN 16th

**TRIUMPH EVENT - TRIUMPH CLUB  
DE FRANCE**  
Ardeche south of Lyon on banks  
of Rhone river

SAT 22nd/SUN 3rd

**INTERNATIONAL REGISTRO ITALIANO  
TRIUMPH SPITFIRE**  
ArSanto Stefano al Mare  
(Imperia) Italy

WED 12th/MON 17th

**CENTENARY OF MOTORING  
IN JERSEY RALLY**  
Contact: M. Cohen 01978 359263  
or P. Frampton 01534 27809

SUN 30th

**GUARDIAN INSURANCE MARQUE  
DISPLAY & ROAD RUNS**  
Converging at Millbrook Proving  
Ground near Amptill, Beds

### JUNE

SAT 6th/SUN 27th

**22ND ANNUAL SLEDMORE HOUSE RALLY**  
Nr Driffield, East Yorks  
500 pre 1975 classics  
Contact: Tony 01904 410558

### JULY

SUN 4th

**STANDARD TRIUMPH MARQUE DAY**  
Heritage Motor Centre  
Gaydon, Warks.

### AUGUST

SUN 1st

**6TH BMC/BL RALLY & SPARES DAY**  
Ferry Meadows, Nene Park,  
Peterborough.

### SEPTEMBER

SAT 11th/SUN 12th

**BEAULIEU SEPTEMBER AUTOJUMBLE**  
National Motor Museum,  
Beaulieu, Hants.

# Comment

by Bill Sunderland

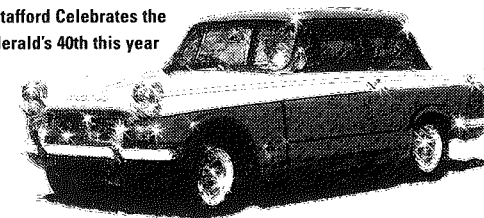
## TSSC AGM and Unleaded Heads

The TSSC AGM again passed and having a very successful Area Organisers' Seminar beforehand; various points were raised - again unleaded heads were discussed and certain points need clarifying. Firstly the TSSC supplies cylinder heads but only to a very high specification, it's not just an unleaded head but practically a new cylinder head with new components throughout. Area Organisers were impressed but thought the Club had undersold itself with the quality of the product. Cost was mentioned but I guess you can see for yourselves that going unleaded is not expensive if you take into account the wider benefits. With 6-cylinder cars, large valves are fitted giving no loss in performance and if you choose to go for a stage two head and insure via the Club, there will be no premium increase. Footman James have taken into account the reduction in octane from 5-Star in the heady seventies and support the Club and members who wish to make their car perform as they did when first produced. Also, all Club cars that have an unleaded conversion will attract a higher value in TSSC agreed values as of May 1999. Our General Secretary, Peter Williams, recently spoke at the Annual Conference of the Federation of Historic Vehicle Clubs on behalf of Classic Car Clubs and his main thrust - driving into the millennium - will have enlightened many Clubs in the benefits of looking forward.

Other issues Area Organisers commented on were events, in particular our International Weekend at Stafford. Much has been improved and this is possibly still the best venue for us to hold our premier event. Chris Mills, the Event Manager, has much going into print, thus I hope to see you there.

As we move into Spring, start to enjoy your car as Summer seems to get shorter each year, so get going now! Don't forget that STER May 29/30th is only just around the corner. "And Finally" Congratulations to Dick Plumridge, who was recently awarded this year's "Member of the Year". Dick's

Stafford Celebrates the Herald's 40th this year



Recently I had a meeting with Grahame Steed, publisher of Practical Classics and Classic Car Weekly, amongst others and we both enthusiastically saw the challenges facing the Classic Car Movement. Changes are inevitably taking place and we know Members wish to use and enjoy their cars. Much is sought to make this a reality within our Club, many events worldwide involve driving, scenic runs, convoys etc., and I believe as time goes by further possibilities will be on offer.

tenacious and enthusiastic efforts towards establishing and promoting up-to-date IVRs are well documented and appreciated. Dick is also a great ambassador for the Club's ideals and is a very worthy recipient of the award.

# SHOWCAR

## Register

# CARS WANTED



We are currently looking for display cars for the International Classic Motor Show at the NEC Birmingham May 1st and 2nd. If you would like to make your car available, please ring as soon as possible.

**John Muggleton 01858 434424**



# TSSC NEWS *Review*

Your monthly round up of all  
News of a Triumph nature

## Modified Spitfires

Sixpot and other alternative engined Spitfires It has been suggested that we have a new Register Page in the Courier covering Spitfires fitted with Triumph six-cylinder and other engines from different manufacturers. Over coming months you'll see a number of articles covering various aspects of Spitfire engine conversions. In order for the idea to become a fully fledged Register Page we need feedback as to whether members think it's a good idea or not. So, please support David Royle who suggested the idea and is writing the articles and let us know. Please address any comments to 'Sixpot Spitfires' at TSSC HQ.

## Council of Management

Following the Club's AGM I'm pleased to welcome Vivien Thompson as our newest Council member. As many members will know, Vivien is an experienced Area Organiser and also holds the position of joint Area Liaison Officer. I'm sure Vivien will bring a wide range of new ideas to the Council and we wish her every success in this her latest role. I'd also like to take this further opportunity to thank Mike Costigan for his much appreciated contribution to the Council over many years. As members will have read in January's Courier Mike retired from the Council as of the AGM.

**Peter J Williams**  
General Secretary

## Spitfire 1500 Inlet manifolds

**N.G. TRIUMPH SERVICES** have invested in the machining jig and tools to enable them to re-new the steel pipe that is moulded into the inlet manifold. It is machined out completely then a new purpose made stainless steel pipe inserted and located in the manifold, it will never again need any maintenance! This pipe is the one that has the "TEE" piece on one end and normally both ends of this pipe rot out and only a welded repair can be attempted, normally not very successfully! After the remnants of the pipe are machined out the faces of the manifold are machined flat again and the manifold de-greased. They are offered on an exchange basis and they now hold stock of this item! Cost is £29-95 +P+P For further details please phone **01543-673401** or E-mail [iangittings@compuserve.com](mailto:iangittings@compuserve.com) P.S. trade or export enquiries are welcome!

## Eulogising the Herald!

A Channel 4 programme featuring John Macartney goes out on C4 at 8.30pm on April 13 entitled "Women and Cars". It seeks to illustrate that the Herald, Morris Minor and Riley Elf were among the earliest cars that were really designed exclusively for women (but you and I know were not!) Overall prog title is CLASSIC BRITISH CARS. Don't miss it!

## They're Champion!

Graham Campbell with Co-driver took second overall in last weekends Nuit Blanche rally. After a nailbiting finish, that saw one section scrubbed, Graham and Andrew finished with only 6 penalties. The winning crew in a Mini Cooper finished with an even more amazing final tally of only 4 penalties. The 1964 Herald had not been run since May '98 and a few minor problems such as a lack of windscreen wipers, slowed the crew down.

Graham and Andrew are planning to contest the 1999 Scottish Historic Rally Championship following a year off. They finished 2nd overall in the championship in 1997.

The Car (the ONLY Triumph Herald currently stage rallying in the UK), and crew, can be seen in action at Ingleston, near Edinburgh, on the 17th of April. Check their progress through the year by logging onto the Aero Leathers championship website located at <http://www.btinternet.com/~hbcc/aeroweb/>

## 1999 Triumph Hillclimb

### CHAMPIONSHIP UPDATE

Having put my feelers out to potential Spitfire/GT6 entrants I was pleased to see good interest from nearly 20 would-be competitors with a wide variety of standard and modified cars. As the championship takes place over 25 events or so it is unlikely that all drivers will attend all meetings so the 'Leaderboard' will only begin to take shape after the first few events.

Regulations are already out for some of the April/May dates and it is imperative to return them fairly quickly to guarantee a place. Only those people who have filled out and sent the registration forms will be receiving these so if you have not already done so REGISTER NOW. I have already entered 3 events although my car is still not ready a few nights burning the midnight oil are expected.

over the coming weeks. Regulations are also out now for the 1999 Manx 3 Hills Challenge (May 12/15) on the Isle of Man with classes for standard and modified cars. If you require any info please call me on **01892 665293** evenings.

**Alan Pettit**

## Spitbitz Update

SPITBITZ would like to take is opportunity to thank all their customers and traders for the overwhelming response to our request for letters regarding our problem with the planning. Letters are still coming in from all over the world, 82 letters so far. It's so heart-warming to see so many people taking the time; customers who bought cars from us as long as fifteen to twenty years ago; customers and traders who bought parts; foreigners as far away as America, Canada, New Zealand, Australia, Germany, Belgium, Denmark. The list goes on and on. I'm sure with this backing, we can't loose. Thank you all so very much.

**Norman**

# SPITBITZ

## LOOK SPRING SALE

EVERYTHING REDUCED, SOME PARTS UP TO 50% OFF

Engines, were £165, now only	£100.00
Front Suspension Units, were £28,	now £20.00
Manifolds were £25, now only	£20.00
Bumpers MkIV and 1500 were £85,	now £65.00
Springs Rear were £25,	now only £15.00
Propshafts were £25,	now only £15.00
Gearboxes were £65,	now only £45.00
MkIV, 1500, GT6 III Back Light Units, were £8	now £5.00
Heater Unit Complete was £25,	now only £15.00
Fans All Models, were £8,	now only £5.00
MkIV, 1500 Soft Top Frames were £65,	now £45.00
Steering Column was £15,	now only £10.00
Headlight Bonnet Cowl was £15,	now £10.00
Wheels were £40 per set,	now only £35.00
Distributor 1500 Lucas was £25,	now only £15.00
Driveshaft MkI, II, III and early MkIV was £35,	only £25.00
Steering Rack, all models	only £10.00

## NEW PARTS ALSO REDUCED

**PANELS**

Floor Pan Front and Rear, Shop soiled was £50,	now £35.00
Door Skins MkI, II, III, IV, GT6,	PLEASE ENQUIRE
Over Sills all models was £18,	now £15.00
Inner and Outer Front and Back Arches, was £25 now only	£20.00
Inner Sills were £11,	now £9.00
Floor Cross Member was £15,	now only £10.00
B-Post was £24,	now only £15.00
A-Post Filler was £9,	now £5.00
Sill End Plate, was £3.50,	now £2.00
Battery Box was £12,	now only £8.00

Sill Ext was £10, .....now only £8.00  
Headlight Panel Lower Plate was £13, .....now only £10.00

## OTHER NEW BITZ AVAILABLE

Trunnion Kits Front only, all models, was £3.50,	now £2.50
MkIV, GT6 MkIII Ignition Lock, 2 keys, was £32,	now £25.00
MkIV, GT6 MkIII Boot Lock, 2 Keys, was £14,	now £10.00
GT6/Vitesse Water Pump Unipart was £35,	now £30.00
Driveshaft Hub Bearing Kit Unipart was £14,	now £10.00
Headlamp Bowl was £9,	now £5.00
Shock Absorbers Rear or Front pair Unipart,	only £30.00
Brake Cable Rear Drum to Drum was £4,	now £2.00

**THIS MONTH'S SPECIAL MKI, II, III SPITFIRE FULL SET OF TRIM, INCLUDES: RED WITH WHITE PIPING SEATS, COMPLETELY REBUILT + DOOR PANELS, TANK PANEL, DASHBOARD AND FRONT - ALL UNUSED, ONLY £350 FULL SET**

Please mention this advertisement when ringing, this offer is for **one month only**, so please hurry while stocks last.

Various Spitfires and GT6's for Sale, some for Rebuild, others in very nice condition, Ring for Colours, Prices etc.

If the part you require is not listed here, please ring, I am sure we will have it somewhere amongst our huge stock of used parts. We can deliver next day if required and we accept Access and Visa, or if you prefer to call in, we are just 10 minutes from Junction 11 off the M4, or 10 minutes Junction 4A M3. **PLEASE RING FIRST.**

**JINGLES FARM, NEW MILL ROAD, FINCHAMSTEAD, BERKS, RG40 4QT.**

## TEL OR FAX : 01189 732648





# Hurricane Latest

By Trevor Collett

**Anyone notice anything odd about my article last month; what do you mean you didn't read it?**

**M**y daughter Gemma noticed it, she's twelve and very hot on punctuation. I had to compare the text in the mag with my original word processing to work out what had gone wrong; my dashes had been lost between Bookham and Lubenham! Last month was the first time I had e-mailed my copy to Bernard and for some reason the dashes didn't make it. I think I know what caused it but for now I shall limit myself to commas, semicolons, colons and full stops.

Talking of e-mail, thanks to those of you who took the trouble to welcome me to the net, keep them coming. One message brought news and a couple of digital pics from a manufacturer of one of our kit cars, it went like this:

Just a quick note from Andy Hitchings of Caburn Engineering who own the moulds for the

Hurricane kit car. The company is basically my Father and myself. At present we are both finishing off building kits, mine is a 1300cc Spitfire Mk3 based car and has been on the road for about 18 months. I temporarily retired it over the winter to have it painted and to finally (I hope!) get it trimmed inside. I'll send some more photos and a bit more info once I've got it looking a little tidier.

My Father (e-mail him on [david@caburn.demon.co.uk](mailto:david@caburn.demon.co.uk)) has just got his car through its MOT and is awaiting an inspection for registration by his local VRO. His car is based on a Mk1 GT6. I haven't seen it completed yet myself but am planning a trip down to get the two together as soon as possible!

For more information on the kits you can phone me on **0121 608 0743** or write to my father for a leaflet or send 1.50 for a brochure and build manual summary to: David Hitchings, Caburn Engineering Ltd, 18 Greenhill, Haywards Heath, West Sussex, RH17 7SQ Thanks Andy, I'll pass all progress on to The Courier readership.

The Hurricane pictured here was snapped at the Kempton Park kit car show last year and is a car I have known for many years, through its original builder, one David English. It has featured in this publication before; the first time on the front cover of the March 1989



edition, that's ten years ago! In April 1991 my register article consisted of an account of the build of the car by David. I reproduce a precis of that article here (you see how honest I am, I could have got away with this as original

material, I'll never make a professional motoring journalist!):

Building the Hurricane presented no serious problems; it is, basically, quite easy. You remove the Spitfire/GT6 body, do what you want to the running gear, fit the new body and fit out the interior. Somehow I managed

rebuilding the chassis. The remainder was a mixture of building the kit, solving the problems and sorting out the fine details that make a kit car look and drive like a proper car.

The body was collected from Robin Vincent (the designer of the Hurricane) in April 1987. The next few weeks were spent drilling a number of holes in a very large, expensive chunk of fibreglass. Everything fits in the same place as the Spitfire. Pedals, wiper motor, heater valve etc., transfer straight across. After all the holes have been drilled and everything has been fitted everything is taken off again so the body can be painted. This was done by a professional; it has to be the best you can afford because it will make or break the final appearance of the car.

When the body came back from the paint shop I bolted it down to the chassis permanently (plenty of rubber strip between the two) and started refitting all the components. The build manual sets out a reasonable order to put everything together and reduces the chances of forgetting anything that may have to go behind, or under, something else. The only main item that fits in a different place to the Spitfire is the battery, which, ideally, goes in the boot. At this point I fitted a battery master switch next to the fuse box to make disconnecting the battery for servicing etc., a lot easier. The last big job was trimming the interior. This wasn't particularly difficult, just time consuming, but it is worth taking the time over it to get it right, little details can make a big difference. I found that tins of spray adhesive were great for carpets and leathercloth. A sharp bladed Stanley knife was absolutely indispensable.

However, the burr walnut dashboard does help the overall appearance somewhat. I finally finished the car on the 23rd October 1987.

David drove his Hurricane for many thousand miles and attended many club and other car shows. I knew he had sold the car and it is good to see that it is still on the road and in fine fettle a dozen years after its construction. I make one comment on the build sequence David describes: gluing carpets to the floor is probably the easy option but if you plan to keep your kit car after you have finished it, and drive it, I recommend you arrange for the carpets to be removable. They will get wet and will need to dry out.

to spend 400 hours and almost £6500 working my way through this short list. For an idea of the time scale involved in the build, that 400 hours was spread over 9 months. A quarter of it was spent stripping, reconditioning and





# On the Carpet

By Brett Dennis

## Fuel additive update

**W**ell, I have been using the Wynns additive for unleaded petrol now for two

quality premium (the only difference I could find is in the price). I have been using 100 mls of additive to £15 of petrol. Sometimes I have forgotten to add it, lucky the additive has a memory value just like 4-Star. From the start of using additive I have noticed no difference in performance, starting or temperature of the coolant. The valve clearances and compression have stayed the same. But on the removal of the spark plugs I have noticed that they are no longer a mushroom colour but a rusty red, which must be due to the additive. Measuring 100 mls can be a bit of a problem as the



A nice MKII at Stafford 1998

and a half thousand miles so I thought I would give you an up-date.

Before using the additive, all valve rocker clearances were checked and compression tests carried out. These were checked again at a thousand mile intervals. I have been using all types of unleaded fuel, from cheap and nasty Superstore unleaded to top

bottle is of a solid colour with no measuring marks down the side. I have been informed by Wynns that a clear side stripe running down the length of the bottle with measuring marks cannot be manufactured into the bottle because the light affects the liquid and will make the bottle expand. In Canada Wynns tried a bottle which had a measuring device built into the neck but was withdrawn as drivers had trouble getting the additive in some makes of cars filler necks. I wonder if that would have included the Spitfire as the filler neck is vertical? My supply of additive with octane booster is nearly finished but I also have a box of additive without octane booster, so I will use this and see what happens. Here is a portion of a letter written by Mike Allen:

"Unleaded fuel has a much lower flashpoint than leaded petrol and, once Alight, is far more difficult to put out. Compare the number of car fires there were before unleaded fuel was widely available to today's tally. Both the fire service and the Government know what the problem is but daren't say so because of the environmental lobby. The stuff is lethal and should be banned."



## Goodbye old carpets

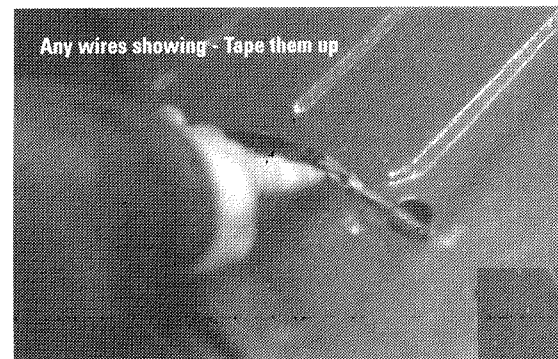
## Carpet Fitting

Fitting new carpets to a fresh

are unsure, I suggest a trip to a Triumph show and check out

fitted. I personally do not like carpet sets that have heel mats sewn into them - these never look right and Triumph never fitted them.

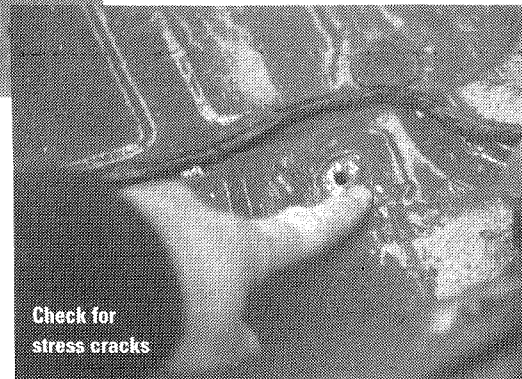
Before any new carpet can be fitted, the seats and old carpet must be removed. Clean out any dirt that is remaining and start with a visual check of the floor pans. Look for any signs of rust, stress, cracks around the seat runner mountings, missing tape around the wiring loom, all the grommets are fitted and that the



Any wires showing - Tape them up

restoration or a sound car with tatty old ones can make a nice change from doing grubby mechanical work. But what type of carpet do you buy? Expensive moulded carpets with their excellent fit or quality stitched type, which are easier on the pocket? If you

all the Spitfire interiors including later cars as the carpets are the same. Have a chat with the owners and ask them for their opinion on the set they have



Check for stress cracks





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Driveshaft long/short	£55.00
Front vertical link Spitfire	£52.00
Top ball joint	£10.50
Track rod end	£7.50
Anti roll bar link	£11.50
Front suspension nut/block kit	£15.00
Rear suspension nut/bolt kit	£15.00
Front shock absorber	£22.00
Rear shock absorber	£18.00
Rear wheel bearing roto	£16.00
Rear wheel bearing UNIPART	£19.50
Rear leaf spring MkIV/1500	£65.00
Rear leaf spring Spitfire I, II, III	£59.00
Rear leaf spring Herald	£75.00
Rear leaf spring spring Vit MkII	£75.00

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Steering column bush	£5.95
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<b>BODY PANELS SPITFIRE/GT6</b>	
Heritage Spitfire bonnet	£520.00
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Front wing Spitfire/GT6 III	£41.00
Inner outer arch Spitfire/GT6 III	£26.00
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Rear wing Spitfire I, II, III	£72.00
Rear wing MkIV/1500/GT6	£125.00
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Rear inner outer arch	£34.00
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Doorskin Vitesse/Herald	£44.00
Rear wing Vitesse/Herald	£78.00
Rear quarter valance	N.A
Rear valance Herald/Vitesse	£39.00
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Door step repair	£8.00
D. plate bonnet	£8.95

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Double Duck hood Herald/Vitesse	£145.00
Vynide hood Spitfire	£89.00
Double Duck hood Spitfire	£135.00
Seat covering kit Spitfire/GT6	£139.00
Seat covering kit Herald/Vitesse	£129.00

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Moulded carpet set, GT6	£220.00
Moulded carpet set, Herald/Vitesse	£130.00
Glove box Spitfire/GT6	£11.00
All other interior trim available.	

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Screen seal Spitfire I, II, III	£18.00
Screen seal MkIV/1500/GT6	£18.00
P seal on A post	£3.00
GT6 roof seal MkII/II	£18.50
GT6 rear screen seal	£21.00
Lower screen seal Spitfire I,II, III	£12.00
Header rail seal Spitfire	£7.00
Outer weather strip Spitfire/GT6	8.00
Inner weather strip Spitfire/GT6	£4.00
Bonnet scuttle seal	£4.50
Door check strap seal	£2.25
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Spitfire Furlflex seal	£12.00
GT6 Furlflex seal	£19.00
Front valance seal Spitfire III	£1.10
Front quarter valance seal MkIV/1500	£2.20
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Handbrake gaiter Spitfire I, II, III, IV	£7.50
Master cylinder boot	£2.50

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Rear screen seal Herald/Vitesse	£21.00
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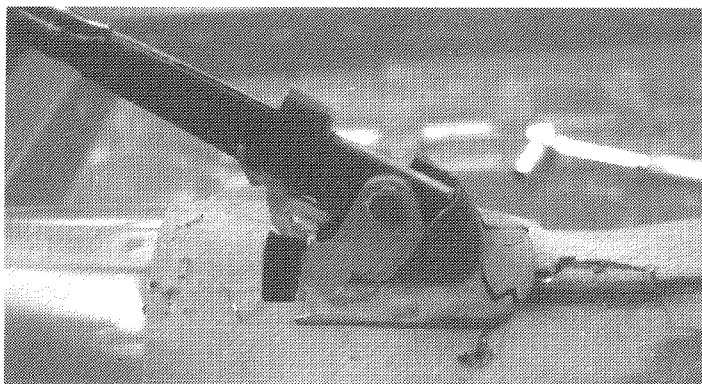
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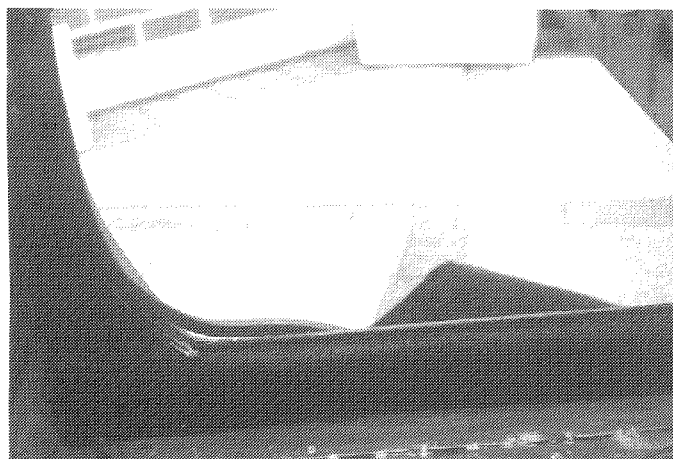
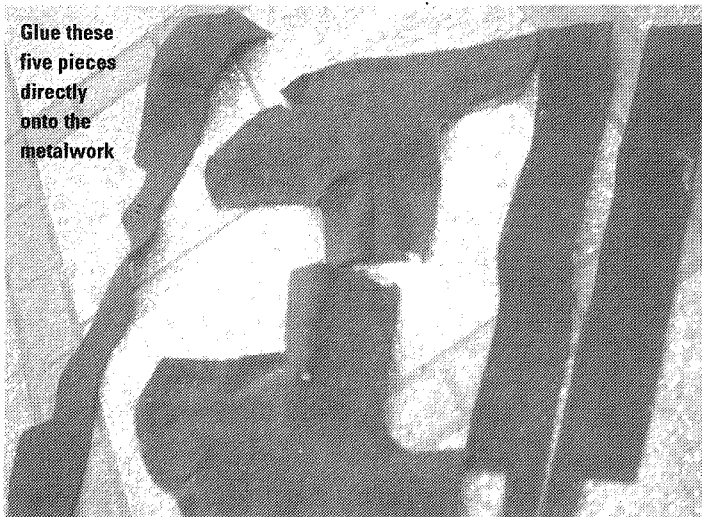




**Does your handbrake gaitor look like this? Note correct angle of Handbrake in the on position**

seat belt outer anchorage points are sound. If any of the old carpet is wet, then water is entering the cockpit. This must be rectified first. I covered this topic last month and in the December 1998 Courier. Also if your handbrake rubber cover is torn or missing, then this must be renewed. Do not attempt to glue the gaitor to the cardboard as this does not work too well. Instead, using a strong staple gun over a piece of polystyrene, staple the flange to the

**Glue these five pieces directly onto the metalwork**



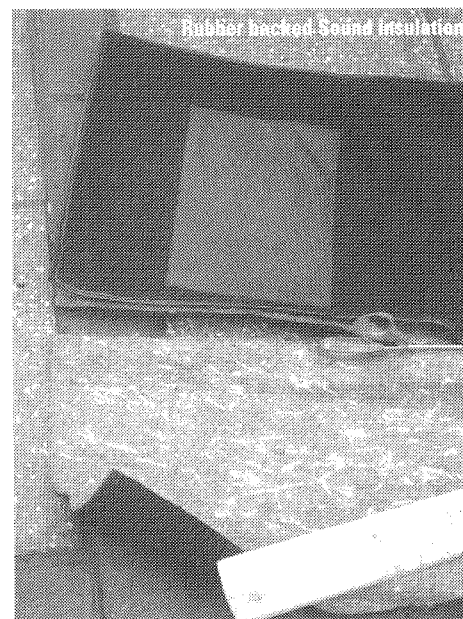
**Direct glueing of Inner Sill carpet piece**

cardboard; turn over and bend staples flat for that authentic factory fitted look.

Triumph were very mean with their sound deadening material and remanufactured carpets do not have any. Sound insulation is a must in my view, especially if sporty twin exhausts have been fitted. You can either buy it in large squares, loose or rolled. Ready cut kits are also available but I like to keep the cost down and

cut my own. Any good motor factors, Triumph specialist or autojumble should stock it. Don't forget to buy a large tin of trimmers spray adhesive.

There are five pieces of carpet that should be glued straight to the bodyside without any sound deadening. These are the sills, A-posts and rear heel

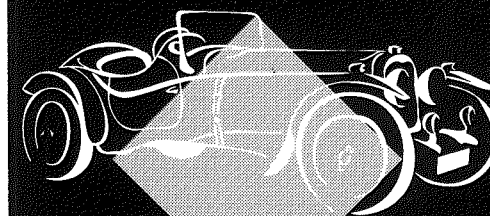


board. Trial fit the carpet first to see if any minor alterations are required. Once happy with the fit, spray glue on both surfaces, wait for it to go tacky and press firmly together. The sill and A-post carpet should be glued onto the door seal flange. Also the lower B-post trim screws will have to be removed to tuck the carpet neatly underneath.

Next trial fit the gearbox carpet. How tight is the fit? Is there any room to add insulation? I usually just stick two squares on either side of the cover and behind the radio consul position. Remember, if the consul is a tight fit onto the gearbox cover with sound insulation as well, you will have trouble fitting it properly! Use a sharp screwdriver etc. to put small holes into the carpet where the lower console feet bolt to the Spitfire chassis. Remove carpet and make 3/4" holes where the bolts go through the carpet. A punch can be made from any old piece of steel or copper pipe with one end sharpened. Do not try to get away with just cutting a cross into the carpet as it can get tangled with the bolt and strip the threads out as you tighten the bolts. If you have a MKIII, don't forget to fit the chrome ferrule to the gearlever gaiter. Refit the carpet and check fit around foot rest.

Now for the main carpet: Sound insulation can be

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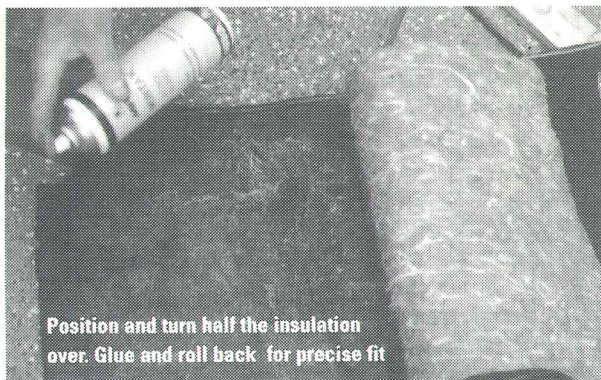
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Position and turn half the insulation over. Glue and roll back for precise fit

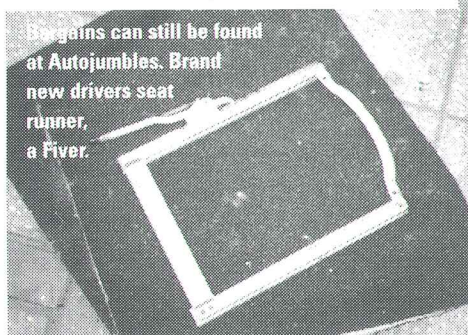
lation to both carpets. If you wish to use the quicker and easier method of fastener, as shown in the photos but still using Durodot fasteners, fit to the floor and bulkhead of your Spitfire.

Purchase ten or so sockets complete with metal rings. Trial fit carpet, position and fix sockets in the correct position. Then cut insulation to size but going around sockets and glue. Refit footwell carpets making sure the driver's side does not foul the steering shaft or any of the foot pedals as this could

fitted to the whole of this area, except for the front box sections. With stitched carpets, I find it better to cut three sections of insulation using the seam lines as a pattern. This is to help the carpet lay over the propshaft tunnel. Glue as before then trial fit. Once happy with position, use the sharp screwdriver etc.

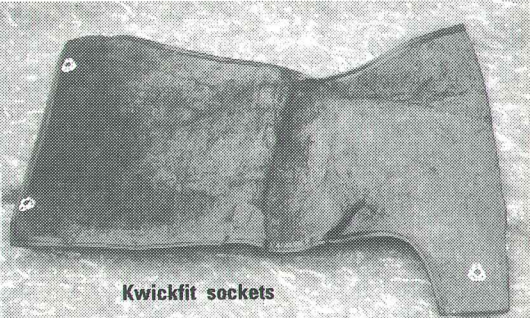
be potentially lethal.

Stitched carpets do not come with the special plastic



to find the seat runner mountings. This is easily achieved by pushing the screwdriver up through the nut underneath the floor. Don't forget the four seat belt mounting holes. Remove carpet and use the hole punch as before.

Both front footwell carpets and front edges of the main carpet were originally secured to the floor by rivets which I covered in the July 1996 edition of The Courier. If you are going to use this method, then cut and glue sound insu-



Kwickfit sockets

moulding for keeping the rear parcel shelf carpet fitted to the rear heelboard. You will have to re-use the original, either glue it to your new carpet or get it sewn on by a trimmer. Sound insulation can also be added to this.

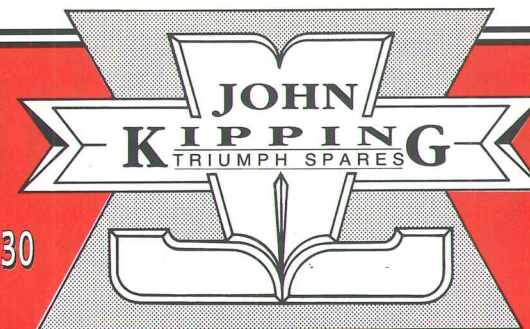
Refit seatbelts and seats and go for a drive and listen to the difference.

**That looks better!**



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# Tables

By Bob Westgarth

## Welcome back to the Early Herald Register

I have finally managed to get my computer repaired with the help of friends and colleagues from my own local car club who were willing to donate components and time to provide me with the facilities that the TSSC could not help with. As a result of these repairs I am now also connected to the Internet and can be E-mailed if you have the facility to do so.

Those of you who have sent in IVR forms for your cars and who are expecting a reply will now get one in the next few weeks, as I can now get printouts of the reply letters and can gain access to the reg-

istration data. If you have not sent an IVR then now is the time to do it. It only takes a few of minutes of your time and you will be helping your club gather vital information about the numbers and models of our cars still around. At this point I must thank Dave Briscoe who is currently entering the IVR data on my behalf. Without his help I would not be able to continue with the records. This is not due to a lack of commitment on my side but simply due to lack of time caused by trying to refurbish an old cottage while living in it, restoring my wife's Spitfire 1500, and getting my other classics ready for the show season.

As many of you will remember I have a desperate yearning to

own a Herald Coupe, indeed I had found what was potentially an ideal car and was negotiating to buy it, but even this has now been put on indefinite hold while the house receives all my spare time, and cash.

Talking of the coming season, as this is the 40th anniversary of the Herald we are putting on a display at Stafford as a celebration. We want as many different models and colours of Herald as possible in the main hall on Saturday. To do this we will be displaying cars in all the different conditions varying from concours to the daily driver in need of tidying (I think my own car comes into the latter category). If you want to display your car please contact me at the address or phone number in the back of

WHEEL STYLE	YEARS	VEHICLES (Fig 1)
3.5 inch Big Slot (Pennant)	1959-?	948, 1200?
3.5 inch Big Slot	1959-1964	948, 1200 Saloon and Convertible
3.5 inch Big Slot HD	1961-1964	1200 Estate and Courier to GA86625 Optional on Herald 1200
4.5 inch Big Slot	1962-1964	1200 Estate and Courier from GA86626
3.5 inch Small Slot	1965-1971	1200 Saloon and Convertible
4.5 inch Small Slot	1965-1971	1200 Estate

the Courier. I will require confirmation in writing that you intend to display your car along with details of the model, colour and trim. If you can send an sae I will then send details nearer the date giving you times of access to the hall and any other information you may need. If you have already contacted me and not yet written to confirm your intention please do so now as the sooner I have your details the sooner I can begin to arrange the display. I have had quite a number of phone calls but currently have only a couple of definite cars for the anniversary display.

In my last article I wrote about the various styles and sizes of wheels fitted to Heralds. As a result I had a letter from Bill Davies in which he listed all the variations he had come across, several of which I had not mentioned. I have reproduced a table from his letter below. (Fig 1). It never ceases to amaze me how knowledgeable Herald owners are when it comes to these types of items, indeed it is obvious that some of you know more than I do. Feel free to send any snippets of information to me for inclusion in these pages, and if you think that I have made a mistake then let me know. I am not infallible and would welcome the feedback.

While I am in the mood for

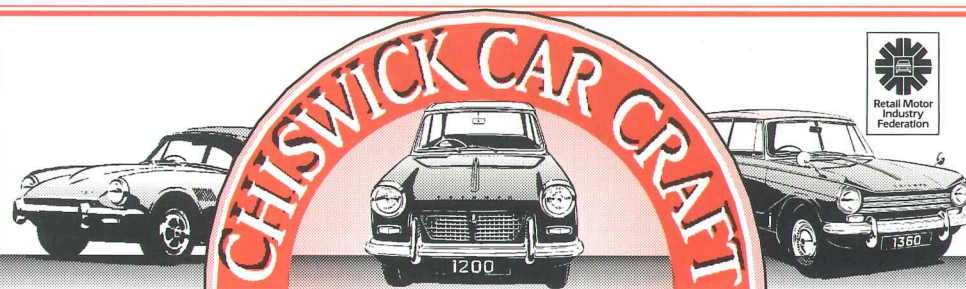
providing lists and tables here is a table I have made showing Models and Commission numbers etc for our cars.

Model	date	No. Built	Com. No.	Body	Engine	Gear	Diff
948 Saloon & S	3/59-6/61	7686000	G		G	G	G
948 Saloon TC	3/59-6/61		GY		Y	G	Y
948 Coupe	3/59-6/61	15153	Y		Y	G	Y
948 Conv.	3/60-6/61	8262	Y		Y	G	Y
1200 Sal.	2/61-6/70	201142	GA1DL	1GAT	GA1 then GD110001 (Feb 68)	GA1	GA1
1200 Coupe	2/61-10/64	5319	GA1CP	1YAT	GA1	GA1	GA1
1200 Convertible	2/61-9/67	43295	GA	1RAT	GA1	GA1	GA1
1200 Estate	3/61-9/67	39819	GA	1EAT	GA1	GA1	GA1
Courier	2/62-10/64	4600	GA	80001 GVB	GA80001	GA8 0001	GA8 0001
12/50	12/62-8/67	53267	GD	1GDT/ GATR	GD1	GA	GA/ GE

It does not, unfortunately, include details of export models or foreign built cars. If you have this information I would be interested to hear from you. It may help you when filling out the IVR form or when searching for a replacement engine or box. Some detail can come in handy when buying a car. I was once offered a Spitfire which the owner believed to be a 1300 Mk4 only to find that the engine was in fact from a Herald 1200, and had been fitted with twin carbs.

That's about all for this month but look out for a return to regular pages in this magazine. If you wish to contact me my address and phone number are in the back of the Courier. I can also be E-mailed at [herald1200@lycosmial.com](mailto:herald1200@lycosmial.com) But don't expect an instant reply to queries. I still have to research most of my replies. 'Till next month, take care and enjoy your Herald.





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STANPART Trunnion	£14.04
Front Spring (standard OR uprated)	£14.68
Top ball joint (all models)	£11.69
Front Trunnion kit (all models)	£4.64
Front vertical link (state model)	£49.29
Anti Roll Bar Links	£11.69
Front Shock Absorbers (state model)	£21.09
Steering Rack (exchange)	£41.06
Front Wishbone Bush/Rear Tie Rod Bush	£11.12

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

ROTOFLEX SUSPENSION	
214623 Inner Driveshaft	£88.12
152273 Rotoflex Coupling with Bolts Original Genuine	£42.24
149051 Rear Hub	£58.69
212867 Inner Flange	£25.26
214514 Outer Flange	£58.69
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High spec any Herald or Spitfire	£699.00
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Caliper Seal Kit Type 14 (late Spit/Her)	£7.25
Caliper Seal Kit Type 16 P/B (Vlt/GT6, state chassis no)	£10.51

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Spit/GT6 Quarter Valance Teel	£46.94
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# Questions & Answers

By Carl Heinlein

These questions come from letters or telephone calls I have received.

If you have a problem, the quickest way for me to help is by telephone (6-7pm) and

your question is as likely to get in these pages as if you had written. In addition, you will get my best attempt at an answer in seconds rather than weeks (or months sometimes!!).

Carl Heinlein

**Q** 'For years I have had problems with the clutch on my car. The clutch would only just disengage at the bottom of the pedal's stroke but if you stripped it all down, the parts look fine. My local BL garage tried to fix it and it got better for a while but I have now stripped it down again to fix it properly. I have bought a complete new clutch kit, master and slave cylinder, new pipework and new DOT4 fluid.

\*Firstly, I notice that when tightening down the pressure plate the diaphragm spring flattens out, the centre 'fingers' moving towards the engine and away from the release bearing.

\* I used a clutch alignment tool

to centre the friction plate and the gearbox went straight on to engine with no problem. I fitted the cylinder and bled the system.

\* However, I still don't have a good clutch. There seems to be pressure in the pipe but when it gets down it seems to come up to a steel block that won't go any further. Looking through the gap in the bellhousing next to the cylinder the release lever seems to move only about 1/2".

K W Booth

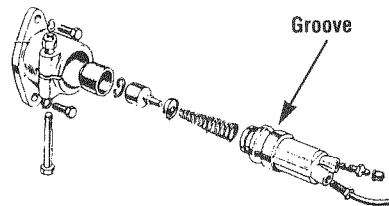
**A** From your letter I think that it must be a 4-cylinder car. Here's a few suggestions;

1. The diaphragm spring in the pressure plate does straighten out as you bolt it up to the flywheel. This is normal and is simply the spring flexing about its pivot points in the cover itself.

2. The clutch slave cylinder is clamped in to a mounting block on the side of the bellhousing by a pinch bolt. This bolt lines up with a slot or groove on the slave cylinder. This is correct.

Sometimes you can see slave cylinders where somebody has filed another groove further back on the cylinder to try and push it further towards the release lever. This makes absolutely no difference because all that happens is that the piston in the bore moves further back .... if there is the room. If there isn't enough room there will be a constant 'push' on the clutch lever and the life of the release bearing and friction plate will be reduced.

3. It sounds to me like the geometry of the release lever has changed because the pivot pin has dropped out. Referring to the diagram, the pivot pin is held in the release lever by a tolerance ring (it looks like a crinkley tube). The grip on the pin by the tolerance ring can give up if the bushes in the bellhousing become dry or worn and the pin drops down onto the road. The lever then pushes back on to the bellhousing and the geometry of



the release lever changes. A short term fix is to drop a long 5/16" bolt down from the top of the bellhousing going through the release lever. In the end though, you'll need to renew the bushes in the bellhousing, and also the tolerance ring and the pivot pin itself.

4. Hydraulically, the common mistake on the Herald and Spitfire

clutch is to fit the slave cylinder upside down. The pipe should feed in to the lower port, leaving the bleed screw uppermost, allowing the rising air to be bled out.

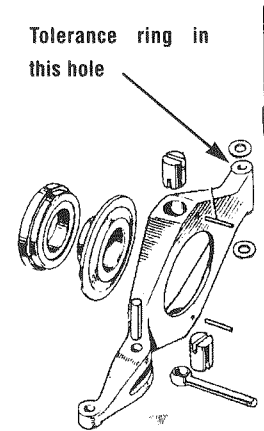
**Q** "I already have a Vitesse MkII and have recently purchased a Herald as a 'daily driver' and have now used it for a couple of weeks and am thoroughly enjoying it. However, I am experiencing vibration from the propshaft, it is a 'strap-drive' type and reading John Kipping's catalogue there appear to be a number of problems which can cause this. Can I change this to a sliding joint propshaft, if so, what is involved? I have all the bits to convert my Vitesse to a D-type overdrive; can I utilise the non-OD gearbox and propshaft on my Herald?

The alternative would be to replace the existing set-up on the Herald with a replacement gearbox, overdrive and propshaft, in this case what would you recommend I should go for?

Mitchell Taylor

**A** Some comments which may help;

1. You can use a sliding joint propshaft but there is not one that is a straight fit to your car and you would have to get a propshaft repair/building company to do one for you. Be careful here because the sliding joint propshafts also wear on the spline and



you will be unable to balance a worn one. If you want to solve the problem of a vibrating propshaft once and for all you can either get a new replacement (Speedy Spares in Brighton 01273 417889 used to have a small supply of Herald props) or get a prop company to build you a new prop of the correct length using a CV/sliding joint as used on late Spitfires and Dolomites, as recommended by John Kippings.

2. The Non-Overdrive Vitesse propshaft can be used on a Herald overdrive conversion but you need to be careful of the size of the UJ-yokes on its ends. "The Herald (and Spitfire I-III) used a smaller diameter yoke with 5/16" bolts (with 1/2" AF nuts) than the Vitesse (and GT6 and Spitfire 4/1500) which used a larger diameter and stronger yoke with 3/8" bolts (with 9/16" AF nuts). As such, you would need to change the rearmost yoke for a smaller one from the Herald propshaft. Theoretically, you will need to rebalance the propshaft after doing this but you may get away with it (I have once but you must use new UJs). In addition, check that the yokes are in-line with each other when you look down the prop (NOT at 90 degrees to each other).

3. The easiest overdrive conversion gearbox for the Herald is the 3-rail gearbox with either 3-gear synchro MkI - III Spitfire) or 4-gear (Mk4 Spitfire). All of the clutch can remain the same and the gearlever comes out in precisely the same place. All overdrive versions of the box will have a D-type overdrive (except some late Mk4 Spitfire boxes which had a stronger and better J-type) and you will be able to use the overdrive gearbox mounting plate and rubber mount from the Spitfire. With the MkI-III gearboxes you will need a small yoke on the gearbox-end of the prop, large yoke for the Mk4.





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P seal on windscreen frame	£3.82
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Hood header rail seal, front	£6.99
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Door skin to door glass inner weatherstrip	£3.53
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Rear windscreen rubber, saloon	£23.50
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### 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
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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
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Front valance seal, SPITFIRE IV/1500, GT6 III	£2.35
Gear lever gaiter, SPITFIRE (ALL), GT6 (ALL)	£8.81
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Bonnet stop cone. Upgraded, longer lasting, pair	£9.99
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Tailgate aperture seal, GT6	£9.99
Tailgate glass seal, GT6	£22.33
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7" headlamp seal SPIT/GT6 £3.53

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Door cam lock r/h HERALD/VITESSE	£32.90
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Outer door handles (matched pair) black or chrome, SPIT IV/1500, GT6 III (includes lock barrels)	£81.08
Matched pair of door lock barrels, SPITFIRE II, III, GT6 I, II	£16.45
Matched pair door lock barrels, SPITFIRE IV/1500, GT6 III	£16.44
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Inner door handle chrome bezel SPITFIRE IV/1500, GT6 III	£8.23
Window winder handles and inner door opening handles, all models - please state model	£6.76
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B post strikers, less slider, HERALD/VITESSE, pair	£25.85
Boot 'T' handle and keys HER, VIT, SPIT I, II, III	£15.28
Boot lock assembly SPITFIRE IV/1500	£15.28
Tailgate handle and lock assembly GT6 I, II	£15.98
Tailgate handle and lock assembly GT6 III	£15.98
Boot latch/striker assy. SPIT IV/1500, GT6 (ALL)	£9.98
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Door mirror (black or chrome), SPITFIRE IV/1500, GT6 III	£18.50
Bonnet lock kit (pairs) all models	£12.93
Bonnet catch assy. all models	£21.15
Steering column lock assy. SPITFIRE IV/1500, GT6 III	£35.19
Ignition barrel and keys SPITFIRE I, II, III, HER, VIT, GT6 I	£5.99
Ignition barrel and keys as above HIGHER SECURITY	£9.40
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Full lock set as above with paired bonnet locks	£34.66
Matched lock set SPITFIRE I, door, boot & ignition locks	£19.98
Full lock set as above with paired bonnet locks	£27.03
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Full lock set, HERALD/VITESSE, door, boot, ign., c/box, bonnet locks	£47.00
Cubby box lock assy., HERALD, VITESSE	£9.40
Rear overdrive HERALD, VITESSE, fully pressed (each)	£34.08
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Chrome w/screen washer jet, complete ass., original SPIT/GT6 £4.11

Chrome w/screen washer jet, complete ass., original, HER/VIT £4.99

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Windscreen frame alloy capping Spitfire £39.95

Rubber bumper set HERALD £105.75

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Rear bumper, SPIT IV/GT6-III (EXCHANGE) £176.25

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Rear centre valance, VITESSE, original pressing	£51.70
Rear centre valance, HERALD, original pressing	£55.23

### PANELS - SPITFIRE/GT6

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Heelboard panel	£24.68
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ALL CHASSIS AND OTHER PANELS STOCKED PLEASE RING

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Rear shock absorbers (inc. bushes) all models	£19.98
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Rear full wheel bearing kit, non rotolux models	£16.45
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Glove box, SPITFIRE, GT6, each	£16.98
Pair of sun visors SPIT IV/1500, GT6 III	£31.14
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# Concours

By Sue Bagshaw

**"My entry into the amazing world of Concours was NOT intended"**

**M**y love for all things Triumph, motorbikes as well as cars, began for me, at any early age but to own a GT6 MkII, my dream car, was something I had to wait nearly 30 years for!! I loved and still do, the wonderful Michelotti design and, not only was this a beautiful little car but it also contained a superb straight six engine! What more could I ask? Well, to actually own this car. One day, purely by chance, I found one, I'd been looking for years and the owner agreed to sell it to me for £200. That was in 1985. Well, it couldn't be driven but what did that matter?

I was the proud owner of a GT6 MkII which had also been registered in Norfolk, my home county. LEX 478H was with me for 8 years before anything could be done about restoration. At last, in 1992, I had my

dream car on the road. I don't need to tell you how that feels, many of you have been there too. Good enough to show, I was told. So, that's how it started. You may have seen the little white GT6 at Stafford and other shows and will understand when I say that it takes a lot of work to compete in concours competitions. I had to be convinced that my GT6 should enter, after all, I'd only wanted the car to drive. However, I am glad I was persuaded, words cannot

people who have always been prepared to give support and encouragement as well as a lot of help.

I genuinely believe that concours competitions have played an enormous part in keeping our cars 'alive and well'. The 21st Anniversary display of past winners was amazing. Some of those cars won prizes in the early eighties and are still in exceptional condition, some being used on a daily basis. Entering concours certainly encourages



describe how wonderful it is to see a car in such super condition. We truly have had some fantastic experiences together, nerve-wracking too! More importantly, though, we've got to know some super

you to keep your car in good condition. Also, without doubt, the door opens to all sorts of opportunities and experiences. Try it and see, I'm glad I did. See you at Stafford??

Sue and Angie

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The Government has stated that leaded fuel will be unavailable at the start of the year 2000, which will obviously present a problem to owners of all Triumphs.

The following unleaded heads will be available with a 6 month unlimited mileage guarantee.

Supplied by a well established and knowledgeable, Heritage approved company, to ensure that quality and reliability standards are met.

### STANDARD SPECIFICATION UNLEADED HEADS

HER 1200 SPIT MK1/2/3 BOND  
**£205.00 inc VAT** plus £60.00 surcharge  
 HER 13/60SPIT MK4/1500  
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quality valves, new valve springs, and modified valve guides to increase lubrication and extend life.

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### STAGE TWO MODIFIED UNLEADED HEADS

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**£385.00 inc VAT** plus £60.00 surcharge  
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**£385.00 inc VAT** plus £40.00 surcharge  
 VIT Mk1/2 GT6 MK1/2/3 BOND  
**£575.00 inc VAT** plus £120.00 surcharge

Please note due to the higher temperatures generated with a modified head it is essential that the cooling system of your car is capable of coping with these higher temperatures. The fitment of a full width radiator on Spitfires is recommended, as is the fitment of an additional cooling fan on all other models. The fitment of an oil cooler is also recommended.

**CARRIAGE £20.00 per head.** This includes collection of your old head. BOTH TYPES OF HEAD ARE AVAILABLE ON AN EXCHANGE BASIS. SURCHARGES ARE LISTED NEXT TO EACH APPLICATION AND ARE REFUNDABLE ON THE SUBSEQUENT RETURN OF YOUR OLD HEAD WHICH MUST BE SUITABLE FOR RECONDITIONING.

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# Handley

By Derek Giles

This month Two Heralds  
for the price of one

of HALIFAX, posing with  
another more expensive,  
thirstier and more difficult to  
park Herald, (built by

Bob tells me the picture was  
taken at the YORKSHIRE AIR  
MUSEUM, at ELVINGTON near  
YORK. A Great Day Out by all



**T**he first Club car to  
feature this month  
FWX 450J, is the  
white soft-top of  
BOB and BRENDA WODDINGTON

HANDLEY PAGE) PAPA  
NOVEMBER in all it's GLORY. I  
wouldn't fancy doing a De-  
Coke on any of those engines  
in a weekend:

accounts and a really friendly  
place to boot. The local Area  
have been there on a few  
occasions and always had a  
great time: BOB also tells me in

very few words  
(perhaps in detail  
at a later date,  
when he puts pen  
to paper again) of  
a trip to  
BRIGHTON in  
SUSSEX that took  
5 days; (I know  
traffic is bad in  
the South East  
but 5 days?)  
which left him



# HERALD

with BURNING memories, the  
engine caught FIRE and  
caused the delay, but they  
seemed to enjoy the seaside all  
the same; is the beach still all  
pebbles I wonder? (not  
conducive to a good nights  
sleep I seem to recall from my  
60s youth, the back of my  
948S was just as bad).  
NOSTALGIA is a FUNNY thing.

The second car is MARK  
DUDRIGE's Signal Red soft top  
seen in service as a Wedding  
car for a friend a couple of  
years ago when we used to get  
that BIG YELLOW thing (the  
Sun?) in our skies to make us  
all feel great. Mark got the car  
in June '96 with some limited  
history. It was used as a  
second car for about 10 years  
before Mark got it, only doing  
some 200+ miles a year during  
that period. It also came with a  
pile of parts from a Saloon,  
which are now stored in his  
attic; big attic/strong rafters?  
who knows? This is Mark's  
first foray into classic cars and  
say's that without the backup  
of the CLUB he would not have  
dared get one. To me that's  
what we are about.

**-13/60 REGISTER FOOD FOR  
THOUGHT:** What do you call a  
group of our cars (all the same  
colour)? This question crossed

my mind when I saw this picture of some at Stafford '96. My own offering is:

**A SPICE RACK OF SAFFRON SMARTIES:**



I wonder what ideas you might have? for BLUE, RED, WHITE, or any other colours.  
If you have any thoughts on this drop me a line and I will put then into print. The  
funnier the better, life's too boring to be serious all the time. The only thing I know  
about any of the cars in this photo is that the CENTRE one belongs to NEV CARR  
the AVON Area Organiser (he gave me the photo). This was accompanied by his  
long awaited IVR, which turned out to be a less than comprehensive note on the  
back of a TESCO shopping list. I don't think I would trust him to do my shopping:-  
(Poor old NEV he does seem to get a lot of exposure In the mag). All good fun really  
as he is a GREAT person: Keep up the good work NEV. There is little to tell about  
WLG 342J (you even forgot to put the reg. on the list NEV) apart from the fitment  
of LUCAS twin reverse lamps as an addition to the rear and the few mods NEV has  
done so far. They are as follows, Navy Blue Hood, 4 Branch manifolds, Twin 1 1/2  
SUs (did you get them tuned O.K.) which did cause some head scratching, Vitesse  
bumpers and a 13" steering wheel. The other mods planned by NEV could be inter-  
esting if he can't get the MIG WELDER to to stop burning holes in things: AIRTEX  
doors could be next:- (it's the typewriter doing this not, ME NEV): I wouldn't dream  
of taking the MICK:

**S.E.M. reminder:** Those of you who are going to S.E.M. at Leatherhead on MAY 8th  
and 9th may like to know that I will be there from lunchtime on Saturday 'til the  
close on Sunday, so If you want to know who I am look out for my Red/ Burgundy  
13/60 RWV 951H it's better looking than me, or the beard and glasses should point  
you towards me if you want to scare the Wife and Kids. Cheers for Now, Derek.





# Model

By Chris Longhurst

## 948 Model Trim & Colour options

**A**pril 1999 sees the 40th Anniversary of the official launch of the Triumph Herald in 948 cc guise. In the October 1998 Courier (220 - page 52) I featured a collection of 1/43rd 1200 Heralds in original Triumph Colours. To celebrate the 40th anniversary of the '948' I have put together a collection of saloon cars in 948 monotone colours. The basic procedure for stripping and painting the base model is described in the October 1998 Courier. The main difference is with the bumper sections which are painted in body colour rather than left white. I painted the whole middle (= bumper) section of

the dismantled model. It is very important to use a primer as the centre section is plastic rather than diecast metal and paint adhesion of the top coat is poor if used directly onto the plastic. Use the same primer as the used for the body (I used Halfords grey or white primer) to ensure overall colour matching.

The 948 Herald was found in a number of colours which were not found on the 1200; Alpine Mauve, Targo Purple, Monaco Blue and Coffee (that's coffee as in milky coffee - not one of my favourite colours for a car !!!). Interestingly the pastel colours such as Alpine Mauve, seemed to disappear as car colours in the mid-1960's but I'm sure I've seen something similar (albeit in metallic) on Fords and Protons recently! The Alpine Mauve, Targo Purple and Coffee also have similar coloured interior upholstery rather than the more 'usual' Black, Grey or Matador Red which continued throughout the Herald 948 and 1200 series.

In researching colours and upholstery for the model cars I have put together some Tables listing colours and interior options which may be of interest to others, they are listed below:



### BACK ROW

Pale Yellow (black)   Signal Red (black)   Litchfield Green (red)   Phantom Grey (red)   Sebring White (black)   Powder Blue (black)

### FRONT ROW

Alpine Mauve (Alpine Mauve)   Targo Purple (Targo Purple)   Monaco Blue (Grey)   Coffee (Coffee)   Black (Red)

# Heralds

## MONOTONE 948 COLOURS/TRIM

Colour	Car	In	Alpine Mauve	Targo Purple	Coffee	Black	Matador Red	Phantom Grey
Alpine Mauve	948	Intro-59	X					X
Black	948	Sept-60				X	X	
Coffee	948	Sept-60			X			
Litchfield Green	948	Sept-60					X	X
Monaco Blue	948	Intro-59	X					X (09-60)
Pale Yellow	948	Sept-60				X		
Phantom Grey	948	Sept-60					X	X
Powder Blue	948	Sept-60				X		X
Sebring White	948	Sept-60				X	X	
Signal Red	948	Sept-60				X		X
Targo Purple	948	Intro-59		X				

## 948-S COLOURS/TRIM

Colour	Car	In	Alpine Mauve	Targo Purple	Coffee	Black	Matador Red	Phantom Grey
Black	948 S	Dec-61					X	
Coffee	948 S	Dec-61			X			
Litchfield Green	948 S	Dec-61					X	X
Pale Yellow	948 S	Dec-61				X		
Phantom Grey	948 S	Dec-61					X	X
Powder Blue	948 S	Dec-61						X
Sebring White	948 S	Dec-61				X		
Signal Red	948 S	Dec-61				X		

## DUOTONE 948 COLOURS/TRIM

Colour	Car	In	Alpine Mauve	Targo Purple	Coffee	Black	Matador Red	Phantom Grey
Alpine Mauve/Sebring White	948	Intro-59	X					
Black/Alpine Mauve	948	Intro-59	X					
Black/Sebring White	948	Sept-60						
Coffee/Sebring White	948	Sept-60			X			
Litchfield Green/Sebring White	948	Sept-60					X	X
Monaco Blue/Sebring White	948	Sept-60						X
Pale Yellow/Sebring White	948	Sept-60				X		
Phantom Grey/Sebring White	948	Sept-60					X	X
Powder Blue/Sebring White						X		X
Signal Red/Sebring White	948	Sept-60				X		X
Targo Purple/Sebring White	948	Intro-59		X				





# 6 Wheels

By Guy Singleton

I thought I knew something  
about Equipes -

**W**ell I knew  
that Bond  
made two-  
wheelers,

three-wheelers, four-wheelers  
and even boats but six wheels!

When I first heard of it I  
thought it was a joke and some  
sensible person had put  
wheels on the roof of a three-  
wheeler to save the need to  
right it.

A six-wheel Equipe  
Convertible ..... WOW, what a  
beast, 6 wheels, 4 wheel

steering straight 12 cylinder  
engine, fuel consumption  
around 15 mpg, loves 4-Star!!  
loads of torque. The engine  
consists of two 6's bolted  
together quite tricky to get  
started, and fun to tune - it's  
bad enough trying to balance

genuine Bond production, the  
story goes that Triumph sent  
up a modified chassis

As a joke Bond decided to  
have the last laugh. Looking  
more closely I see that the car  
was first registered on 1 April;  
maybe enough said.

**“... the engine consists of two sixes  
bolted together, quite tricky to get  
started, fun to tune - it's bad enough  
trying to balance twin carbs ...”**

twin carbs. The bonnet has  
been extended, grafting in  
sections from a spare bonnet -  
it needs hydraulic rams to lift it  
(and a tall garage), it's ten feet  
long!! I wondered if it was a

You never know some fool  
might build it!

Now on to more serious  
matters. I have received the  
following article from John  
Miller about his 2 Litre MkII



## on my Wagon

Convertible - it looks good in the photo shown overpage. . .

“I was a student in Chelsea in the mid-60's and Chelsea was the  
place where everything was happening. I saw the 2-litre Coupé  
outside a famous actress's house and it was the most amazing  
looking car out.

I determined to get one and when I qualified, ordered one. At the  
time I remember wondering why anyone should ever buy an MGB  
GT; here was a 4-seater against a 2, a 6-cylinder, 2-litre against a  
4-cylinder 1.6, and it was £36 cheaper (3 weeks wages).

When I collected it, in Winchester Blue, although new, it was in  
an awful state, and I refused to accept it. I took it until the distrib-  
utor got me another one, in Signal Red, about 6 months later and  
by that time the Mk 2 was out with the uprated engine and new rear  
suspension. I had this car for almost 6 years. I loved it and sold it  
to my cousin who had it for 5 years before selling it on and then  
it disappeared.

In 1991 I fancied restoring one and bought a 1969 convertible  
with 94000 on the clock. It has had literally a full restoration.

The body and chassis were separated and the  
chassis was repaired with new outriggers and  
side rails. There was very few 'starring' in the  
bodywork but what there was was cut out and  
regelled. It was of course resprayed; more than  
once on the bonnet where I wasn't satisfied.  
The bumpers and other bits were re-chromed.  
The seats were good but a tear was restitched  
and new diaphragms installed. The hood is  
mohair. It has had the gearbox replaced, a new  
radiator and Kenlow fan. The diff was recon-  
ditioned. The brakes were re-piped and all new  
electrical wiring. New carbs were bought. At  
the last MOT the ball joints were replaced. It  
has a stainless steel exhaust made up specially,  
to look and sound like the original one.

I put in the 3 extra instruments, in the  
dashboard, under the heater/light unit that I



had had put in in 1969.

Over the last winter the engine was taken out and renovated. Big end shells and main bearing shells were replaced as were the thrust washers etc, and the oil pump cleaned out. New piston rings installed.

The head was skimmed and new valves and guides and springs used. New chain etc. The car has given me tremendous fun. It has been on the

sidering selling the car, so if you are interested please contact him on 0181 504 1788.

Over the last week I've been busy underneath my Equipe 2 litre Estate, for some time there has been play on the long rotoflex bolt at the bottom of the linkage, the time had come to sort it out. Sure enough there was wear in the hole though the bottom of the vertical link. I thought of having it sleeved,

**“... This was turned down from a steering column shaft - a genuine STANPART! ...”**

replace the rear spring with a secondhand one I bought at Stoneleigh - thank you Mac. I also changed the diff for a 3.63 ratio for more relaxed cruising. All went together surprisingly well. I hate working on rear suspension! ..... until that is I tried to bleed the brakes - the bleed screw on one of the rear cylinders was seized.



**John Miller's  
2 litre MkII Convertible**

RAC Classic Rally and to several shows, where of course it is nearly always first. It always gathers a crowd round it in London where people try to guess what it is. Time however precludes me from using it more and I just have not got the time to give to it.

**John Miller**

John tells me that he is con-

then came up with a simpler method, the hole was drilled out so that it was true and a long stud made to replace the original bolt. This was turned down from a steering column shaft - all genuine Stanpart! To finish the job the two spacers were drilled out to fit the new stud. Whilst working on the back end of the car I took the opportunity to

I had to remove the cylinder, take out the piston apply gentle heat - movement! In the end all worthwhile no more clunks!!

I hope that by next month I will have my new 2+2 back for rebuilding - I have not seen the car yet, but seem to be acquiring parts, a complete floorpan! anyway more later.

**DID YOU KNOW** 2-litre door skins are available from John Kipping? - £39.

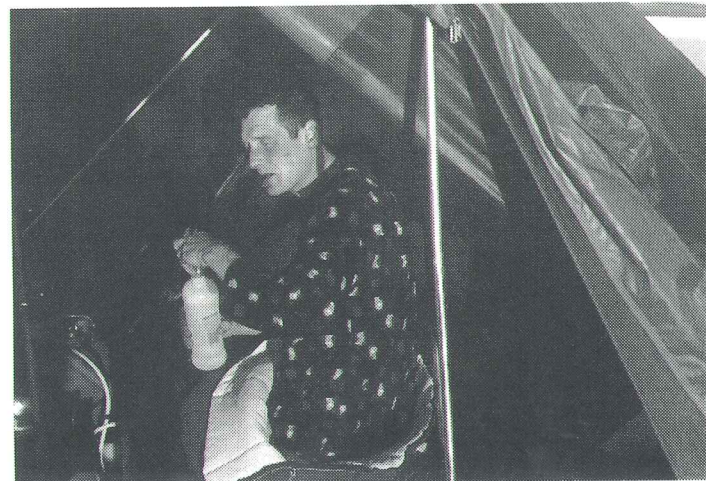


## **SHEPTON MALLET SHOW 6/7 FEBRUARY 1999**

**A**VON AREA were at the Shepton Show in force this year, with 3 cars and a folding caravan, not to mention some hardy campers who braved the weather to promote the Club to anyone who visited the stand.

We had a '59' 948 COUPE in original condition (where does Rob find em?), a Vitesse CONVERTIBLE in fair condition and due for a makeover when the time is right (thanks Gerry), and yours truly's much modified 13/60 soft top. We had more than our fair share of

**Nev and his  
Night attire**



# **Shepton '99**

**By Derek Giles**

punters visit the stand, most of whom wanted to look at Colin's Folding Caravan (and I thought the Caravan Show was later in the year); perhaps we should start a Classic Caravan section at TSSC?

The weather was to say the least a little adverse (hail as big as mothballs - they breed big moths in Somerset). Rain, sleet, sun you name it, we had it! All this and camping as well, who said the Avon Area were Wimps?

We breed real men down here (perhaps that should read IDIOTS). anyway we enjoyed ourselves (I think): At least one of us managed to pitch a tent with more than half of the tent pegs missing - I wonder who.

We also found out that, despite being on a diet, it is possible to eat the most amazing meal you could imagine (a hangman I think It was called), and still find room for the Grasshopper Pie as a sweet, I am not sure where the insects came from but we all know where they went: I don't think the Landlady was too happy though, she muttered something about the Lottery and had a very nice way with words, especially to do with Rowing I think: (ROLLOCKS) I think she said, but perhaps we will never know for sure.

One thing we did learn for certain was that breakfast will never be the same again, the ONLY way to do it in the morning at Shepton is with a CIGAR-PEACH SCHNAPS and BART SIMPSON. The photo shows what all the BEST A.O.s are wearing this year (well our NEV anyway) to BED: Beat that if you can Bruce Oldfield; (more like Vivienne Westwood Nev).

So as can be seen a Great time was had by all and yes we aim to do BETTER NEXT YEAR. IT HELPS TO BE NUTS when you live in SOMERSET:

**Derek Giles**





# TRIUMPHTUNE

All prices include V.A.T @ 17.5% and are subject to change without prior notice.

All Prices Include V.A.T @ 17.5% Note: Prices Subject To Change Without Prior Notice

## Kenlowe Electric Cooling Fans

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

## Lowered Springs



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

From £20.41 each.

## Adjustable Damper s & Conversion Bracket Kits

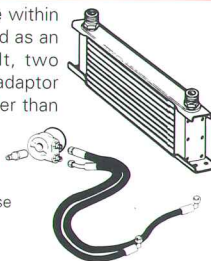
Spax shock absorbers your cars suspension can be set to your exacting requirements, and when combined with our rear conversion brackets, you can improve the ride vastly. Spax Units Spitfire / GT6 / Herald / Vitesse

Front Spax Unit	TT3301	£54.64
Rear Spax Unit	TT3311	£49.94

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

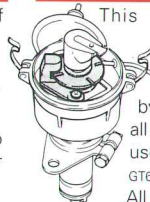
## Oil Cooler Installation kits, Spin on Adaptors and Oil Radiators

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 a 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>£25.03</b>	6 Cylinder

## Newtronic Ignition Kits

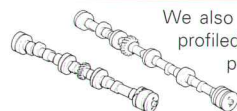


This system which sits inside your distributor unit provides more accurate timing through the use of an optical trigger pick up which is driven by the distributor shaft. The kit contains all fittings and a standard switch unit for use with a 12V coil.

GT6, Spitfire MkII-IV & 1500cc, and Vitesse All Kits

£68.15

## Performance Camshafts

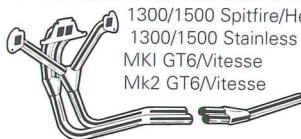


We also have a full range of reground and brand new profiled camshafts ground by Kent Cams to our own profiles, for 4 and 6 cylinder requirements.

For details contact the Richmond branch.

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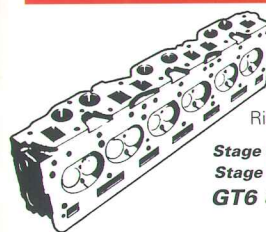
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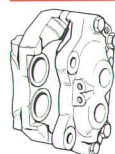
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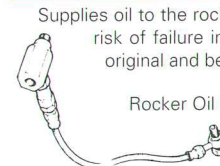
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# V.W. (Valves & Wiring)...

By Mac Reynolds

Hi ... April showers!!



I can't remember when it hasn't been raining ... I don't like this British weather anymore! ... I have a very good friend who is at this very moment in Mexico ... sunburnt! There must be more to life than wind and rain!?? ...

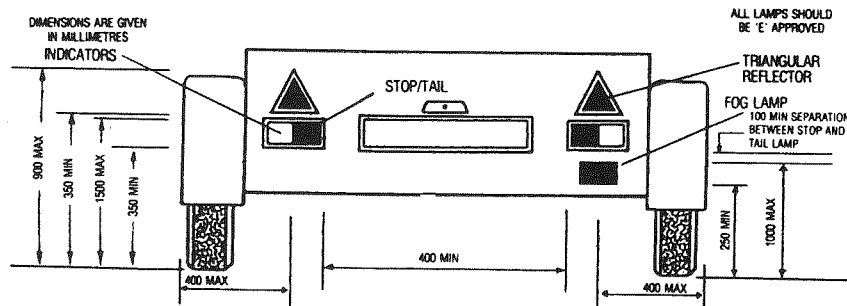
Oh well ... not to get too despondent ... summer is on its way ... (sometime soon I hope) ...

For those of you who have been counting, this is my ...?? number? Register? Who can tell me? First to send a letter to 'Beeny' will get a Club £5 voucher... just to encourage you all to participate and to keep a finger on the pulse as it were.

Firstly a tip-off from a member (13/60 owner ...!): Whatever you do ... if and when you put your beloved Triumph away for the winter ... don't put a plastic sheet over the top of any dust cover you might use ... it acts as a moisture trap, attracts condensation and encourages mildew and damp! You have been warned!!! ...

This next bit of information comes only as a reminder and an encouragement to get your trailer lights correct ... safe ... and

## MOUNTING POSITIONS FOR TRAILER REAR LAMPS AND REFLECTORS



Trailers over 1.3m wide require a rear fog lamp. This should be mounted on the centre line or to the offside of the trailer. Other lamps and reflectors should be isometrically mounted. Trailers over 1.6m wide may require front position lamps. Trailers over 5m long may require side Retro Reflectors and side Marker Lamps. The above information is given as a guide only for full details consult 'The Road Vehicles Lighting Regulations'.

### TRAILER WIRING CODES:

#### 12V normal 7 pin Trailer Lighting Connections:- 12N WIRING CODE

- Pin 1 Yellow - L/H Indicator Lamp
- Pin 2 Blue - Rear Fog Lamps
- Pin 3 White - Earth Return
- Pin 4 Green - R/H Indicator Lamp
- Pin 5 Brown - R/H Tail and No. Plate Lamp
- Pin 6 Red - Stop Lamps
- Pin 7 Black - L/H Tail and No. Plate Lamp

#### 12v SUPPLEMENTARY 7 pin Caravan Connections:- 12S WIRING CODE

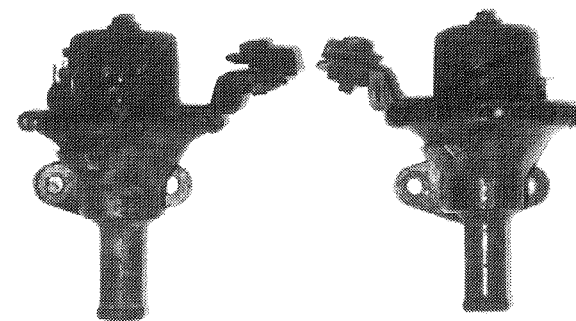
- Pin 1 Yellow - Reversing Lamps
- Pin 2 Blue - Battery Charging
- Pin 3 White - Earth Return
- Pin 4 Green - Power Supply
- Pin 5 Brown - Sensing Device
- Pin 6 Red - Fridge
- Pin 7 Black - Spare

legal! It came about due to the fact that I have just re-wired a trailer board, and bought a ball hitch cover and this diagram was printed on the packaging ... I thought it interesting enough to pass on ... I'm sure that if you need any more detailed information either Mike Crewes or Rick Roberts will be able to point you in the right direction.

While I remember ... a quick thanks to George Walker (Trowbridge) for the immediate information with reference 'Just Kampers' ... I phoned the same day George ... and received my catalogue by return of post ... the same scenario happened when I ordered a few bits ... Received by return of post! ... Don't you just love service like that nowadays? ... ! ... Perhaps I should explain and not be quite so cryptic ... ! ... Or rather we are now the proud owners of a VW Transporter (campervan) ... (Our future home!) ... But ... perish the thought ... Don't panic ... I will never betray my allegiance to the Vitesse (or fellow Triumphs). One of the first jobs on the 'van' was to fit the 'TSSC' Club badge!! Look out for us as we traverse the globe! (Pale blue ... 'D' ... reg

transporter ... with badge on the front lower grille!) ... Don't hesitate to speak ... make yourself known ... I will be offended if you don't!

Stoneleigh came and went! ... What a weekend ... busy or what! I'm pleased to report that I cleared some space in my shed and was not tempted to purchase a single item ... although having said that I didn't have the time to stray from the stall at all! ... Nice to speak to those of you who bought items from the Bath/Beeny Spares Emporium ... Thanks! (Still have a shed-full to dispose of!!).



Left and Right handed Heater Control valves

As the spares hunting season is fast approaching ... an interesting and useful item to look out for (especially if you want to be hot in winter and cool in summer) is the heater water valve ... see photo. These are unfortunately handed between the Vitesse and the 13/60, so not interchangeable ... To spot a 'Vitesse' one, position it so that the manifold that attaches to the heater is on your left, with the cable clamp uppermost and the hose inlet pipe facing towards you ... Actually just to confuse you ... when I said that they are not interchangeable ... that is not strictly true ... A tip from Hugh (yes! that Hugh) Roberts ... You will notice a small pop-riev preventing the two body sections from turning and becoming unclamped from themselves ... This can be drilled out ... the two halves of the heater valve turned and the pop-riev replaced with a new one ... You will, of course, have disturbed the rubber seal ... so possibly have to replace it with something equally as suitable ... Silicone ... Mastic ... whatever ... only to be recommended and attempted if you are

TRIUMPH Vitesse

TRIUMPH Vitesse





tograph of XRK 451H, a rather nice looking convertible finished in Valencia Blue, belonging to Mr P J Devereux who has owned her since 9.1.88 ...

Secondly a fully restored MkII Convertible from Brugge in Belgium ... owned by Johan Vansevenant since October 1996 ... finished in white ... This is a 'CKD' Vitesse (completely knocked-down) which means that it was actually assembled in

desperate for a working heater valve (interesting to dismantle a completely shot one though ... to see its inner workings ... and understand more why they fail to work) ... An easy way to test one is to blow (hard) into the hose inlet pipe whilst at the same time operating the valve itself ... You will be blowing against a blank end (and be going shades of red and blue) if it's in good working condition and not letting air (water when on your Vitesse) pass through!

And finally ... It's a couple of Vitesse taken from the IVR Register ... Firstly only a pho-

Belgium! Interesting ... especially for Dick Plumbridge's IVR Register ... Very interesting to note in the March Courier (page 70) that we now have information regarding the final Vitesse built! .... And the earliest known Vitesse ... with a body number of 9! Excellent stuff ... (Oh the photo of Johan's Convertible is obviously before its restoration was completed!) ...

And that's it for this April offering ... One last plea from me myself ... has anyone any photographs of the band at Stafford in 1995 (superb Queen lookalikes) or any perhaps of me ... myself doing my now infamous air guitar impressions? I would be delighted to hear from you ... Thanks ... take care ... cheers ... Mac

P.S. Why did the chicken dating agency go bankrupt? Because they couldn't make hens meet!! ...



# Suspension Geometry

By John Thomason



**T**his month's photo is sent in by our very own Mike Crewes and features his wife, Tracey's, Vermillion 1981 Spitfire 1500 and is about 5000 from the end of production. Tracey has owned the car since 1985 and is part of the family, the Crewes never missing an opportunity to get out and use the car. Mike has also sent in a few 'thoughts' in response to comments last month on the rivalry between MG and Triumph.

*"I feel that the perfectly rational rivalry between MG and Triumph has a simple explanation. Similar rivalry can be applied to virtually any aspect of ones life; my car is better than yours, my house is better than yours, my town is better than yours and so on. In Britain we love our cars and Classic Car enthusiasts love their cars more than most, so it follows that our cars are the very best.*

*I have not seen an MG BGT compared to a Spitfire before, usually a Spitfire is compared to a Midget. Now there's a silly name to start with, how could you keep a straight face and say, "I'm just going for a spin with the Midget." This immediately smacks of some sort of deviance, which we all seem to be missing out on. The BGT has always been compared with the GT6.*

*The explanation for this rivalry is simply that the Triumphs are better cars, when like-for-like are compared and that MG owners refuse to accept it!*

*I remember in the late '70s and early '80s a similar and perfectly rational rivalry within the Metropolitan Police. At that time two different types of response cars were used. Drivers of the Rover 3500 P6 simply refused to acknowledge the superiority of the Triumph 2.5PI, which I had the pleasure of driving.*

*"So there you have it in a nut shell, refusal to believe that Triumphs are better cars."*

## SUSPENSION GEOMETRY

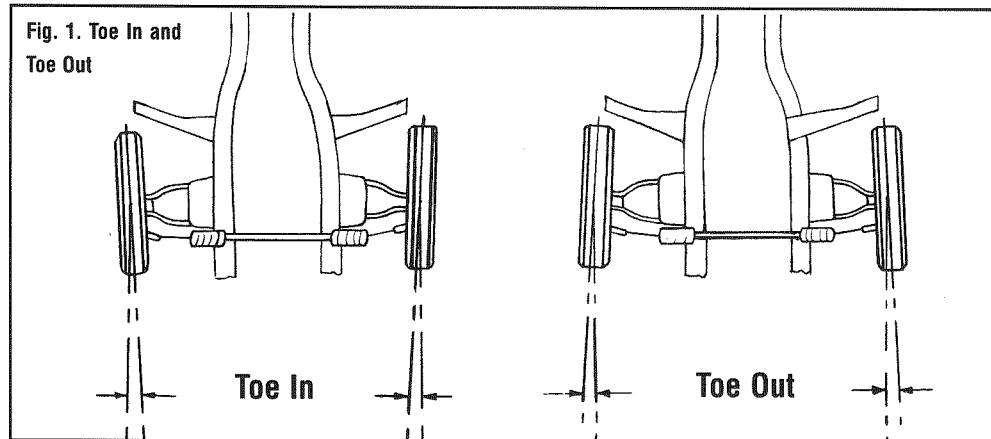
Unless checked at some stage, I suspect that the suspension geometry of many Spitfires is not the same as it was when it left the factory.

TRIUMPH Spitfire IV - 1500 Register



The continuous absorption of bumps and thumps in the road over the years will have taken their toll on the suspension and chassis. Local repairs to the chassis and body for reasons of corrosion and/or accident damage,

wheel rim. Fig. 1. **TOE IN** is aimed at reducing the phenomenon known as **SHIMMEY**, whereby the wheels flutter in and out within the slack of the ball joints and linkages in tension, taking up the slack. However, if the



may also have disturbed the suspension set-up. In addition, over the years, many of the suspension components will have been replaced through wear or breakages. All will have played a part in effecting the original suspension geometry. The maintenance of correct suspension geometry is essential if the original handling of the car is to be retained and excessive wear of tyres and suspension components avoided.

Triumph provided adjustment for two elements of the suspension geometry; **WHEEL ALIGNMENT** and **CAMBER ANGLE**.

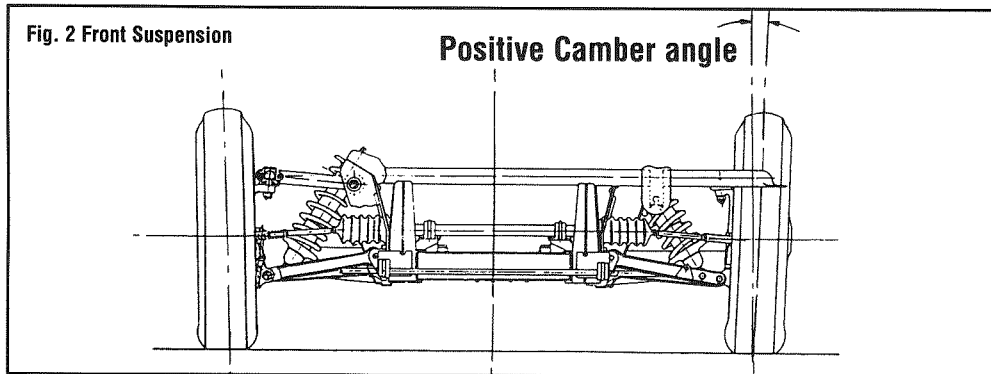
## Wheel Alignment

Wheel alignment or 'tracking' is the degree with which the wheels **TOE IN** or **TOE OUT**, as measured at the

specified **TOE IN** is exceeded, excessive tyre wear will occur very rapidly.

## Camber Angle

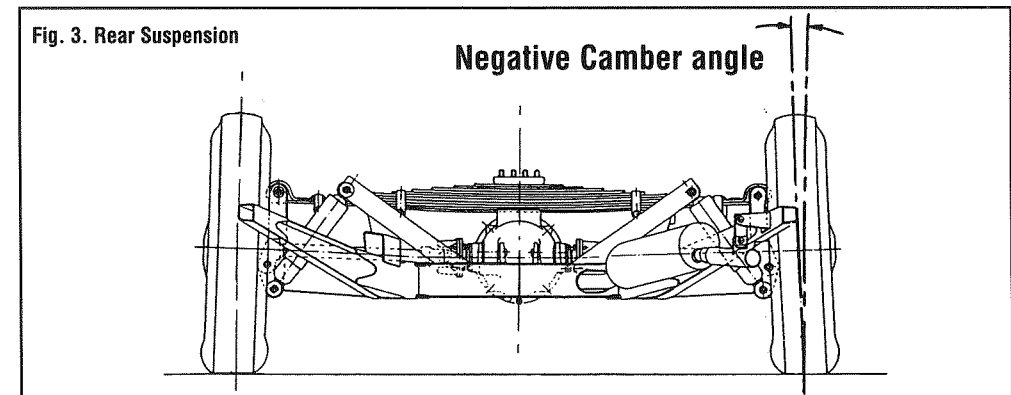
Camber angle is the angle the plane of the wheel makes with the road. Camber angle is said to be **POSITIVE** if the tops of the wheels lean out as at the front of the Spitfire. Fig. 2. If the tops of the wheels lean into the car, then the camber angle is said to be **NEGATIVE**, as at the rear of the Spitfire. Fig. 3. Traditionally a small amount of positive camber at the front of the car is used to give a small degree of understeer, essential for good, straight-line stability. Positive camber also has the effect of increasing **SELF ALIGNING TORQUE**, i.e. the effect which causes the



front wheels to straighten up after turning a corner. Badly adjusted camber angle can also be a cause of excessive tyre wear, usually blamed on bad tracking.

tyres are fitted this will effect the settings quoted.

The following figures can be checked at a garage or tyre centre equipped with optical wheel alignment



## Front Suspension

Table one lists front suspension settings for the Spitfire in the **UNLADEN** and **LADEN** conditions defined below:-

**UNLADEN** condition: full fuel tank, oil and water, tool kit and spare wheel.

**LADEN** condition: as above plus 150 lb (68 kg) on each seat.

equipment. Before going, check that the suspension is in good condition and that you will not be wasting your money by replacing a worn component such as a steering rack, in the near future. Worn coil springs effect the camber angle and if they are going to be replaced, again do so before having the suspension geometry checked. It is also worth checking that the adjustment points are clean and well lubricated. If the garage has to free a seized adjustment point then this costs you extra.

**TABLE 1 FRONT SUSPENSION SETTINGS**

MODEL	CAMBER ANGLE		WHEEL ALIGNMENT		SPRING PART NOS.
	UNLADEN	LADEN	UNLADEN	LADEN	
Spitfire MKIV	$3^{\circ} \pm 1^{\circ}$	$+2^{\circ} \pm 1/2^{\circ}$	1.6-3.2 mm TOE IN	0-1.6 mm TOE IN	209889 21444
Spitfire 1500	$+3^{\circ} \pm 1^{\circ}$	$+2^{\circ} \pm 1/2^{\circ}$	1.6-3.2 mm TOE IN	0-1.6 mm TOE IN	209008 TKC1884

Although different part numbers are quoted, the front springs of the MkIV and 1500 are the same. They are, however different to the MkIII to accommodate the heavier weight of the MkIV/1500. N.B. the figures quoted are for standard 155 x 13 tyres inflated at standard pressures of 21 lb/in (front), 26 lb/in (rear). If different

Take the above figures with you as it is very unlikely that the garage will have any figures for our 'old' cars. The car will be tested in the unloaded condition.

After the operator has attached the optical equipment to all 4 wheels, he will want to jack up the front to spin the front wheels, to check wheel run out. **INSIST** that he



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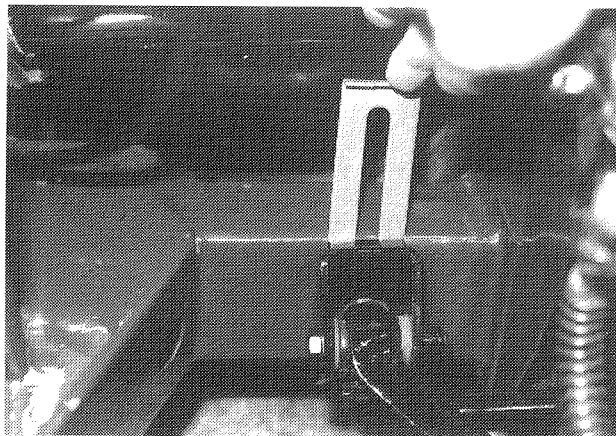


Fig. 4. Rear Lower Wishbone Bracket

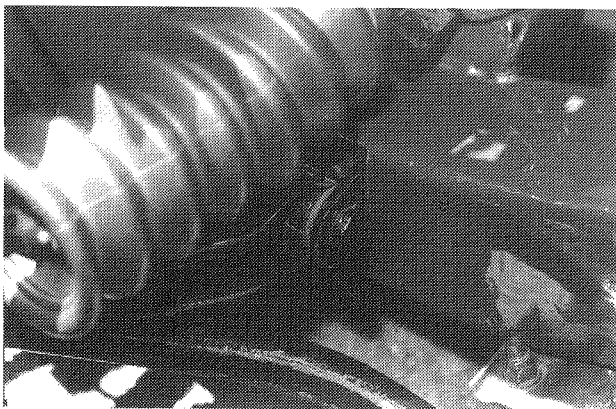


Fig. 4. Front Lower Wishbone Bracket

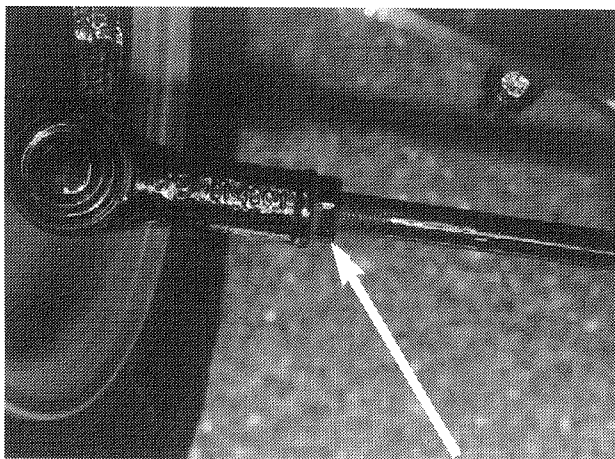


Fig. 5. Track Rod Locking Nut

jacks up the car by the suspension, i.e. trunnions and not the chassis. If he uses the chassis, then the front wheels will drop down. No amount of bouncing on the front of the car once it is let down again, will restore them to the normal road position for testing.

### Front Camber Angle

Before checking wheel alignment, we should first check the front camber angles. These are adjusted by altering the number of shims between the chassis and the lower wishbone brackets as shown in Figs. 4. The shims, Part No. 1220022, are still available from BL.

ADD an equal number of shims behind brackets to **DECREASE** the **POSITIVE** camber angle. To increase positive camber, remove shims. I found that one pair of shims gave an adjustment of approximately 0.3 degrees. A difference of 0-1/2 degree is permitted between the camber on the left and right sides of the car. N.B. Once correctly adjusted, there need not be the same number of shims on either side of the car.

### Front Wheel Alignment

Front wheel alignment can be adjusted by screwing the ends of the steering rack in and out of the track rod ends as appropriate. Firstly, loosen the wire clips holding the outer ends of the steering rack gaiters to the track rods. Holding the track rod in a pair of mole grips, slacken off the locking nut a couple of turns. Fig. 5. Using the mole grips, rotate the track rod to achieve the desired adjustment. Screw the track rod **INTO** the track rod end to increase **TOE IN**. Once correct, tighten the locking nut and also the steering rack gaiter wire clips.

With the car on the ramps, it is worth having the rear suspension geometry checked as well.

## Rear Suspension

Table 2 lists the rear suspension settings for the Spitfire in the laden and unladen conditions. It is interesting to note that the camber angle for all Spitfire IVs and 1500s

length was increased by 1" on the Spitfire IV after FH50,000 and all Spitfire 1500s, the radius arm also changed in length. Pt. No. 133065 Spitfire IV up to FH50,000. Pt. No. 155930 Spitfire IV after FH50,000 and all 1500s.

The mounting bracket to the body also changed to

TABLE 2 REAR SUSPENSION SETTINGS

MODEL	CAMBER ANGLE		WHEEL ALIGNMENT		SPRING PART NOS.
	UNLADEN	LADEN	UNLADEN	LADEN	
Spitfire MKIV	-1° ± 1°	-3 3/4° ± 1°	0.8-2.4 mm TOE OUT	0-1.6 mm TOE IN	159640
Spitfire 1500	-1° ± 1°	-3 3/4° ± 1°	0.8-2.4 mm TOE OUT	0-1.6 mm TOE IN	159640

is quoted as being the same. This is unexpected, since in February 1973 at commission number FH50,000 each driveshaft was increased by 1" and hence the track increased by 2". With the same rear spring fitted to all models, one would have expected the negative rear camber angle on late MkIVs and 1500s to have increased.

### Rear Camber Angle

Rear camber angle cannot be adjusted since it is determined by the spring fitted. However a worn spring, especially a 'lop sided' one will affect the camber angle. I covered rear springs in some detail in Courier 149 - Nov 1992. Seized rear trunnion bushes can also affect camber angle and so it is worth checking these.

Again, when having the rear checked, **INSIST** the rear is jacked up by the suspension (not the drive shafts - they'll bend) and not the chassis - we all know how the rear wheels temporarily 'tuck under' after the rear has been let down off a jack. The correct angle of the wheels only returns once the car has been rolled a short distance.

### Rear Wheel Alignment

This can be adjusted by loosening (no need to remove) the bolts attaching the radius arm mounting brackets to the body and inserting/removing the appropriate number of shims (Pt. No. 133070) as shown in Fig. 6.

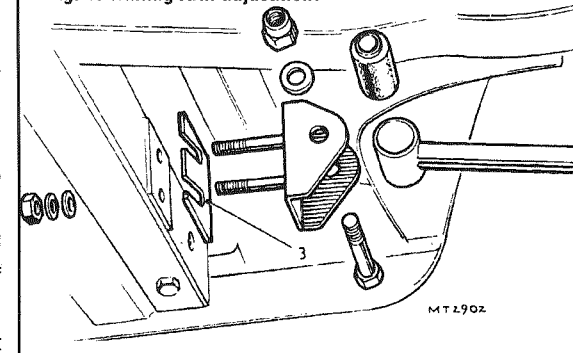
Now one thing to watch out for: When the shaft

accommodate the different angle to the radius arm made with the body. Again: P. No. 151966/7 for Spitfire IV up to FH50,000. Pt. No. 159842/3 for Spitfire IV after FH50,000 and all 1500s.

Obviously, make sure you have the correct radius arms fitted and not, as has occurred, different ones on each side of the car!

Rear wheel alignment is very often overlooked and if unchecked can lead to erratic rear end wandering and uneven tyre wear. To check and adjust the front and rear suspension geometry will cost you about £20/£25 - money well spent, particularly after a restoration or suspension rebuild, if it can prevent abnormal wear in suspension components and tyres, not to mention an improvement in handling.

Fig. 6. Trailing Arm adjustment





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# Cop Shop



by Mike Crewes

The EU Commissioners have announced that agreement has been reached to adopt English as the preferred language for European communications, rather than German, which was the other possibility.

As part of the negotiations Her Majesty's Government concede that English spelling had some room for improvement and has accepted a five year phased plan for what is to be known as EuroEnglish (Euro for short).

In the first year 's' will be used instead of the soft 'c'. Certainly, sivil servants will reseive this news with joy. Also hard 'c' will be replaced with 'k'. This will klear up any konfusion.

There will be growing publik enthusiasm in the sekond year, when 'ph' is to be replaced by 'f'. This will make words like 'fotograf' 20% shorter.

In the third year, publik akseptanse of the new spelling can be expekted to reach the stage where more komplikated changes are possible. Governments will enkourage the removal of double letters, which have always ben a deterrent to akurate speling. Also, al wil agre that the horrible mes of silent 'e's in the languag is disgrasful and they would go.

By the fourth year, peopl wil be reseptiv to steps such as replsing 'th' by 'z' and 'w' by 'v'.

During ze fifz year ze unesesary 'o' kan be dropd from vords knotaining 'ou' and similar changes vud of kors be aplid to ozer kombi-nations of leters.

"... After zis fifz yer, ve vil hav a reli sensibl riten styl. Zer vil b no mor trubls or difikultis and evriun vil find it ezi tu under-stand ech ozer. Ze drem vil finali kum tru! ..."

If yu hav a query or topic on road trafic legis-lation why not rite to Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN, sending a stampd adressed envelop if yu ned a reply, or email: [mikecrewes@compuserve.com](mailto:mikecrewes@compuserve.com)

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### DAY 13

**A long, hard day and unlucky for some. The morning was spent crossing borders, which took ages in this sensitive area. First the Jordan/Israel border with speeches, bomb checks and every manner of Red tape.**

**W**e didn't spend long in Israel as we drove the short distance to the Egyptian border, conveyed through as if illegal immigrants.

Getting into Egypt was a real nightmare with more Red tape, and they didn't miss the opportunity to sting us for every type of tax conceivable. Once into Egypt, the Sinai Desert greeted us, not your typical sand dunes but an arid and rocky terrain, occasionally broken by patches of dry scrub. However, in a unique way it was a quite spectacular landscape, the sand and rocks ranging in colour from yellow to pink as we travelled down the side of the Red Sea. The afternoon saw us tackling two special stages in a militarised zone,

## The Spirit of Adventure

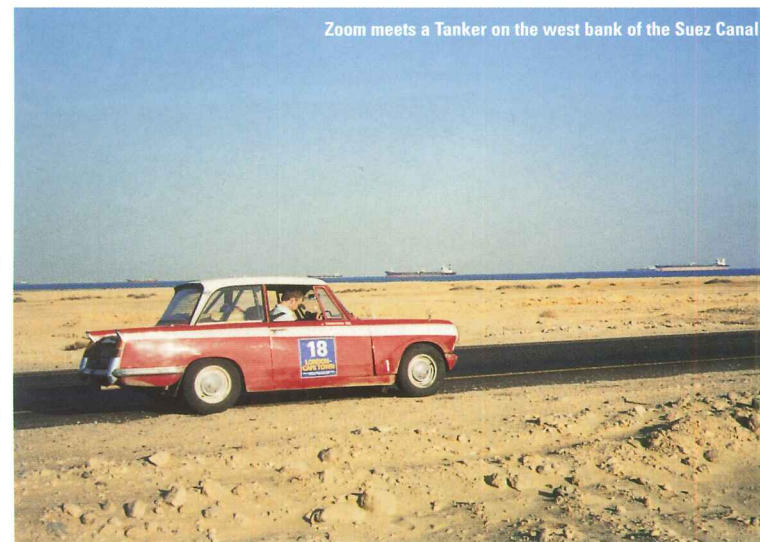
by John Thomason

that were both the worst we had encountered so far. The first was over a very badly corrugated surface of baked earth, sand and gravel, with some deep ruts thrown in. The ruts acted like tramlines, making it difficult to steer and control slides; braking was out of the question. In places, Zoom was narrower than the ruts and so we either 'grazed' the surface

became very narrow and corrugated as we passed within feet of the Red Sea and came close to falling in as the ruts collapsed into the sea.

The second stage followed immediately as we turned inland, up a gorge between two mountains, the roads being ridiculously corrugated and made up of loose stone chippings - it was like driving

Zoom meets a Tanker on the west bank of the Suez Canal



with our sump guard or tried to keep our wheels on the pile of loose stuff to the side of the rut, which when it collapsed sent us skimming down the road. At one point the track

along a railway line - sleepers and all. Zoom took a real hammering. Dust filled the car, our throats and eyes and with the electric fan and heater on full blast, we just longed for it



to be over. We passed the BMW with both its rear shocks blown, the Cortina with its front strut gone bang and the Citroen DS with a hydraulic fire from the front suspension area.

2Km from the end, above the general din of rattles and bangs, a louder, graunching noise became evident. The accident damaged front valance had shaken itself loose and was rubbing against the front tyre. We kept going and made it, with nine minutes to spare and a great sigh of relief. Inspecting the car, we found that the front quarter bumper had shaken off and was lost; both engine mounts had failed, leaving the engine resting on the suspension turrets - fortunately just clear of the steering rack; both brackets of the separate header tank had cracked off to leave the header tank resting on the inlet manifold, the bonnet and nearside corner of the bonnet (accident side) had dropped and started to rub through the top radiator

Maintenance Department to weld up the header tank brackets and persuade the hotel manager to let us use his well-lit garage whilst we replaced engine mounts and lifted the bonnet clear of the radiator and engine. Another late night and bed without tea!

## DAY 14

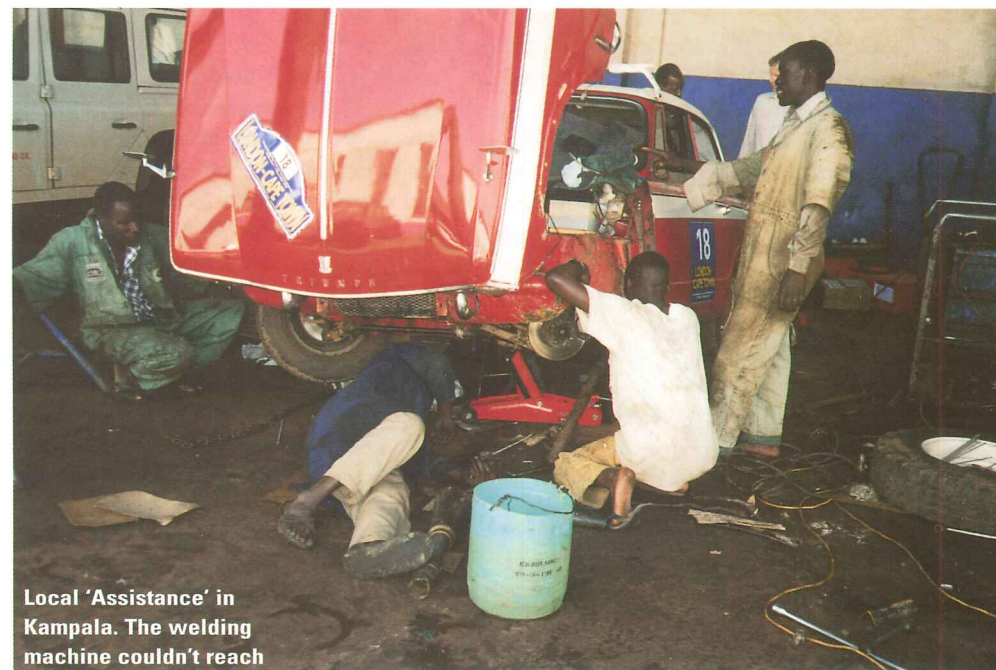
Another hot, tiring day spent



"The inhospitable Sinai Dessert"

hose as far as the fabric reinforcement - if it had rubbed through on the stage, it would have been disastrous - Lady Luck had been with us again. Inside, all the gearbox cover screws had shaken out, as had the sill securing screws. At the back, the large grommet around the petrol tank filler had popped out where the rear of the body had been flexing - it had been a rough road!! We waited for a few other 'battle damaged' cars to limp in, before setting off on the 180 km, now in the dark, through the mountains around Mount Sinai to the hotel. At the hotel we managed to get the

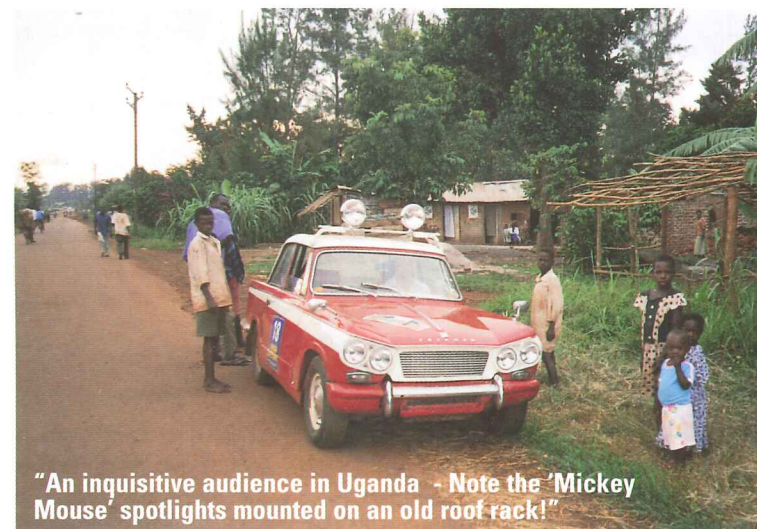
crossing the Sinai Desert, made worse by having to stop at many Army check points bristling with guns and armoured personnel carriers. One such check point which had not received notification of the Rally, held us up for one and a half hours until they received clearance from Cairo. We encountered quite a large military presence in the area and noticed many burnt-out and abandoned trucks, a



Local 'Assistance' in Kampala. The welding machine couldn't reach the car so the power was supplied to it via a 6ft length of steel bar along the floor!

poignant reminder of previous conflicts. The open flat desert eventually came to an end when we saw an oil tanker on

the horizon (I can see how mirages occur now!) as we met the East Bank of the Gulf of Suez. Driving within metres of the Gulf, we drove up the East Bank to the Ahmed Hamdi Tunnel under the Suez Canal. Into Africa at last. We drove down the West Bank of the Canal, passing many oil tankers and holiday resorts under construction - a strange combination. Zoom had coped well with the 800 km but was suffering from awful pinking, as a result of the dreadful Egyptian petrol. It was becoming a regular occurrence to retard the ignition every time we filled up, eventually running out of vernier adjustment and having to move the distributor body.



"An inquisitive audience in Uganda - Note the 'Mickey Mouse' spotlights mounted on an old roof rack!"

## DAY 15 to 18

An uneventful drive down the side of the Gulf to Hugarda, where the rally cars would be loaded onto a giant, Russian Antonov transporter to be airlifted across war-torn Ethiopia and Eritrea to Uganda. With the car loaded and after a little R and R, the next few days dragged as one delay followed another before we finally took off for Uganda, late on Day 18. Entebe was a breath of



fresh air after Egypt, quickly and efficiently being passed through customs and the cars being refuelled with similar zeal. It was a shame that we had arrived in darkness, for it was clear that our arrival had been planned for weeks in advance, with tribal dancing and the population turned out to meet us. It was such a transformation after the hot, dry, poverty of Egypt to be greeted in the cool night air by people smiling and speaking perfect Queen's English and dressed in immaculate, clean, white shirts. A Police convoy saw us to the capital of Entebbe, and by midnight we were sitting on the veranda of an old Colonial hotel, looking out over the city enjoying a cool beer and a plate of chips!

down-town Kampala, to sort out Zoom's chassis. Mention Land Rover dealerships and you have visions of clean, well equipped workshops; not in down-town Kampala though! However, the local mechanics were friendly and keen to help. After much pulling with chains and the welding-up of 3 mm tread plate, the left-hand chassis was substantially reinforced, not pretty but more than enough to take the punishing African roads that awaited. Late back to the hotel, we missed a briefing where there had been much debate about the state of the roads, which in places were impassable with deep mud from late rains. Notwithstanding this though, we were told that the

## DAY 20

Our first real taste of African roads and unfortunately the rumours were all true; broken Tarmac, peppered with pot holes. Zoom did quite well with her narrow track and short wheel base for once being an advantage over the bigger cars, as we weaved in and out of the pot holes, achieving quite a good pace. We found that at higher speeds we would ride over a lot of the pot holes but it was deceptive how deep some were and you needed lightning reflexes to miss the deeper ones - not helped by worn out track rod ends. After a lunchtime halt at the source of the Nile and the Bufagali Falls, we travelled on into

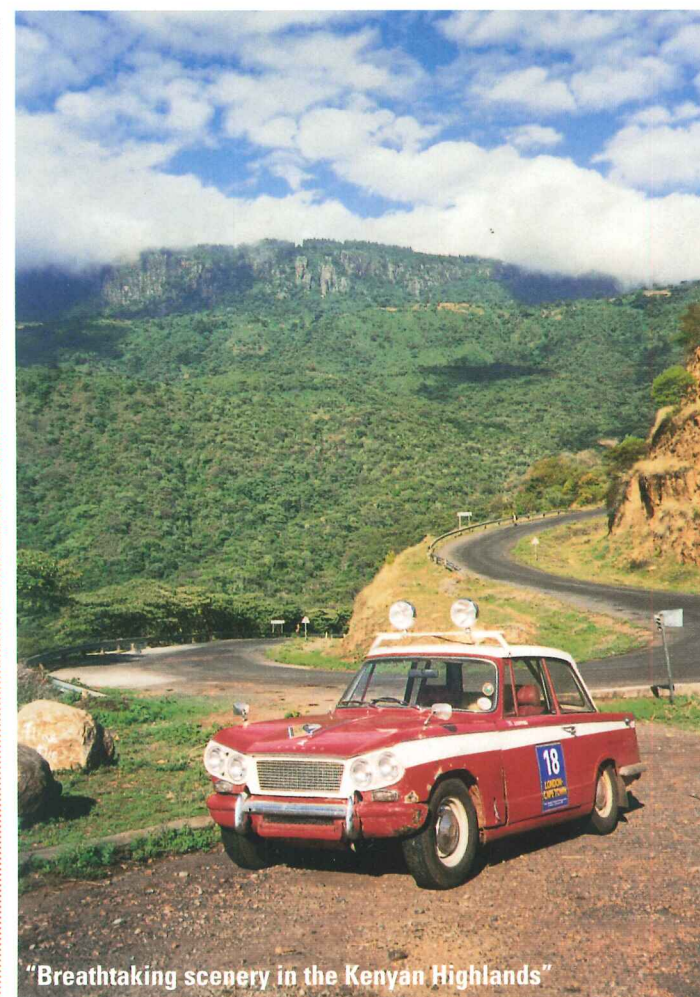
trees, sugar cane and tea crops all along the side of the road. As we passed the plantations and villages of mud buildings baked hard in the now scorching sun, the locals in their brightly coloured clothes ran down to the roadside to wave us by.

Zoom was running well, but lacking in power, partly because of the altitude as we started to climb up into Kenyan highlands but mainly because of how much the ignition had been retarded in Egypt because of the poor fuel - she was running at 15 degrees ATDC! We could now get by with about 4 degrees BTDC with the Kenyan fuel!

## DAY 21

An early start, along with the rest of the population all on the move, walking to work in the fields. However, our day would be spent dodging pot holes again and we were becoming quite adept at swerving from side to side - no problem with the dreaded 'Elk Test' for Zoom. The morning was spent in the mountains of the Rift Valley with some really dramatic scenery and lovely hair-pin roads (complete with pot holes) as we climbed up to 6000 ft and down again to the smell of fading brakes!

Although extremely hot now, we still encountered flash floods, having to negotiate some really deep puddles (small ponds) on one special stage, where we just had to go for it, not knowing how deep they were or what was at the



"Breathtaking scenery in the Kenyan Highlands"

bottom, otherwise we would have stalled the engine!

At 12.30 we crossed the Equator, the highlight of the day, with much taking of photographs of Zoom, half in the Northern Hemisphere and half in the Southern.

The road to Nairobi in the afternoon was appalling with more pot hole dodging, but with the added complication of speed bumps and ridges - back home in the local supermarket car park I thought it funny how cau-

tiously the odd speed bump is negotiated, yet here we were racing over one every other 10 ft at 30-40 mph! As we swerved in and out of pot holes the whole body creaked as it rapidly swayed from one side to the other to keep up with the chassis - by the time we got to Nairobi there were big stress cracks in the rear parcel shelf and front bulkhead, whilst the boot floor had cracked and sunk so much that the bootlid couldn't reach the catch on the floor and this eventually had to be tied down with the use of an elasticated bungie.

## DAY 22

Quite a thick early morning mist was a



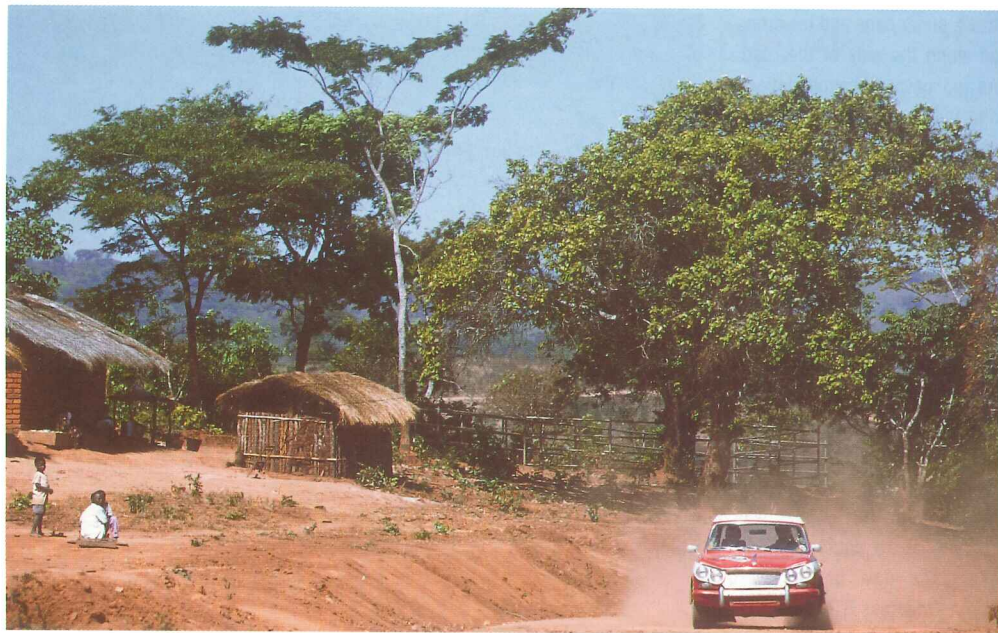
"A moment to remember" **DAY 19**

In theory a rest day, but for us it was down to Coopers Garage, the local Land Rover dealer in

pace of the Rally would be now be stepped-up a gear and be made very much more competitive from now on!

Kenya and some fantastic scenery - just as you see in the story books and films: Lush green vegetation with Banana





Zoom Dwarfed by the Splendour that is Africa

surprise but pleasantly cool compared to the baking hot sun we were now having to endure during the day. The sun was one thing but we now had to contend with the famous Kenyan Red dust as well. The landscape started to change now, appearing more parched with brown dead grasses and lots of scrub. Great clouds of

the dust were thrown up by passing vehicles, choking and blinding us, as it filled the car, and our eyes and throats. Overtaking became less frequent and the pace slowed as cars sat back out of the dust cloud from the car in front. Pressing on in a regularity or stage could become quite hairy if you caught a slower car!

The road to Mombasa in the afternoon has the reputation of being one of the worst roads in Africa. The BMW crew actually stopped to take a photo of his front wheel dropped into an 18" pot hole as he knew no one would believe him how bad it was. Everyone was swerving in and out and it almost became a game of



The Kenyan Bush that hides a multitude of game

'chicken' with oncoming traffic as you vied for the same bit of road without pot holes. Many chose the ditch/bank at the side of the road which was in better condition. Overtaking became a nightmare when half-way past a vehicle either to see it suddenly swerve to avoid a pot

road had improved a little, we had a 'little incident': Approaching a level crossing and cross roads, I went to brake to find the pedal disappear to the floor, "..... No brakes!". As I pulled on the handbrake and tried to steer straight, John quickly gave a good pull on the

Up and running, we still had time in hand, but the road then became an absolutely awful, rutted dust track. Zoom, John and I eventually arriving at the hotel, a lovely shade of red brown! However, the trip had been worth it, for that night we were staying at a superb Safari

The dreaded Kenyan Red Dust on a Special Stage



hole in its path, or to see a pot hole in your own path with nowhere to go except right through it.

To have driven on such a road in darkness would have been a nightmare and so everyone pressed on to reach the night halt in daylight. Nonetheless, quite a few cars, including ours, had started to sprout 'Mickey Mouse' spotlights just in case of getting caught out.

With only 40km to go, and relaxing a little because we were making good time and the

handbrake as well and amazingly we managed to pull up straight (I was glad that I'd adjusted the rear brakes every other day) coming to rest outside a garage. Investigations revealed that the brake pipe coming out of the brake master cylinder had cracked right off with fatigue! After a vain attempt by the garage to repair the end of the pipe, I fitted a new pipe I was carrying as a spare, it taking ages to route it to the three-way junction and to avoid it from chaffing on anything.

Lodge in the middle of a Game Reserve and that night we were entertained by local tribal dancing and music as we supped a few pints of 'Tusker' beer! Tomorrow Tanzania.

More Next Month

**The Spirit of Adventure Lives**



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# International Liaison Secretary

Hi gang!

Report by Léon Guyot

I've been rather busy at work just lately, but managed to attend the AGM last Sunday, and it was great to see so many old faces and some new ones after the

cars safer out on the roads! I was encouraged to buy them by a recent experience with a brand new rental car, recently

200 miles from London to Lincoln, but it decided on the way back, in the rain, on the M1 motorway, that it no longer wanted to provide any lighting to either the rear lights or the instrument panel...

Anyhow, after being escorted off the motorway by a couple of fluorescent yellow gentleman in a white and orange car covered with lots of flashing blue lights, I did eventually get rescued after the nice man with a van diagnosed that the fuse box was well and truly fried, and went home in another (different make of) rental car.

Humpf, 12 hours to cover 200

winter. It almost made the three hour journey home on a wet and packed M1 motorway almost worth it!!!

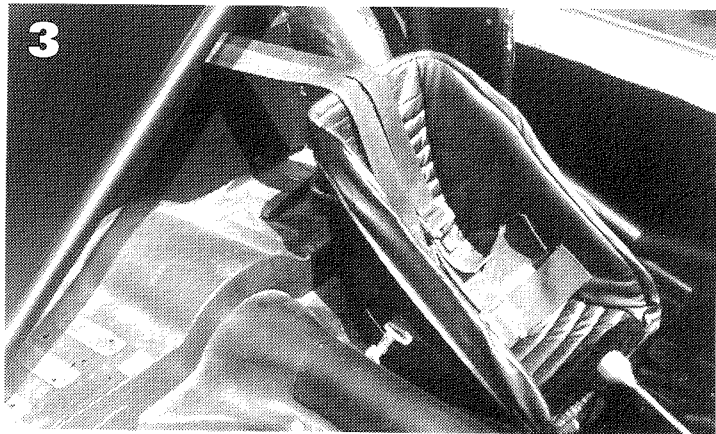
supplied to me by my employer, which took me the

Since we last spoke, I haven't done much to my Vitesse, but have managed to obtain and fit a pair of the rather excellent upgraded tail/brake light bulbs from 'Pop Browns' (tel: 01279-412794), they are called Brite Bulbs, and both elements of the bulbs are 30% brighter than standard, (but still legal), and they only cost around £1.20 each.

Anything to make our little







tographer, and his thankfully prolific output has graced these pages on other occasions...

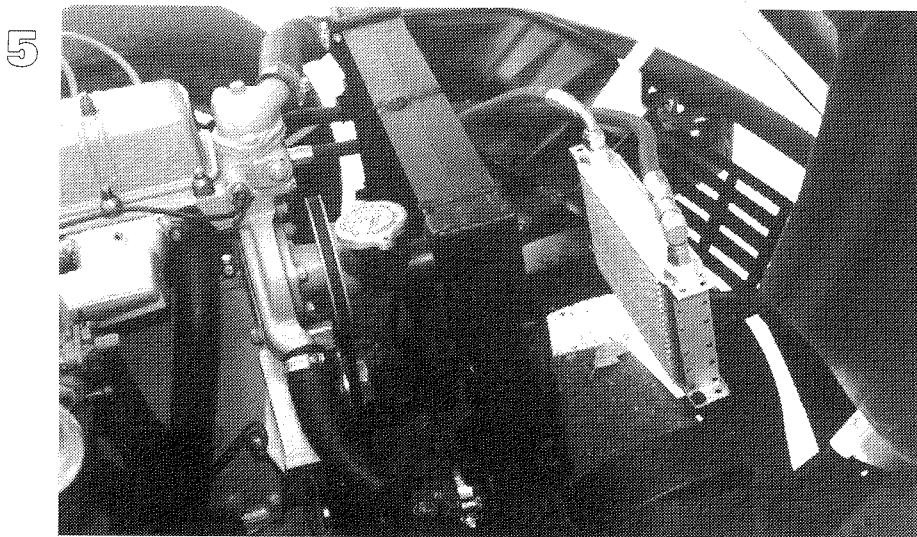
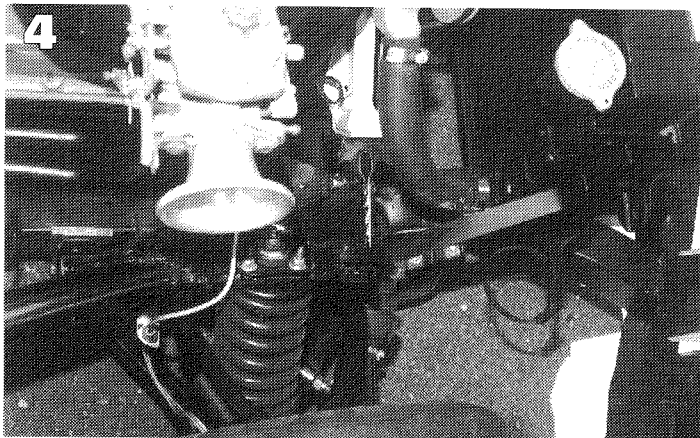
Anyhow, his words say: Enclosed are the photos of the Bob Tullius original group 44 racing Spitfire of 1973. Now owned by Matt Graham, (lucky devil-Leon) PHOTOS ONE AND TWO (I have his address and letters to Matt will be forwarded-Leon)

These photos were taken a

miles, that's the last time I ever drive a Nissan Primera!

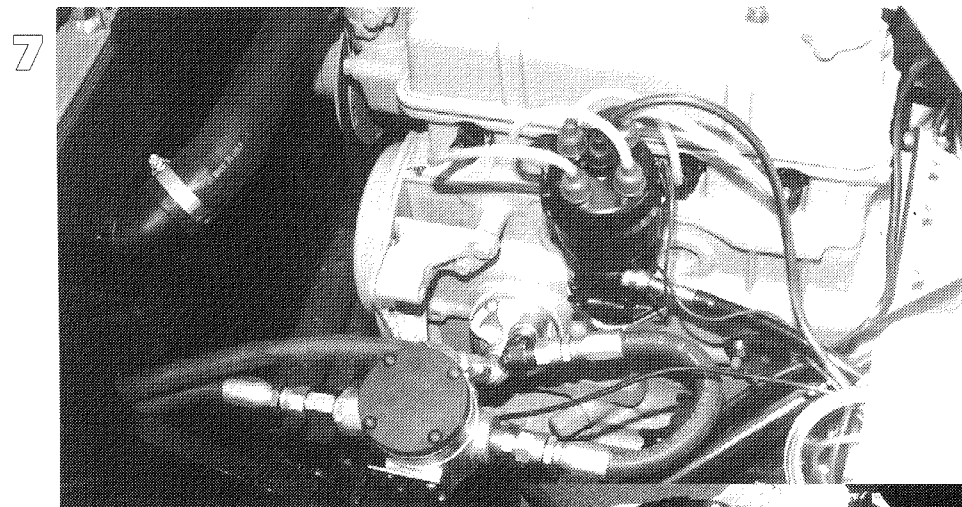
But my employer won't allow me to use my own cars for work purposes, so I can't use my reliable Triumphs!!!

OK, just a short one this month, (send me more letters and reports please), I have in my hand a letter written on very nice yellow paper from our friend and member Dan Stewart from Renton in Washington (The State), U.S.A. Dan is a keen pho-



couple of years back at the All-British Field Meet at Bellevue, Washington State.

Matt said that he bought the car out of Indiana for about 5,000 USD and it was in rough condition and he has done a complete restoration on it. Dan says that I've seen the car race back in 1973 at Seattle International Raceway, but I recall the motor being black in colour with twin webers. Matt has the original log book which

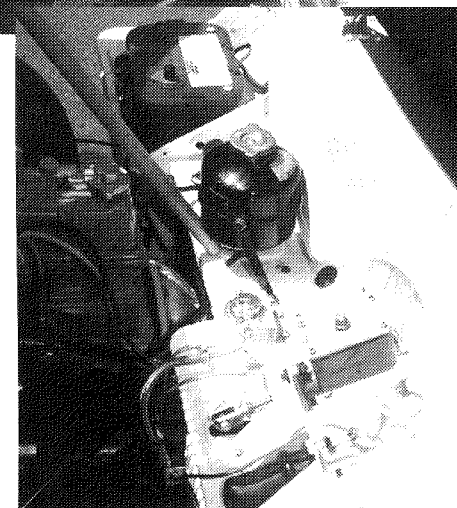


has been signed-off by Bob Tullius. That is all that Dan says but I think his excellent lensmanship speaks volumes:

PHOTOS 3 to 9

8

**Bob Tullius  
original Group 44  
racing Spitfire of  
1973. Now owned by  
Matt Graham,**





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Brake pads type 12	£9.50 a set
Brake pads type 14	£9.50 a set
Brake pads type 16PB	£10.00 a set
Track Rod Ends	£6.00
Rear Shock Absorbers GSA 385	£17.50
Herald Recon Exchange drive shaft assembly inc. shoes	£130.00
Herald/Vitesse Non Rotiflex Driveshaft	£55.00
Universal joint with grease nipple	£8.00
Herald new alternative Distributor (exchange)	£57.50
Vitesse Delco Distributor Cap	£5.50
Inlet manifold banjo bolt (145159)	£9.00 each
Herald oil filter GFE 119/150	£3.00
Herald O.E. Head Gasket	£6.50
Set of 4 Spark Plugs 1200 and 12/50	£3.50 set
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Vitesse 2 litre Q.H. Clutch Kit	£55.00
Clutch Slave cylinder 13/60	£45.00
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Boot catch 611225	£8.50
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## SPITFIRE MkII & II & III

Spitfire MkIII complete bonnet assembly	£558.12
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Left/Right hand front inner wheelarch 706448/9	£35.00 each
Left/Right bonnet hinge tubes 811679/811680	£20.00 each
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Battery box 806707	£11.50
Rear valance lamp panel 569900	£37.50 each
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Hood MkIII original ICI flame retardant inc. zip window	£130.00
Bonnet catch (chrome) 607663	£20.50 each
Rear lamp assembly 208532/217025	£27.50
Front competition road springs 209033	£25.00 each
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Rear Leaf Spring 305894	£65.00
Recon Brake Caliper type 12	£45.00 exchange
Recon Brake Caliper type 14	£36.00 exchange
Original Head Gasket GEG314	£6.50
Distributor Cap	£3.50
Speedo cable GSD165	£9.50
Speedo cable Overdrive GSD113	£7.00
Front Valance Support Bracket 712567/8	£8.00

## SPITFIRE MkIV & 1500

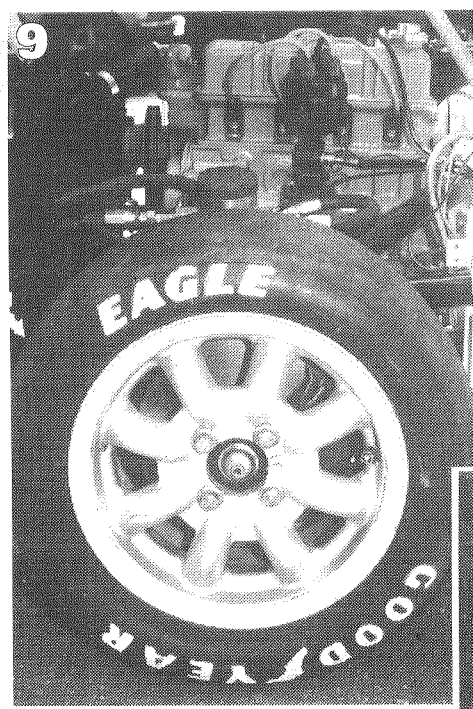
Front wings 909663/4	£23.00 each
Front wheelarch outer L/H and R/H 909351/2	£27.50 each
Front wheelarch inner L/H and R/H 909797/8	£32.50 each
Headlamp support panel assembly L/H and R/H 81887/2	£17.50 each
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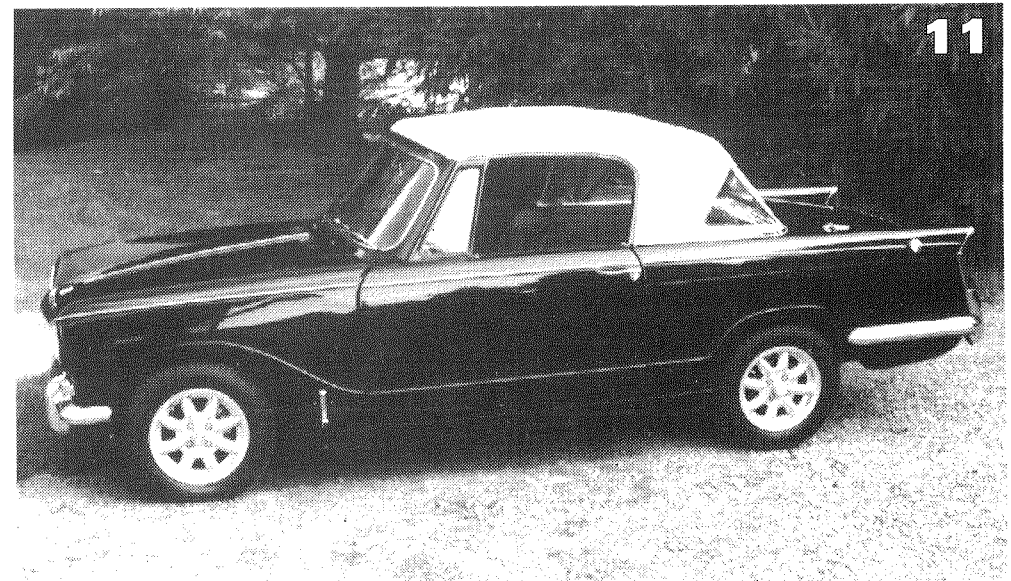
## GT6

Bonnet assembly MkIII 913766	£600.00
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Recon exchange water pump GWP201	£29.50
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Thanks again Dan.  
Not a lot of words this month, I am afraid, but here are a couple photos to round off this report: just to show two very different aspects of our hobby!



The first depicts consummate enthusiast and dedicated triumph nut: Tom Beaver of Indianapolis, Indiana gets his hands dirty (again)... Apparently, trying to get the differential out of a cut-up GT6 frame, it says here. PHOTO 10. Whilst I do not believe that this particular GT was restored! Nothing, but nothing is wasted out

there. Quite right too, after all, they aren't going to make any more!!! Thanks Tom  
And finally the absolutely stunning, and very nearly as good as mine, Vitesse Convertible of Jim and Loni Williams, who are also lucky enough to live in beautiful West Virginia! Some people have all the luck! But seriously, this is a car to die for! (well almost). PHOTO 11  
Stay well  
**Leon**

10

11





A tale of the restoration of a  
40 year old Herald

# From the Sublime to the Ridiculous

By Dave Briscoe

**T**he previous articles have explained how Stuart Newbould and myself had found a very early 948 Herald saloon XUU 245 and how we had decided to restore it as far as possible to its original condition and bring it down to Stafford in 1999 when it would be the car's 40th birthday

Some six weeks after I applied for the vehicle registration documentation for XUU 245 from the D V L C they at last arrived. The car was first registered on 1st August 1959 after being delivered to the main dealers on the 31st of July. I will now be able to try and obtain details of the car's history from D V L C at Swansea.

Before the car had been transported to Stuart's

and Dave's new workshop in Penistone from my house in Doncaster I started to remove the front panel onto which the grille is fixed. I immediately noticed that on the rear of this panel was a electrical plug and socket connector of a type I had not seen before. The connector was held in place by a large spring clip which was welded onto the back of the panel. This plug and socket connects the wiring on the bonnet to the rest of the wiring loom. The wiring loom was covered in a braided material

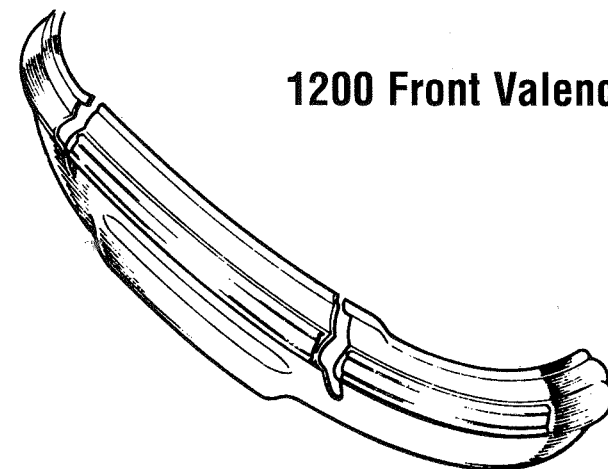
and not the modern plastic material. I also noticed that the front Triumph emblem badge was held in place by a small spring clip and not the modern small rubber fixing clips that are currently used. There was also a small amount of some type of fixative underneath the small spring clip, presumably to seal the hole. This appears to have been the normal practice as all the badge fixing clips have this sealant between the clip and the vehicle body. The bolts to the front over-riders were seized solid, as is

usually the case with old cars. As we were renewing the over-riders we were able to use the grinder to remove the bolt heads. The grille surround was removed and was found to be very rusty and deeply pitted. We already had a spare Herald 1200 grille surround that was in much better condition and was identical so we decided to weld the large spring clip that held the electrical connector from the old 948 surround

onto this 1200 surround. This was done after some careful measurement, positioning and clamping up.

When the front valence had been removed we noticed that it was not at all like the Herald 1200 front valence as it had no air vent aperture in the middle. This style of valence was not used on any other Triumph car as far as I am aware. The difference between them can be seen from the drawing set out below (Taken from drawings in the parts manuals)

I later removed the bonnet handles which were held in place by self-tapping screws and spring clips attached to the body of the handle. All the modern bonnet handles I have seen have been bolted onto the side of the bonnet using a conventional nut and bolt.



1200 Front Valence

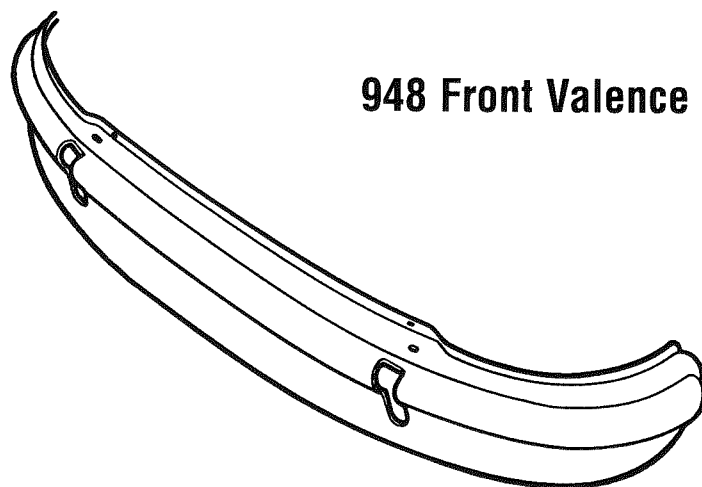
When we had removed the engine and gearbox we noticed that the engine was mounted straight onto the chassis and not on the side of the turrets as in later cars. The engine mountings were square rubber pads set onto the main chassis members but were so perished that when the weight of the engine was removed they suddenly disintegrated.

The removal of the engine enabled the steering rack mount to be seen and it was the original solid aluminium type similar to the ones now

being sold 'To prevent the regular replacement of the rubber bushes'. We therefore appear to have gone around in a complete circle and returned to the original early Triumph specification. The illustration shows the aluminium steering rack mounts and the remains of the engine mounts. These items share a common bolt and the engine mountings can't be renewed without removing the steering rack.

The gearbox was removed from the engine, drained, and made ready to take down to

Fig 1.  
948 Front  
Valence



948 Front Valence



John Kippings where it was to have a new casing fitted. I mentioned in my last article that the gearbox and bell-housing was a single aluminium casting in the early cars and our casting had a number of large holes in the casing. How these were caused is a mystery and we suspect that at some time in the past someone has lost patience with the car and used a hammer on the gearbox. It was perhaps, as I found later, that he, or I had better say, she, so that I do not incur the wrath of my daughter, had tried to remove the prop shaft bolts and failed and had subsequently turned them into circular headed nuts and bolts! These bolts are difficult to remove at the best of time but bolts with circular nuts make it very interesting indeed.

The engine was cleaned up and would eventually be given a coat of gold engine paint to try and match the original gold colour that the original 'Goldseal' engines were painted. I subsequently tried to obtain gold engine paint from my local motorist discount shop but was told that it is no longer made. This was confirmed by other paint suppliers. Presumably all modern reconditioned engines are silver, green or black!

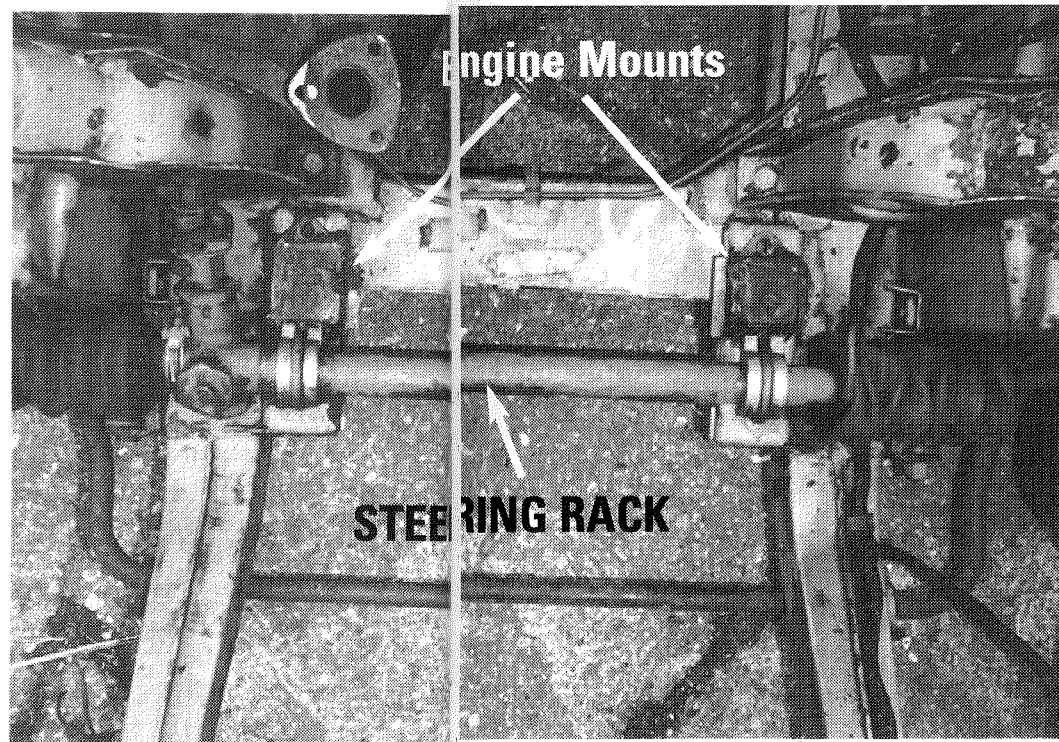
Various items were stripped from the engine including the starter motor, the generator and the thermostat housing. When I removed the thermostat housing it became apparent why the water had been pumped vigorously round the cooling system when the engine had been originally started, there was NO thermostat. The sundry brackets on the engine were removed, painted with black Hammerite paint and refitted. The generator appeared to have been reconditioned at some time in the past and was just painted and refitted. The starter motor was cleaned and greased with graphite grease.

There was one minor disaster when the engine was being removed. All three of the exhaust pipe studs sheared off when the exhaust pipe was being loosened. It will mean that the manifold will have to be taken to an engineering company so that the remains of the original studs can be removed and replaced. I have yet to find a foolproof guaranteed method of removing very old nuts from very old exhaust studs without the studs shearing off. I have tried heat, sundry lubricants and penetrating oils but I still shear the b\*\*\*\*y thing off every time.

The gearbox tunnel created another problem in that it was the original type which had two large circular grommets about 3 inches diameter, at each end, along one side. It also had some of the front missing and was very tatty around the bottom edges. We decided that as the very front of the tunnel would be out of sight we would try and repair and reinforce the existing tunnel with fibreglass. It will also be a lot easier to refit as all the replacement gearbox tunnels that we have used in the past have been oversize and are hard to fit.

The rebuilding of the tunnel will be a long job but we think it will be worth it to keep at least part of the tunnel in its original condition and more importantly, to keep the covers original dimensions and the grommets. I have reinforced these original tunnel covers before and the original fibre-board adheres very well to the fibreglass. We have not been able to find out why there are two large grommets in the tunnel. Are they for access to the gearbox?

It was our intention to try and obtain original



'Stanpart' parts for any items that were needed for the rebuild so we placed an advert in the February edition of the Courier for any Herald 948 parts or panels. I was surprised to be telephoned at about 3 p.m. on the day the February Courier magazine arrived at my house by a fellow Club member who had a pair of genuine 'Stanpart' Herald 1200 wings for sale (They are virtually the same as 948 wings). I immediately agreed to the purchase these items and was

delighted to hear that the member was travelling past my house on the same evening. In hindsight I do not really believe what happened next, but we agreed to meet in a lay-by at 8.30 p.m., in the dark, miles from anywhere so that I could take delivery of the wings. My wife, who is used to strange happenings in my

rims and although some of the tyres looked very good they were some 15 or 20 years old so I discarded them as I had been advised that tyres of this age were unsafe as they are prone to cracking and splitting when they are fully inflated. This was illustrated to me when I dropped one wheel onto its side and the old

as well that he did as when one of the wheels hit the floor it did not 'Ring' like the other wheels. After careful investigation this particular wheel was found to be cracked along one of the joints on the central part of the wheel but there was no sign of any impact damage. I had never seen this problem before but it illustrates that you can't assume anything when dealing with very old cars.

I had the old wheels grit-blasted and I then carefully wire-brushed them with my electric drill so that all the bits of the original paint and rust was removed. I examined each of the rims to ensure that they were not damaged by tyre levers etc. If they had minor rim damage I straightened them with a pair of large molegrips and removed any rough bits of metal with a file. It is essential that all the preparation work is done prior to any rust treatment as if any work is done after the initial rust treatment the whole process will have to be repeated. We used Etch-prime as a base coat and applied this as soon as possible after the wheel had been wire brushed. If the wheels are left overnight in a damp atmosphere they will rust again and all the preparation work will have been in vain as I found out to my cost. The wheels were taken to Dave Bailey, the paint sprayer, who shares the new workshops with Stuart, and he sprayed them in a silver to try and match the original finish. He used, dare I say, a Ford silver paint, as it was very close to the original colour of the wheels. David is well known in Triumph circles and has sprayed and owned many Concours winning Triumph cars.

Footnote Has any one got a pair of the correct master cylinder seals which are specified in the parts manual as 'Boot, brake and clutch pedal Part no 119579'?

*(The detail of the success or failure of the restoration will be continued in next months article in the Courier and the car will be brought down to Stafford for its 40th birthday in July 1999 and exhibited in the Herald display finished or not)*

search for original Triumph parts, was quite convinced that we would be arrested and she would have to bail me out!

I removed the original wheels from the body and fitted some old Spitfire wheels for the period the body was being refurbished and sprayed. I had the old tyres removed from the

tubeless valve broke off and the tyre deflated rapidly. When I examined the valve it was clear that this happened because the old rubber had gone hard and brittle with age.

As the tyres were being removed from the old wheels the tyre fitter dropped the rims onto the concrete floor. It was





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CARRIAGE EXTRA





# Update

By Chris Mills

International Weekend Event Manager

International Weekend '99

**F**ollowing a successful meeting recently with the showground management, I am pleased to report the following:-

- £110,000 has been spent on the main shower Blocks, both male and female have five showers each, each shower supplies a timed amount of guaranteed hot water, the areas are completely tiled, Heated and Ventilated and have new fixtures and fittings.

- £40,000 has been spent by Jenkinsons Caterers as part of their contract with the showground to update the Balcony Restaurant, this has new equipment, a larger interior, tables & chairs on the Balcony, complete with fake orange trees !

- The Caterers also boast a quick snack bar, located to the right of the balcony bay, where hot and cold snacks & drinks are available at reasonable prices.

- A vending machine is now located in the main corridor next to the Gents shower block, filled with fresh Rolls, Cakes, Confectionery etc We are assured this is checked regularly and restocked as required.

- A Pay-Phone is now located in the Lobby area of Bingley Hall, just inside the first set of main doors, this will be available for members use. Entrance to the main hall outside of normal show hours will not be permitted under any circumstances.

- The camping areas will revert to previous years - i.e. Lively area to the right of the gate and Quiet Camping to the left.

- The Party venue is to move out of the Prestwood centre, look for next months courier for further details.

## IMPORTANT NOTE:

- **Autojumbler**s will now be in the **ARGYLE CENTRE** - under **NO** circumstances will any **Autojumbler**s be allowed to stay in the Arena, even if you have unloaded.

- The approach to the showground will have changed by 1/4/99. A new gate way, Double present size will be constructed along with a First Aid Post and Security bungalow at a cost of over £50,000 including new walls and fencing.

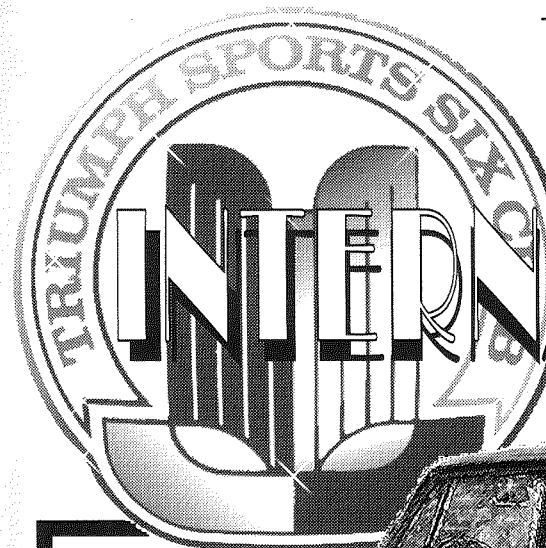
All this adds up to over £200,000 spent on the showground over the last 8 months, whilst these improvements have been a long time in coming, the showground management know they need to improve the site further to maintain their business.

I also need to reiterate the fact that **NO FREE** passes will be issued this year and **all** members are expected to pay on arrival.

We will re-imburse entry fees where members have given up a fair portion of their time towards the success of the event, you will need to have a form signed by a recognised Event Official.

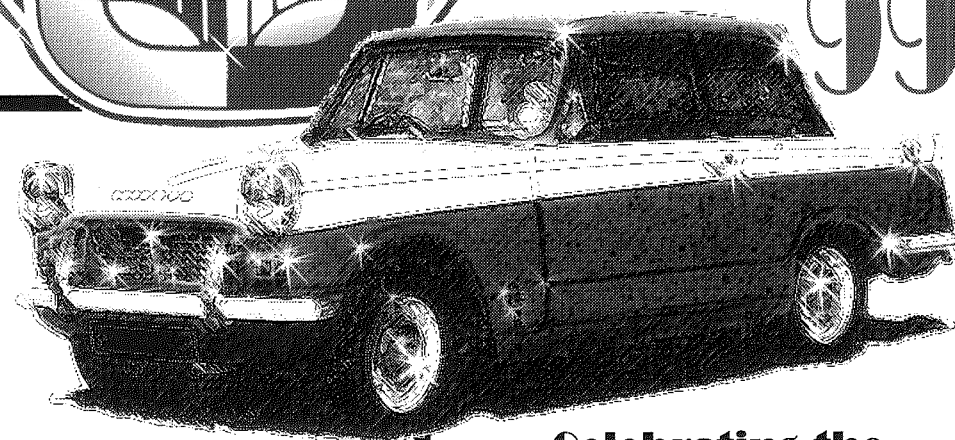
If you have a point to raise regarding the event, please Phone or preferably e-mail :

chrismills@btinternet.com



THE ONE & ONLY  
**TSSC**

**INTERNATIONAL  
WEEKEND '99**



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County  
Showground  
July 17<sup>th</sup>/18<sup>th</sup>**

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40<sup>th</sup>  
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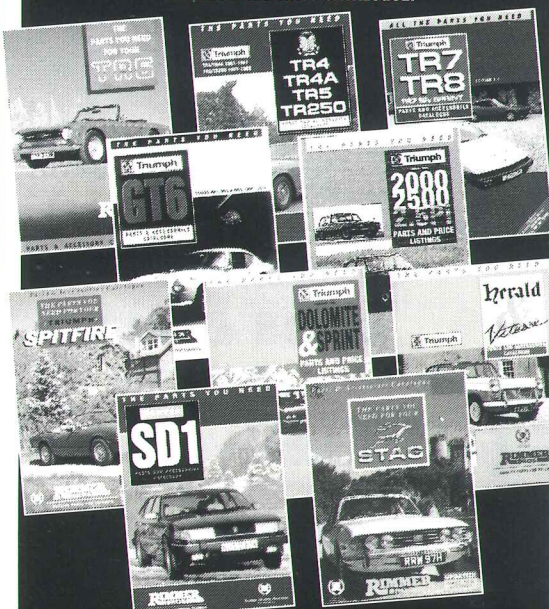




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	1300	£650.00 ex
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VITESSE (FULL)	(2000)	£1025.00 ex
GT6 (FULL)	(ALL)	£815.00 ex

### UNLEADED CYLINDER HEADS

SPITFIRE & HERALD	RECON	£211.50 ex
GT6 & VITESSE	(2000)	£290.00 ex

### BRAKES/SUSPENSION

DISCS	SPITFIRE/HERALD	£19.33
	GT6/VITESSE	£20.52
PADS	SPITFIRE/HERALD	£10.52
	GT6/VITESSE	£12.87
REAR SHOES	SPITFIRE/HERALD	£15.67
	GT6/VITESSE	£19.98
FRONT SHOCK ABSORBER (ALL MODELS)		
STANDARD		£23.44
SPAX		£46.44
KONI		£57.49
REAR SHOCK ABSORBER (ALL MODELS)		
STANDARD		£22.04
SPAX		£43.45
KONI		£51.44
FRONT SPRINGS		from £19.41
REAR SPRINGS		from £83.51

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INERTIA INC REEL, STALK, FITTINGS & INSTRUCTIONS		
SPIT/GT6	(EACH)	£35.52
HERALD/VITESSE	(EACH)	£40.24

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	F/WING	R/WING FROM	D/SKIN	SILL FROM	F/BUMPER FROM	R/BUMPER FROM	BONNET ASSY	BOOT LID	1/4 VALANCE HERITAGE
SPITFIRE 1/2/3	£66.82	£81.08	£30.64	£19.31	POA	£70.50 EACH	£605.13 (MK)	£163.38	£66.56
SPITFIRE MK IV/1500	£50.53	£88.13	£29.32	£19.31	£216.29	£216.29	£581.63	£172.47	£58.09
GT6 MK1	£66.82	£81.08	£30.64	£19.31	POA	£69.33 EACH	NCA	-	POA
MK2	£95.80	£81.08	£30.64	£19.31	POA	£70.50 EACH	NCA	-	£66.56
MK3	£50.53	£88.13	£29.32	£19.31	£216.29	£216.29	£616.88	-	£58.09
HERALD	£72.93	£84.60	£53.54	£21.82	Car Set	£111.32	-	-	-
VITESSE	£97.87	£84.60	£53.54	£21.82	£34.26	£33.09	-	-	-

### MISCELLANEOUS

CAR COVERS		
TAILORED - TOP QUALITY (ALL MODELS)		£125.00
MUDFLAPS (TRIUMPH LOGO) (PR) from		£11.75
LENHAM HARDTOP (SPIT MKIV/1500)		£290.46
ALEY ROLLOVER BAR (PADDED) (SPIT IV/1500)		£146.02
MOTOLITA STEERING WHEEL (WOOD OR LEATHER RIM) (ALL MODELS)		£114.56

### HOODS

PRICES LISTED ARE FOR BLACK - OTHER COLOURS AVAILABLE

	PVC ECONOMY	PVC LUX	PVC ORIG	CANVAS	MOHAIR
SPITFIRE IV/1500	£95.76	£120.44	£175.18	£168.61	£240.88
SPITFIRE III	£110.45	£123.15	-	£177.74	£246.29
HERALD/VITESSE	£108.69	£128.08	-	£170.38	£249.69

### STAINLESS STEEL EXHAUSTS

	FULL SYSTEM (STD)	TUBULAR MANIFOLD	TWIN SPORTS SYSTEM EXC. MANIFOLD	TWIN SPORTS SYSTEM INC. MANIFOLD	SINGLE SPORTS REAR SILENCER
SPITFIRE MK1	£142.76	£133.77	£163.33	£290.81	£76.01
MK2	£120.97	£133.77	£163.33	£290.81	£76.01
MK3	£152.16	£133.77	£163.33	£279.06	£100.33
MKIV	£133.89	£133.77	£163.33	£279.06	£116.33
1500	£139.83	£133.77	£163.33	£279.06	£116.33
GT6 MK1	£146.88	£193.37	£163.33	£339.58	£116.33
MK2	£164.21	£193.37	£163.33	£339.58	£120.40
MK3	£164.21	£193.37	£163.33	£339.58	£120.40
HERALD	£103.34	£133.77	£170.38	£293.69	-
VITESSE MK1	£148.93	£193.37	£170.38	£325.00	-
MK2	£126.31	£193.37	£170.38	£325.00	-

### COOLING

	WATER PUMP FROM	RADIATOR	HOSE KIT FROM	KENLOWE FAN KIT	ENGINE OIL COOLER
SPITFIRE	£35.19	£95.18 ex	£23.44	£104.02	£104.87
GT6	£47.88	£117.79 ex	£30.55	£104.02	£118.01
HERALD	£35.19	£89.24 ex	£17.04	£99.80	-
VITESSE	£47.88	£105.16 ex	£24.62	£104.02	£133.13

### TRANSMISSION

GEARBOX (ALL MODELS)		
NON O/D (RECON)	£204.53 ex	
LESS O/D (RECON)	£204.53 ex	
INC O/D (RECON)	£381.23 ex	
DIFFERENTIALS (RECON)		
SPITFIRE / GT6	from £248.99 ex	
HERALD/VITESSE	from £247.20 ex	

### CARPET SETS

TOP QUALITY TUFTED PILE (STITCHED) ALL COLOURS. MOULDED - BLACK ONLY	
SPITFIRE IV/1500 STITCHED	£93.21
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GT6 MK3	STITCHED £109.86
	MOULDED £233.05
HERALD/VITESSE STITCHED	£89.19
	MOULDED £144.91

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SPITFIRE	£68.39
GT6/VITE	£70.50
HERALD	£111.63

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This advertisement replaces all previous adverts and offers therein. All parts offered subject to availability.  
Errors and Omissions Excepted.

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E-MAIL: [sales@rimmer.netkonec.co.uk](mailto:sales@rimmer.netkonec.co.uk) INTERNET: <http://www.rimmerbros.co.uk/>

IN PERSON: At our Shop and Sales Counter.

PAY BY: CREDIT CARD DEBIT CARD  
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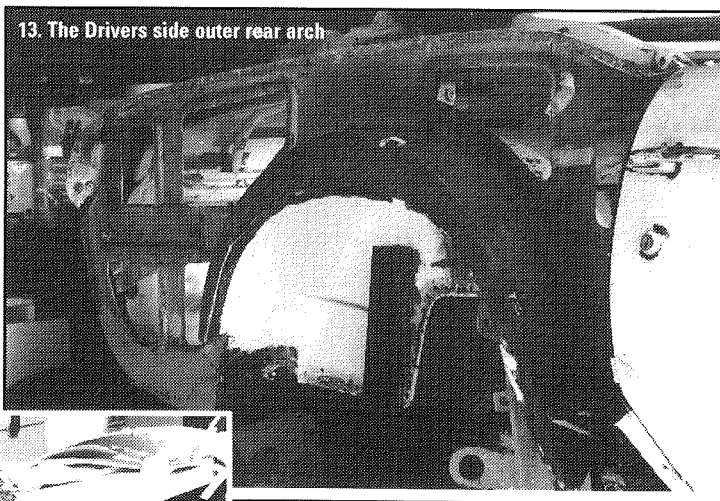
# The Rebuild of UBB 117G

## Part 3. By Nigel Penistone

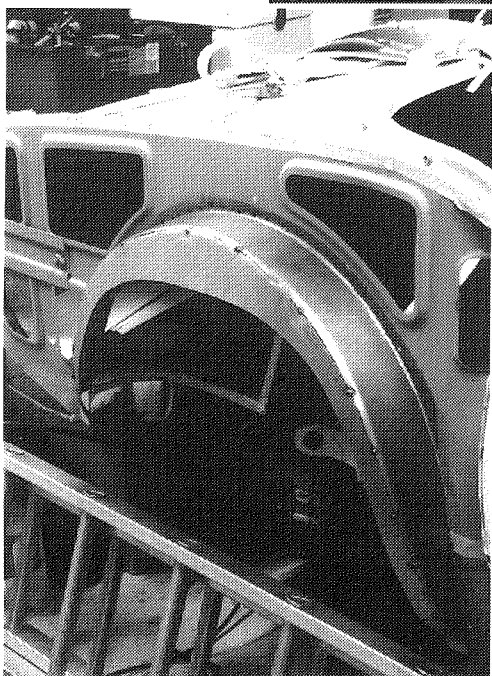
**It Took a Long Time to Complete and  
it Will Take a Long Time to Tell**

### Welding

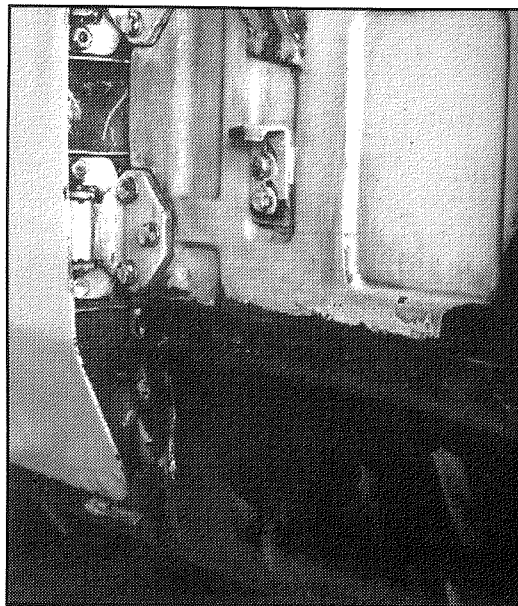
Once correctly located with the floors, boot floor, wheel arches and chassis the assembly was tack-welded together. The boot floor, and wheel arches then followed. In the end I replaced the whole of the bottom of the car from front to rear, including the rear inner wheel



13. The Drivers side outer rear arch

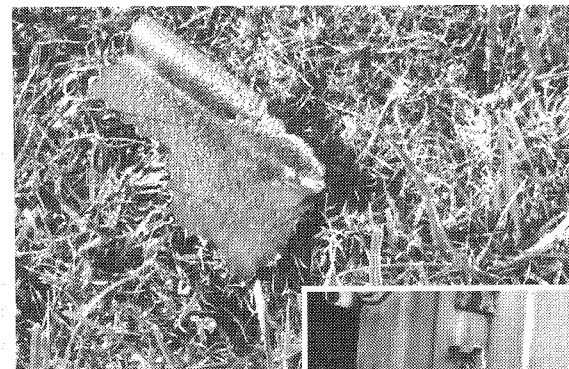


14. The repaired outer arch tack welded in place

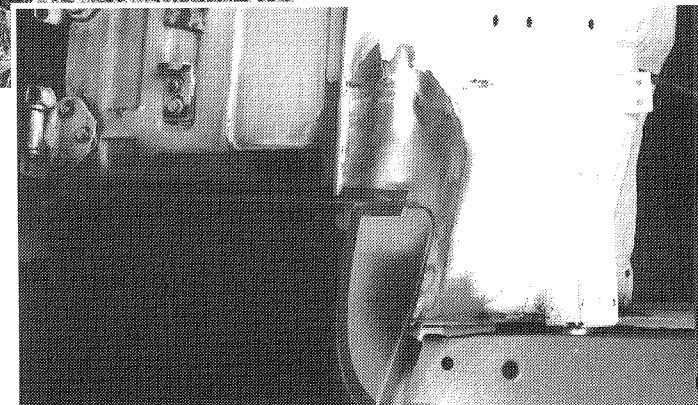


15. Front bulkhead additional ventilation holes

16. The removed upper 'A' post area



arches, rear outer arches and repairs to the lower 'A' and lower inner 'B' posts. (figs. 13 & 14). At the front of car I repaired the front bulkhead panel just above the sill 'D' plate and the front lower

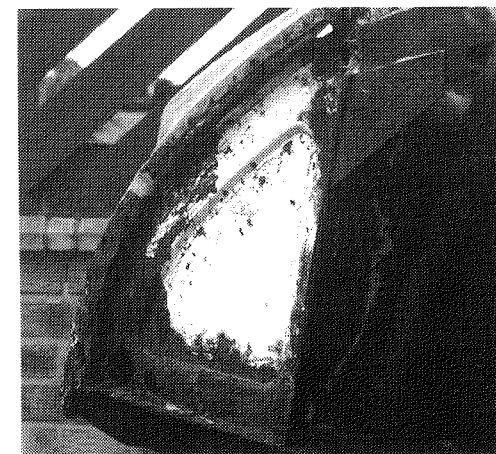


17. The finalised bulkhead repair patch

corner of the upper 'A' post. (fig. 15). Both these repair patches were made by chain-drilling out the rusty/pitted metal and butt welding in place a hand-fabricated patch. (figs. 16 & 17). On the upper 'A' post repair I made one of the weld lines along one of the radii of the stiffening bead to minimise any heat distortion caused by the weld.

The bonnet was a nightmare. It sort of looked

OK from the outside, but all the edges of the nose panels had seen better days. (fig. 18).



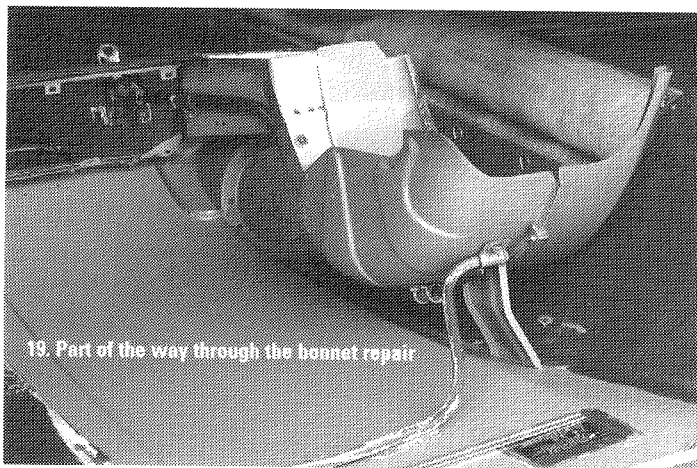
18. Poor condition of the bonnet front lower panels



I decided to take the bull by the horns and replace everything except the top panel and the headlight nose pieces. I worked piece by piece one step at a time, trial fitting and marking where each new panel should fit as each old piece was removed. I used aircraft locating pins to locate and hold each panel in place. Although even after locating

them panel by panel it still took quite a bit of

moving and shuffling to get both sides into the best overall position. (fig. 19). (My advice is take care, don't



19. Part of the way through the bonnet repair

measure, check and then weld). I had some trouble with one of the bonnet arches that I

had obtained mail order. It had not been pressed correctly and had to be returned. (This story is related in The Courier number 212, page 63) I would advise anyone else in the same situation do the same. If you are going to all this trouble of a complete re-build don't accept second best, as you will inevitably regret it later.

Once the bonnet was welded and re-aligned on the body it was the turn for the rear outer wings and outer sills. These had been held in place every few inches with locating pins. I tack welded every 4 inches and then plug welded. (prior to any welding I had punched 5mm holes in the outer edge of the panels and then opened them up to 6.5 mm - I wanted to make sure every weld took!) I welded both sides within a day. It would have



20. Katie removing the exterior paint (the first time!).

rush, measure, measure, clamp, have a tea break, re-

been a total of 215 welds per side, had my

welder not stopped working with 15 welds to go! (Despite being a turbo model it had overheated and the thermal trip had cut in. It took an age to cool down.)

## The Re-paint stages.

I had the chassis and wheels blasted and primed in 2-pack at a local engineering works. I then sprayed the chassis with David's 182 zinc-rich primer and 2 coats of Rustoleum before moving onto the cellulose. The interior and lower surface was also treated to several brush coats of David's 182, Rustoleum then flatted and sprayed with primer and cellulose top coats. It was after this that things started to go wrong with the painting. I had believed that, having cleaned down to bare metal, that if I wiped the surface with phosphoric acid then that would provide a sufficient key for the primer to adhere to. It was only after spraying the exterior of the car in primer I found that it hadn't worked properly. The paint had started to lift in some areas. I called in Paul, the expert, but his prognosis was not good. I already knew what the solution was going to be, but I just did not want to hear it. The date was the 9th July, I had taken the week of work to spray the car and I now found myself having to strip it down to bare

metal again. (fig. 20)

I was devastated. Still, there were 72 days to go and it was only the exterior of the body tub I had to do.

I was so sickened at the thought of having to strip the paint down to bare metal again that I could not face making a start that night. I did however order some etch primer from my local supplier, who promised to call me the next day when it arrived.

The next morning, bright and early and before the kids went to school, I was out there wet and dry in one hand, warm water in a bucket in the other. Once the kids were at school my wife and mother came to help. By the end of the day the car body was stripped down to bare metal again. (Yes the paint did come off easy - in some places anyway). Having rubbed down the body I had to make a dash to the paint manufacturers for some etch primer as my supplier had let me down. The manufacturers, Auto Chem. at Bawtry, were very helpful and agreed to stay open so I could collect it. By the end of the evening the body had been etch primed and had two coats of primer.

On the Saturday it was the T.S.S.C International, I decided to have a day off and purchase some more parts. I bought a new stainless steel exhaust, new door hinges, heater hoses and lots more!. Then, feeling

guilty, I came back and stripped the bonnet centre panel. The rest of the weekend was spent stripping and preparing the windscreen frame, boot lid and front valance. It was later on that night, while squatting down to adjust the gear changer on my son's bike, that I was knocked off balance and pulled the bike and my son across my right knee thus tearing the cartilage in the process.

I was put on crutches and ordered not to put any weight on my leg. It was not a complete disaster - I was off work for 2 weeks at least, but being immobile meant that I could clean, polish, paint and rebuild all the small engine and bulkhead components ready for the re-build. (I'll thank my wife here for all the fetching and carrying she did for me - thanks Pat.). I also managed to rub down all the paint work, but Paul must take credit for doing the rest of the spraying.

Some people hate rubbing down. However I found it quite relaxing and rather enjoyed it. (A good job, too. Paul agreed to do the spraying if I did all the preparation. Seeing that I couldn't stand up and that it did mean that I would get the car painted it seemed a good idea. Incidentally, I went back to work after two weeks off, only for the knee to give way and lock up again on the Friday night after a week at work!)

**More Next Month**





# ...and so you thought you'd

By Jo Field

This month as a prelude to the 1999 race season, I have prepared some information for those of you who 'thought you might like to go RACING!'

**Y**our Car should be of a road worthy condition and be capable of passing an MOT test, this being a specific requirement of the **Standard Class**.

## CHAMPIONSHIP CLASS CHOICE, Standard or Modified

For 1999 the TSSC race championship has joined with the TR Register to form a combined championship. The class structure is such that we, the TSSC have a choice of either standard class (TR Register, Class A), which will let you join in the fun for moderate expenditure, requiring the fitment of a rear roll cage, fire extinguisher, cut off switch, rear fog light and lowered suspension, with no 'go faster' accessories fitted to the engine if you do not wish to.. Although a **valid** MOT certificate is a requirement.

Or the modified class (TR Register Class C) which allows more modifications to both the suspension set up, engine, gearbox and diff, as long as you are within the regulations, your only constraint will be your budget.

## INITIAL EXPENDITURE

(even before you get to the race track)

'Go Racing' Driver pack from the RACMSA	£37.00
ARDS Course at approved school	approx. £150.00
Medical, Doctors fee	approx. £50.00
Race Licence, National B, once all the other completed	£37.00
TSSC Membership	Current member
TR Register Membership and Race Registration	£52.00

and so we move onto the preparation of your car and yourself

## PREPARATION AND ASSEMBLY

The following costings are based on the proviso that you already own a MOT certificate car, with the components required for preparation of a car to compete in our **STANDARD** race class.

- 1 x Car, Triumph Spitfire, GT6, Vitesse, Herald and Bond Equipe

## Chassis work to include

1x Pair, Front springs, to lower and up-rate, customer-choice from	£ 66.00
1 x Pair, AVO Front Shock absorbers	£164.00
1 x Pair, AVO Rear shock- absorbers,	£98.00
Shock absorbers c/w adjustable front pans and bump adjustable for correct corner weighting	
1 x Front anti rollbar, late 1500 Spitfire, thicker, second-hand	£15.00

## Brakes

4 x New wheel bearings	£48.00
1 x Pair, Front discs	£32.00

## Engine & Exhaust system

1 x Engine, finished build to suit your own preference, budget and class specifications	£700.00 to £900.00
---	--------------------

## Safety Equipment

1 x Fire wall	£30.00
1 x Fibre glass Gearbox tunnel	£29.00
1 x 1.75kg AFF Fire Extinguisher, Hand held	£35.00
1 x Rear fog light	£5.00
1 x Rear Roll cage, FIA approved	£171.00
1 x 4 point Harness	£45.00
1 x Cut Off Master Switch	£28.00
1 x Helmet	
1 X Race overalls, gloves and boots	

## Other suggested modifications

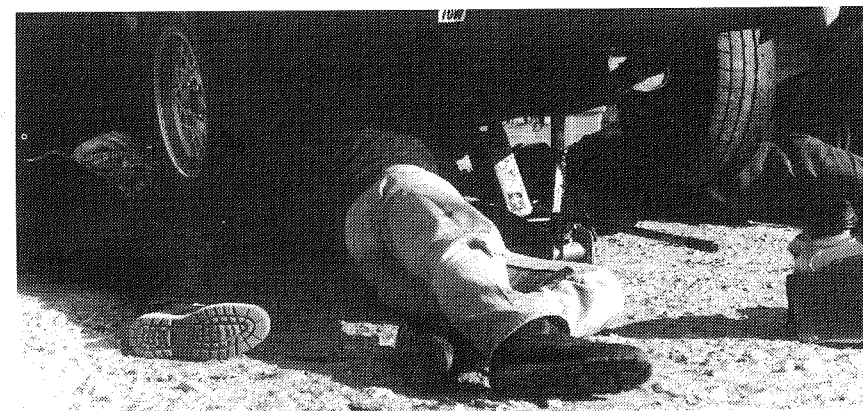
1 x Electric Fuel pump	£50.00
1 x set (4) Yokohama 185.60.13 Tyres approx. each	£ 62.00

And finally to the racing.

## RACE FEES AND CLUBS

In general fees, per race, range from £100 to £130, this will give you up to 4 personnel and 2 vehicle passes, dependent on the circuit allocation. Organising clubs for 1999 include Jaguar Car Club, Aston Martin Owners and the MG Car Club.

I trust that you have found this article of interest, and should anyone like any further information please do not hesitate to contact me.



# GO RACING!





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*Andrew Noakes*

**Andrew Noakes**  
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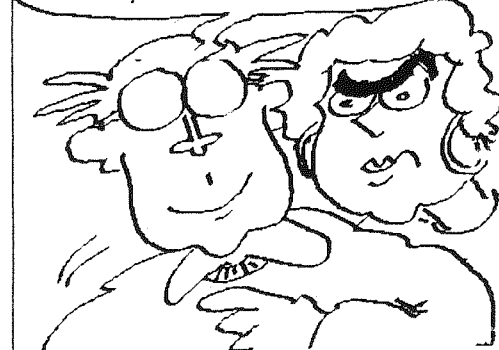
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## TOMMY the Triumph

I think I'll begin to rebuild my old car today.....



but you say that every year, and you never get round to it..



Oh no !! Bits missing...!! And I forgot about this bit...And what on earth is this bit for...??



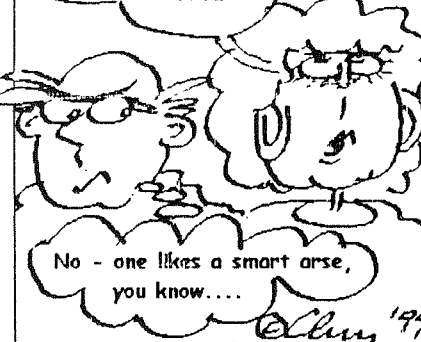
This has gone rusty, and where on earth is that special spanner I bought...?



Hmmm....I think perhaps I'll leave it for now.. I should do a bit of planning first, get some advice.. maybe next year...



You say that every year, too..





# TSSC Services & Officers

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The following services are available from the Club headquarters.

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£33.00 UK £35.00 EUROPE £38.00 OVERSEAS

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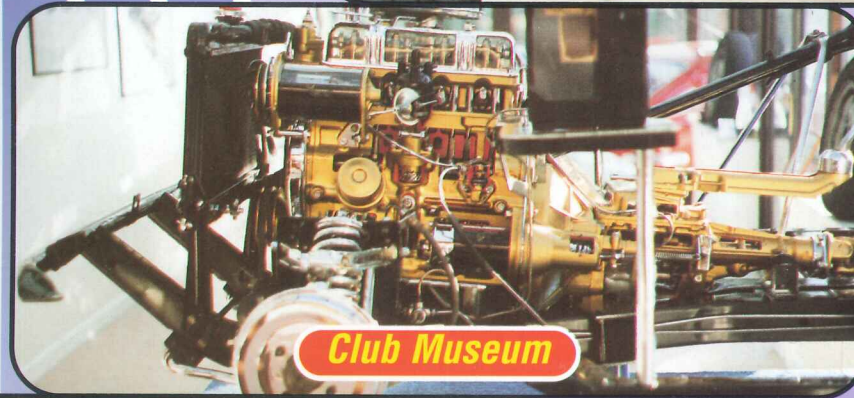
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