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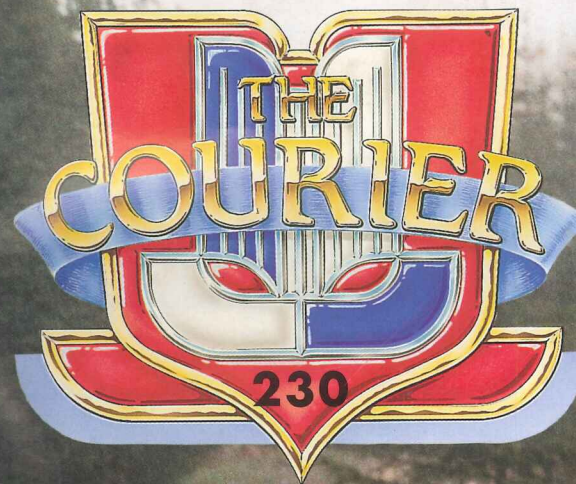
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**The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB**

**No.230 Vol 20. AUG 1999
Price £2.25 Free to Club Members.**

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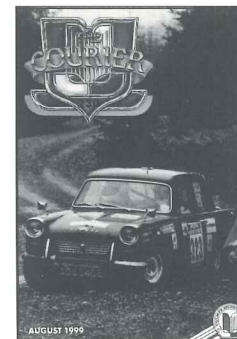
**5, Frosty Hollow, East Hunsbury,
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Simon Roberts, Vivien Thompson
Bill Sunderland, Trudi Squibbs,
Brian Waters, Peter Williams.**

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:
Graham Cambell on a
Scottish Stage
Pic:
Tom Coffield**

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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

AUGUST

SUN 1st

DEVON AREA TREASURE HUNT
Buckfast Abbey
Contact Rob & Helen
01822 890635

SUN 8th

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

Fri 13th/SUN 15th

**NORTH EAST AREA'S
13TH BEAMISH CLASSIC WEEKEND**
Contact: Tom 0191 5870933

SAT 14th/SUN 15th

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

SUN 22nd

**CANTERBURY AREA EVENT
RETURN TO HELLFIRE CORNER**
End point Dover castle.
Contact: Tim 01233 812616

SEPTEMBER

SUN 5th

WORCESTER AREA CONCOURS (WAC)
Avoncroft Museum of Buildings
Stoke Heath, Bromsgrove, Worcs
Contact: Ian 01452 618113

FRI 24th/SUN 26th

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

OCTOBER

SUN 18th

**TSSC ESSEX AREA
DUXFORD ALL TRIUMPH DAY**
Imperial War Museum Duxford
Contact: Greg 01375
or Andy 01277 214184

SUN 18th

**INTERNATIONAL TRIUMPH SHOW
AND SPARES DAY**
Sandown Park Esher, Surrey.
TEL: 01568 797881

NATIONAL & LOCAL TSSC INVITED '99

AUGUST

SUN 1st

CULZEAN CLASSIC CAR SHOW
Culzean Country Park, Maybole,
Ayrshire
Contact: Ian 0131 539 1402

SUN 1st

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

SUN 8th

6TH TRANS PENNINE CLASSIC CAR RUN
Starts Preston Finishes Harrogate.
£25.00 per vehicle

SAT 14th/SUN 15th

BIGGAR MUSEUM TRUST RALLY
Biggar
Contact: Ian 0131 539 1402

SUN 22nd

JAGUAR DRIVERS & CLASSIC CAR SHOW
Capel Manor Gardens, Enfield,
Middlesex

SUN 22nd

CALDERGLEN CLASSIC AUTO RALLY
Calderglen Country Park
East Kilbride
Contact: Ian 0131 539 1402

SUN 29th

4TH BRITISH MOTORING CAVALCADE
Starts Peterborough Finishes
Donington park £35.00 per vehicle

FRI 27th/SUN 29th

DOUNE CLASSIC WEEKEND
Downe Nr Stirling
Contact: Ian 0131 539 1402

SEPTEMBER

SAT 11th/SUN 12th

BEAULIEU SEPTEMBER AUTOJUMBLE
National Motor Museum,
Beaulieu, Hants.

SAT 18th/SUN 19th

**STANDARD TRIUMPH
& CLASSIC CAR SHOW & TOUR**
Royal Air Force Museum, Cosford,
nr Wolverhampton
Contact: Alan Withy 0121 7446414
or Malcolm Greenly 01922 476039

SUN 18th

**NATIONAL KIT & PERFORMANCE
CAR SHOW**
Donnington Park, Derbys.
01737 225857

OCTOBER

SAT 2nd/SUN 3rd

SCOTTISH MOTOR FESTIVAL
Royal Highland Centre
Edinburgh

SUN 31st

NATIONAL RESTORATION SHOW
National Agriculture Centre
Stoneleigh, Warks
01568 79881

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Comment

by Bill Sunderland

OUR CARS

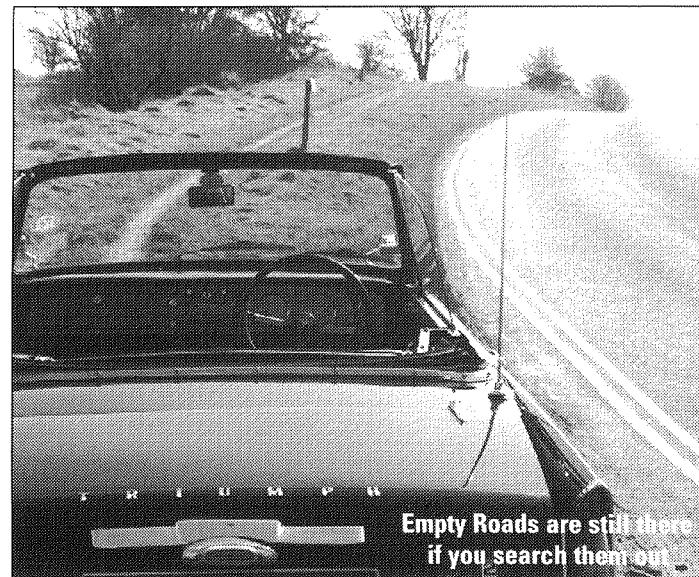
Last months Courier bought discussions re. what are our cars worth and are they worth buying. The answer is - yes, how much are they worth, well a lot to the owner who can enjoy driving. Having just returned from France where

choosing when to drive, picking spots when everyone else is sleeping. It's only when you travel on near empty roads you fully realise what a pleasure driving can be. Apparently the U.K. is going to

with that in mind the **Spitfire Weekend** takes place on **4th September** in **Holland** and that will be a nice drive.

TSSC H.Q. is this summer being host to Members from around the globe and we believe that an enjoyable time is spent in the TSSC's HQ - Triumph's premier home. Increasingly Members come to reference material for forthcoming or ongoing restorations and we have extremely good facilities, once again you are all welcome to visit your Clubhouse.

We have a new member of Staff working in the TSSC Offers department, namely Cain Foscett. I'm sure that with me, you will welcome him and that many of you will speak to him in the near future.

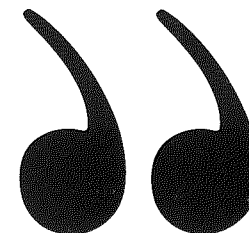


Empty Roads are still there
if you search them out

mile upon mile of ideal Triumph driving roads await, these are near empty roads with excellent surfaces, where you can enjoy driving again. The argument is who wants to drive anything in the U.K.? Even the most beautiful roads like the A607 have numerous obstacles in the way. Many of our European Members, in fact probably Members world-wide enjoy motoring more than us in the U.K. There is an answer, that is

receive six million new cars within the next decade, I don't believe that six million cars will die in that time, therefore even further congestion.

The moral to this tale is using Europe when you can, the tunnel takes thirty minutes, albeit if there are no delays and



Picture: with thanks to
Simon Niblett whose
car features on page 66

SHOWCAR Register CARS WANTED

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John Muggleton 01858 434424



Mallory

By Jo Field

Welcome race enthusiasts.

A turnout of ten TSSC cars meet with the TR Register to compete in the sixth round of the combined TR Register / TSSC Championship at Mallory Park on Sunday 4th July. Included in the number we were pleased to welcome newcomer Andy Winterton from Stamford, Lincs, in his Standard Class Spitfire MkIV, a Jigsaw prepared car. Other competitors included Steve Adams, Adam Bagnell (another competitor in his first season in his GT6 MkIII), Steve Crane, Mark Field (making a welcome return after a break in his competitive racing), Clive Gimson, Andy Jowett, Alistair Pugh, Dave Thompson, and Jon Wolfe our current championship leader.

Being second practice and race of the day, an early start was required with scrutineering at 8.20 am and our practice at 9.50 am. All competitors passed the beady and ever vigilant eyes of the scrutineers, and thus onwards to practice.

Some 28 TR and TSSC in all

went out for the practice session, the track was dry, and the weather hot with bright sunshine. We were fortunate in that all cars qualified for the race, a requisite of three laps being the sought after number. Unfortunately we were not without problems, Jon Wolfe experienced engine problems, requiring the replacement of his rocker shaft prior to the race. Clive Gimson in his GT6 MkII was suffering timing difficulties that were to prove unresolvable and ending in his withdrawal from the race later in the day. Our newcomer Andy Winterton laid a smoke screen for the other competitors in the hopes of slowing them down, but to no avail, fortunately it was only oil surge onto the exhaust and nothing more serious, thus he survived for another day.

Despite his engine problems Jon Wolfe gained a position of eleventh on the grid followed by Steve Adams, Steve Crane, Mark Field, Andy Jowett, and a little further down the grid Dave Thompson, Alistair Pugh, Adam Bagnell, Clive Gimson and finally but not least Andy Winterton.

During the break between practice and the race, Jon Wolfe changed his rocker shaft, but was unsuccessful in completing the race, Clive Gimson still experiencing timing problems withdrew early on in the race, thus keeping his engine for another day, Steve Crane and Andy Jowett has a battle for modified class honours with Steve winning in the end, and Mark Field came in third having had a good race with one of the TR Register lads, all of the rest of the TSSC racers stayed the course although losing laps to the quickest of the TR Register lads, the TR7 V8 of Colin Pendle.

And so the calendar moves on to **Anglesey 17-18 h July**, a new circuit for this year having just re-opened, **Cadwell 1st August** and then to **Croft 21-22nd August**.

"... Congratulations go to Andy Winterton on completing his first race, and we look forward to seeing him again competing alongside all of the regular TSSC racing members ..."



HQ OPENING TIMES

AUGUST- OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY - 7TH 9AM - 4PM

SATURDAY - 24TH 9AM - 4PM

SUNSHINE RALLY

Stanford Hall Leics - Sun 8th August

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Saturday 7th August

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John Muggleton 01858 434424

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Changing Vrooms

By Mike Scott

With the abolition of leaded petrol just a matter of a few months away, I decided to invest in an unleaded cylinder head from the Club. Here's the story of how it all went.

First, some unfinished business. Last month, I mentioned the club member who is re-manufacturing a camber compensator originally available through the competitions department. His name is Jonathon Binnington and he can be reached at 58 Woodruff Way, Tambridge, Walsal, or, by phone, on **01922 632080**. At the time of writing, Jonathon has

Trevor Wood's non-Rotoflex Mk III, with the enviable registration 6 GT, one of a number in his collection. It was originally sold in Lincoln with Saffron paint work. At some stage it was re-sprayed black, but now looks resplendent in its 'Post Office Red' livery.

Back to the plot: Changing a cylinder head is a relatively easy task as all the things you need to get at are at the top and are easily accessible. First step is to drain the coolant. Remove the radiator filler cap and undo the little tap at the bottom of the radiator. (If you haven't flushed the cooling system for a while, now might be the time to think about it.) Although not strictly necessary, you could also remove the block drain plug (half-way up the block



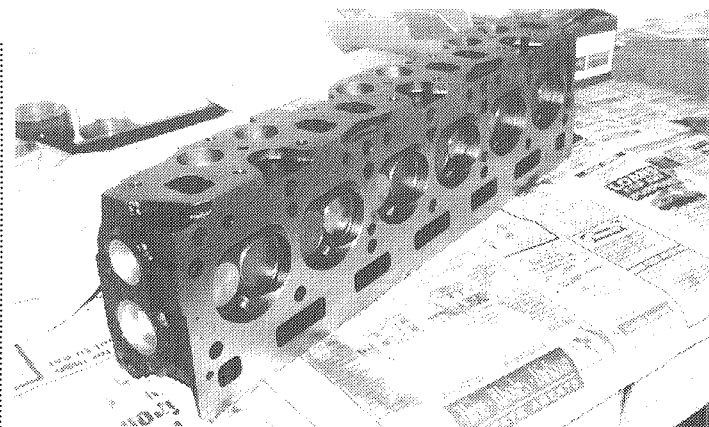
orders for three units but hopes to increase his order book at Stafford.

The picture of the month was taken at Stafford last year (or was it the year before? Time flies!). It's

above the starter motor) for good measure. If no water comes out, gently poke a length of stiff wire in the drain hole to loosen the silt that builds up over the years. Flush if necessary.

I would generally advise that, before starting any job where your hands will come into contact with used engine oil (as they will with this one), you give them some sort of protection. The combustion products in used oil are carcinogenic. Ideally, one should apply a barrier cream, but I use my wife's hand cream (it may sound poncey, but it's worth it in the long run). Rub it in well and make sure your hands aren't slippery before handling tools.

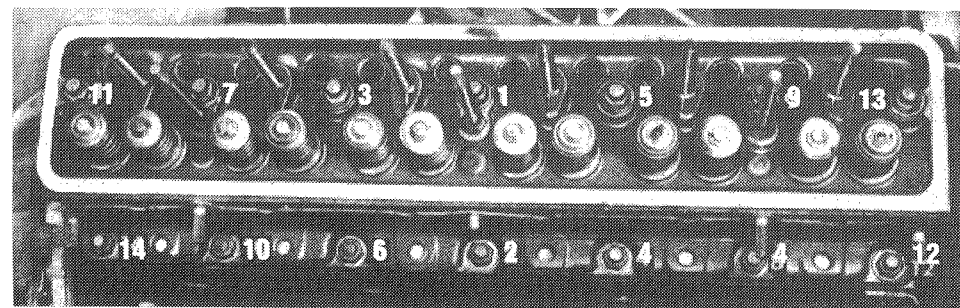
Things that have to come off before we can tackle the head:



correct order), choke cable, throttle cable, heater valve cable, heater and rad. hoses, exhaust down-pipe bolts (support the pipe on blocks to avoid straining it), air cleaner

water pump on as this is most easily removed after the manifolds.

Now we're in a position to remove the cylinder head nuts. Referring to the diagram, gradually (a quarter turn at a time, initially) undo the nuts in the reverse order to that shown.



plug leads (mark them as to which cylinder they belong), vacuum advance pipe, rocker cover, rocker shaft assembly complete (you can also remove the studs and the rocker cover studs to get them out of the way at this stage), push rods (remember to keep them in the

box (to get it out of the way) and carbs and throttle linkage (again, not strictly necessary, but it avoids the possibility of damage to these delicate and expensive items). It helps if you leave the inlet and exhaust manifolds on at this stage, which also means leaving the

Theoretically, the head can now be removed, but past experience has taught me that heads often bind on the studs, so it's as well to remove the head studs first. This can be done by spinning a nut on until it all but contacts the head (remove the washer to expose more of the threads), spin a second nut on and tighten it against the first then very carefully 'undo' the lower nut. If both nuts turn, tighten the top one

down a bit more, taking care not to damage the threads. If the stud isn't too badly seized, it should start to come undone as you turn the bottom nut. If you feel that too much force is being applied and the stud isn't budging, don't push your luck; it isn't worth breaking the stud.

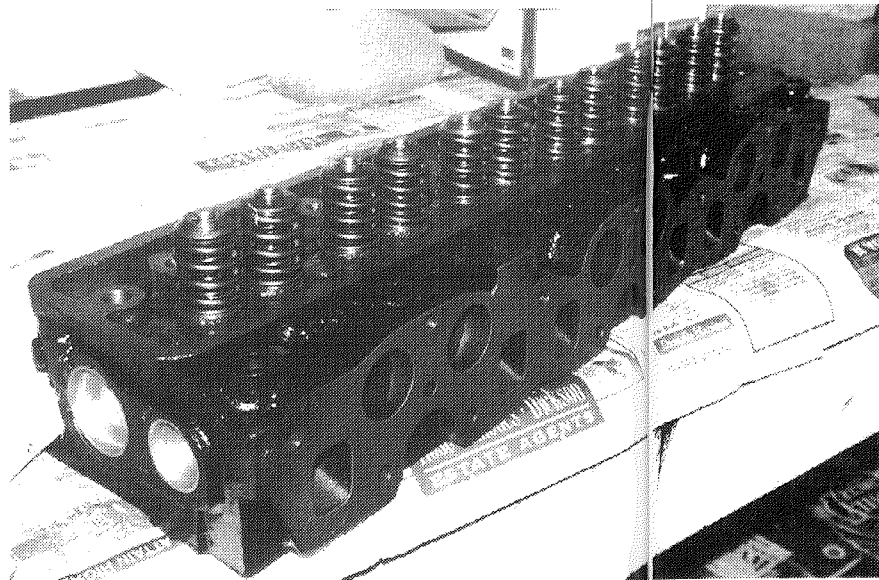
Even after having removed all the studs the cylinder head is still likely to be stubborn about coming off. The old trick of cranking the engine with the starter to 'blow' the head off rarely ever works on GT6s. I found the best method is to place a hefty lever (I used a 4 ft length of 1-inch steel gas pipe) between the engine mount bracket and the underside of the exhaust manifold (hence the reason for leaving it in place). A gentle upward pressure on the lever, using no more force than is necessary, will suffice to break the gasket seal. I'm not sure how well this method (which relies on a tilting motion to move the head) will work with some of the studs still in place. I could imagine them getting bent, breaking off or, worst of all, stripping the threads in the block. If you can't get all the studs out, I'd advise the somewhat inelegant method of knocking the head off with a 4 lb lump hammer (use a bit of wood to cushion the blows or you'll crack the head). With the head free (but still in place), the manifolds can be removed, followed by the water pump.

Now for the most tedious part of the job: removing the old head gasket. This needs to be scraped off the cylinder block so that no trace remains, taking care not to mark the surface in any way and that none falls into any of the bores (stuff a clean rag in them to prevent this). It takes hours! The water pump gasket surface needs to be treated in the same way, but this is easy in comparison. Thankfully, the manifold gasket usually comes off in one piece, as does the rocker cover gasket.

With the head off, now is the time to inspect the tappets. Remove each one in turn and inspect the contact surfaces. Replace any that are suspect, they only cost a few quid each. The tops of the pistons can be given a decoke at this stage. Remove any thick deposits of carbon with a stiff, non-metallic scrapper, then finish off with a cream (as opposed to liquid) metal

polish. Ensure no debris or excess polish finds its way between the piston and the cylinder walls. That done, cover the engine block with a rag to stop muck falling in while you turn your attention back to the cylinder head.

The new head was a beauty to behold. The face had been skimmed, the combustion chambers decoked to such a high standard that they looked new, the gasket faces had



been cleaned and the whole thing had been painted gloss black (including the water pump gasket face; this would need rubbing down as a minimum to ensure a good seal). As well as new exhaust valves (I wasn't sure about the inlet valves), and new double valve springs, there were two new core plugs at the back. The larger of the two was fitted with a heat sensor. This is a coded seal fixed to the core plug with heat-sensitive adhesive. If the car overheats, the glue will melt and the seal will fall off. It's the engine shop's way of saying they're not responsible for replacing the head if you cook your engine! Be warned. There are a few jobs needed before the new head can be used. Firstly, most of the new head was covered in a clear green oil; whether this is machining oil or to protect the unpainted surfaces from corrosion I don't know. Either way, it all has to be wiped off; this can take two or three goes as more of it keeps appearing from all the nooks and crannies in the head. Next all the studs from the old head need to be transferred over. Remove them in the same way detailed above (they should

come out a lot more easily) and screw them into the new head, nipping them up just over 'finger tight'. Most of the threads in the new head weren't all that bright (whether this is a product of the machining process or just the general condition of the head before it was reconditioned, I don't know), so I cleaned them all out with a tap. While I was about it,

I tidied up the threads on the studs with a set of dies (you will need $\frac{1}{2}$, $\frac{5}{16}$ and $\frac{3}{8}$ UNF taps and dies). There are two dowels which engage in the inlet manifold which also have to be transferred over. They are, basically, spilt pins. Line a pairs of mole-grips up with the split, compress the pins and gradually work them out. They can then be tapped in to place in the new head using a light hammer. Lastly, and to me, strangely, the water jacket bung at the rear of the head needs to be transferred over. As this has a square head

which is no sensible size known to Man and hadn't moved in over 25 years, getting it out of the old head seemed a daunting task. However, with plenty of Plus Gas (give it plenty of time to soak in between applications) and my trusty gas pipe, I prevailed. I used a slightly-oversized spanner and jammed a washer of the appropriate thickness in the gap in order to avoid rounding off the corners of the bung.

Now it's time to put everything back. Re-fit the studs back into the block. In order to minimise the risk of them binding the next time the head has to come off, I smeared the shanks of the studs with grease. Make sure the head gasket is in place and all the tappets have been replaced, then carefully lower the new head on to the studs. Tighten the nuts, in stages, according to the diagram. Next, replace the push rods and re-fit the rocker shaft. Run a little fresh engine oil over the tops of the valves before fitting the rocker shaft so that that they don't run dry when you first

start the engine, the same goes for the push rods. Lower the rocker shaft on its studs and tighten down evenly; remember, you're compressing the valve springs at this stage. When the rocker shaft has been torqued down, fill it with oil, again so it won't run dry on start-up. Carefully remove the screw on top of the rear-most rocker shaft pedestal; don't drop it! Poke the nozzle of an oil can in the hole and pump several good squirts into the shaft and the oil-way leading up from the camshaft. You'll know when to stop as oil comes running out of the top when it's full. Adjust the valve clearances and fit the rocker cover. I use grease as a gasket sealant for the rocker cover gasket as it makes it easy to remove the rocker cover without damaging the gasket if you need to re-do the valve clearances, etc. Finally, re-fit everything in the reverse sequence and John Haynes is your uncle!

'Till next time.

Thanks Mike, now to see how it's done in more Photographic Detail see Peter Williams article on Page 52 and in glorious Technicolor!
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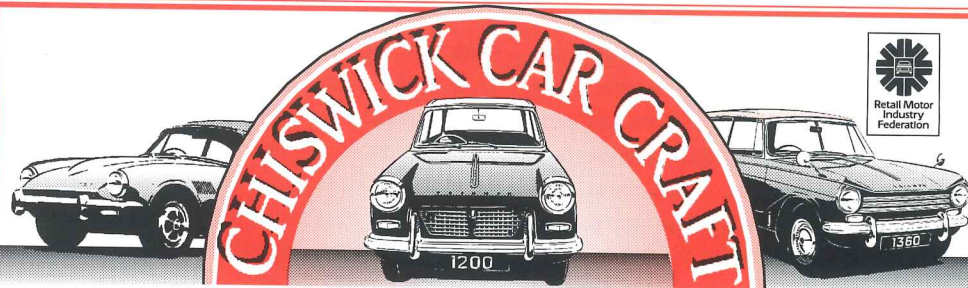
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M. W. Restorations

Technical Tip of the Month

When you're reassembling your car after a rebuild (or any bodywork jobs), why not brush behind the backs of trims, handles, badges etc. with Waxoyl.

It will stop corrosion starting if water sits behind them when you get the car out on the road again.

All the best *Mike.*



Engine Fitting

By David Royle

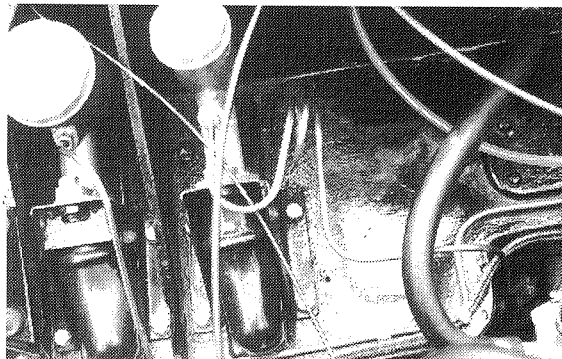
Putting in your 'Six Pot'.

Having now had a quote from your own Insurance company for your larger engine transplant and you've recovered from the shock and you're still fired up - let's go! For the basic six cylinder conversion then you will need the following;

ONE - SIX CYLINDER ENGINE, obviously! Select the Triumph engine of your choice, (sounds easy doesn't it), see previous

article. Your engine will need to be complete with all the ancillaries like carbs, inlet/exhaust manifolds, distributor, fuel pump, water pump etc.

TWO - NEW RUBBER ENGINE MOUNTINGS. The six's engine mountings fit directly to your original existing chassis brackets so there is no need to have any specially fabricated parts. A set of new standard engine mountings should be used.

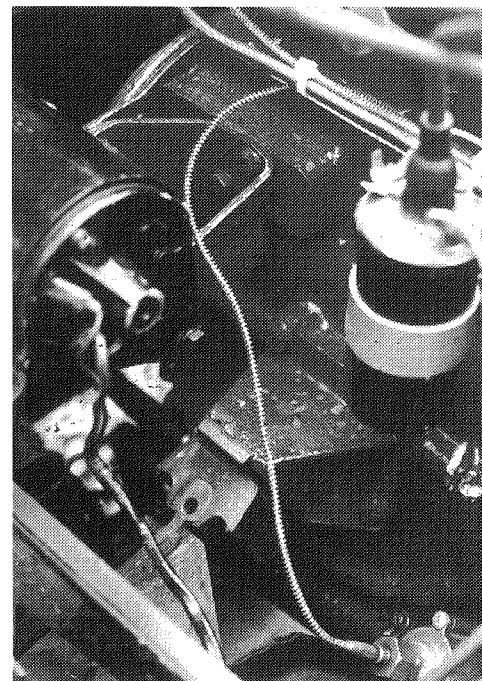
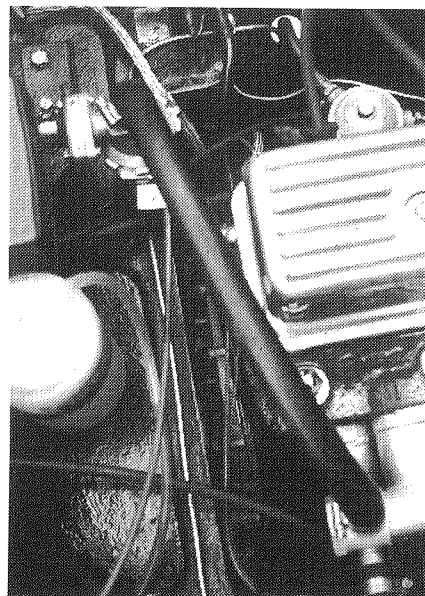


A shorter Clutch Pipe is needed to pick up the slave cylinder which is now on the opposite side to the original Spitfire

ONE - VITESSE/GT6 GEARBOX. You won't be able to re-use your Spitfire one due to different lengths of input shafts, size of clutch etc. If you can acquire a gearbox with overdrive this will give even more pleasure to your driving, but don't forget to pick up the other bits that go with it, ie shortened prop shaft, overdrive box, mounting plate, overdrive relay, wiring loom and column switch with cowlings, (if it's an early one).

TWO - NEW RUBBER GEARBOX MOUNTINGS. As with the

Here you can see the Heater Hose connections onto the Heater inlet manifold. Notice also the longer Starter Motor Cable running across the back of the engine.



Engine mountings shown here are conveniently located to bolt straight on to your Spitfire mounting points. This photo also shows the Ignition Coil fixed to the engine block.

engine a new standard set of mountings should be used and will fit directly to the chassis brackets.

ONE - VITESSE/GT6 CLUTCH, plate, pressure plate cover and slave cylinder. All obviously matched to the bigger engine. It's a good idea to put in all new clutch items here, including the release bearing.

ONE - GT6 PROPSHAFT. There are lots of different options here depending on, i) what model Spitfire you have, ie, MkIV and 1500 with larger prop flanges, or the earlier models with the smaller flanges. ii) whether you intend to change the back axle, (this is advisable), to the matched Vitesse/GT6 one, (we will cover this in another article). iii) whether you're up grading to overdrive at the same time.

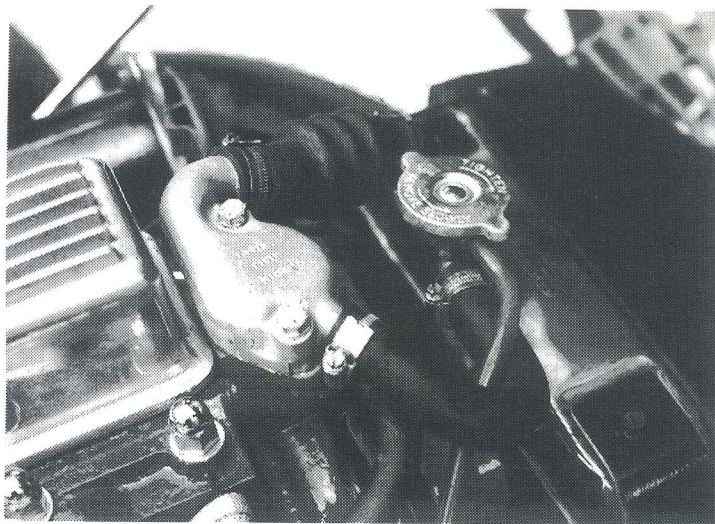
In a nutshell you could either be faced with changing the flanges on the ends of the prop shaft, so you'll renew the universal joints, and/or you'll need to have the propshaft balanced. Get this done professionally!

ONE - GT6 EXHAUST SYSTEM. This will be matched to suit the engine you have chosen and, for the moment, we're talking about a standard system.

ONE - GT6 RADIATOR, ideally and this is the best option. However, it is possible to re-use your Spitfire radiator, if you extend it's location forward by approx. 200mm and cut the radiator side frames down as much as possible to clear the bonnet. In either case you will have to weld a suitable fixing direct to the chassis for the new position.



A GT6 Radiator was used on this Spitfire conversion. Studs were welded to the chassis to suit the Radiator Bracket. Its location is approx 160mm forward from the original bracket.



If you use the GT6 Radiator you'll need a GT6 Thermostat Housing. This has two hose connections to suit the top of the Radiator.

ONE - GT6 THERMOSTAT HOUSING/HOSES. If you fit the GT6 radiator you'll need this one. If you are adapting your existing Spitfire radiator you'll need to re-use that thermostat housing.

ONE - VITESSE/GT6 STARTER MOTOR CABLE. Because the starter motor is on the opposite side to your Spitfire engine you're going to need a longer cable to reach from the starter solenoid near the battery to the starter motor's new position.

ONE - VITESSE/GT6 CHOKE/THROTTLE CABLES. These are longer to reach the twin Stromberg carburettors.

ONE - VITESSE/GT6 TACHO CABLE. Again this is a longer cable to reach the distributor. However the Spitfire cable can be used if you turn the distributor 60 degrees anti-clockwise and then move the HT leads around one place from their original positions.

ONE - HYDRAULIC CLUTCH PIPE. Because the slave cylinder is on the opposite side of the Vitesse/GT6 gearbox to that of the Spitfire, the pipework is that much shorter so it's a good idea to make up a new length. It's also a good idea at this stage to recondition your slave cylinder using a new seal kit before you put it all back together.

ONE - GT6 BONNET with the 'muscle' in the middle to accommodate your extra cylinders if you can match one to your particular model of Spitfire this always looks a lot better, ie, Spitfire MkI and II use GT6 MkI bonnet, Spitfire MkIII use GT6 MkII bonnet, Spitfire MkIV and 1500 use GT6 MkIII bonnet. Alternatively you can cut your existing bonnet, (ouch!), to fit as necessary and fit a fibre glass power bulge or bonnet scoop.

ONE - ENGINE HOIST. Unless you and a helper are feeling strong enough to lift out your old engine and put in the new by hand, it can be done, that's how I did mine, (I removed the cylinder head and the bonnet to make life easier). It is no doubt a lot safer and more practical using a hoist.

SPACE - Give yourself lots of space preferably under cover as this is not a five minute job. I have heard, however, of this conversion being carried out in under a day.

TOOLS - You're going to need a decent tool kit with all the spanners and sockets of the 'Imperial' type.

VITESSE / GT6 BRAKES AND SUSPENSION - We will cover this under a separate article, but beware the importance of improving the braking system, and the handling characteristics of your vehicle cannot be over emphasised.

Now that you've got all the relevant bits and pieces and let's assume that your six has already been reconditioned or is in fairly sound running order anyway. Why not degrease and paint it before you put it in?

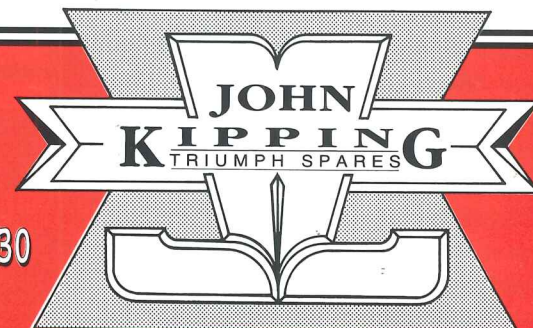
REMOVAL OF EXISTING ENGINE/GEARBOX

Firstly move your car into a spot where you're going to carry out your conversion. 'Chock' the wheels, disconnect the battery and drain the radiator. You could remove the bonnet to make this easier, but it's not essential. Store it in a safe place. If you stand it up, make sure it can't fall over.

For the full removal procedure in more details, refer to a good workshop manual. But basically you want to start with the following;

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GEARBOX REMOVAL

Remove inside tunnel / radio support

Remove carpets, (front), and fibre gearbox cover to expose the gearbox.

Undo propshaft at gearbox end.

Disconnect speedo drive, wiring to reversing light switch and overdrive inhibitor switch, if fitted.

Undo nuts/bolts around gearbox bell housing onto engine.

Undo gearbox rear support mountings.

Undo / remove clutch slave cylinder.

Put a jack underneath the rear of your engine with a piece of wood on top. You're going to use this to take the weight of the engine while you remove the gearbox from inside the car. You'll also find that by jacking the engine up slightly it makes it easier to remove the gearbox.

ENGINE REMOVAL

Disconnect heater hoses.

Disconnect choke/throttle cables/linkage.

Disconnect fuel line on inlet side to fuel pump.

If you leave the section of rubber hose on the fuel line itself you can fold it back and secure it with a 'jubilee' clip to save your fuel from leaking away.

Disconnect electrics / HT lead to distributor.

Disconnect electrics to dynamo / alternator.

Disconnect electrics to oil pressure switch below distributor.

Remove hoses to radiator and remove radiator.

Remove exhaust pipe onto exhaust manifold.

Disconnect rev. counter cable on to distributor.

Now move your engine hoist into place and secure the chains / slings through the lifting eye brackets at either end of your engine. Take the strain with the hoist and lift slightly until you are able to undo the engine mounting bolts in each chassis turret on either side of the engine.

Then, hey presto, you'll be able to lift the engine out! (Phew, that was easy, mind you this is starting to sound a bit like those instructions we read about where they don't tell you that you need to give it a good wack with a lump hammer!).

INSTALLING THE 'SIX'

Once your old engine and gearbox is removed, what about cleaning off all that lovely black greasy paste that always accumulates under the engine all over the chassis!

Now before you drop in the new lump you'll need to enlarge the aperture of the bulkhead through into the cockpit on the drivers side, to make room for the newly located starter motor.

You might also need to reshape slightly, part of the aperture near the rear of the gearbox if it has overdrive. The angled speedo drive and overdrive solenoid, (on D_type overdrives), falls very close to the drivers side of the opening in the cockpit floor.

Installation now of the new engine and gearbox is the reverse of the removal procedure, but check with your manual. Watch you don't squash the brake pipe that runs across the top of the front chassis cross member. You will find the engine mountings should line up perfectly with the mounting holes in the two front chassis turrets.

Once you've got the engine and gearbox in place you'll be able to locate a position for your radiator mountings. This will be approx. 160mm forward from the existing radiator mounting brackets if you are using the GT6 radiator, and approx. 200mm if you're adapting you're Spitfire radiator. Also, with this one you need to lower the radiator as much as possible in it's frame. If you want to avoid fouling the bonnet this is critical, for every millimetre counts here. You will see now why a GT6 radiator is the best answer. Not just for ease of installation, but for the better cooling capacity as well.

Now for the throttle control to the twin Stromberg carburetors. As this was previously cable operated, and if your Spitfire was similar, this should be no problem. However if you have an early Spitfire with the rod system linkage, this will have to be modified to pick up on the old Stromberg carburettor cable



This Spitfire flexes its new muscle, or are you feeling brave enough to cut your Spitfire Bonnet to house your new power plant?

bracket on the carburettor spindle. To do this shorten your Spitfire vertical rod approx. 10mm and then reposition it approx. 140mm along the lever arm. This then should locate quite nicely on to the old cable bracket.

Replace the choke cable for the longer Vitesse one to reach the clamp on the carburettor choke spindle.

You will now need to make up your new shorter length of hydraulic clutch pipework, now that you can see the new position for the slave cylinder.

You will also fit the longer starter motor cable, with this being on the opposite side to the Spitfire.

For reconnecting the heater it's probably best to buy a sufficient length of new half inch DIA hose and cut to suit. The heated carburettor inlet manifold, (top connection), connects to your existing heater valve. The return hose connection goes onto the remaining pipe coming off the side. This is at the same end of the inlet manifold.

The position of the ignition coil on the six cylinder engine was literally fixed to the side of it. The engine block is drilled to take this so you can either move your coil to here or leave it where it is on the bulkhead.

When you come to refit the fibre gearbox cover you'll find that the gearbox sits further to the back by about 65mm, necessitating a new hole to be cut in the cover. This is really quite good actually, because I remember

before my conversion, (in my younger years), I had a push button radio. I recall how embarrassing it was at the traffic lights, top down, sun blazing, everybody turning to hear the latest sounds coming from the open top sports car. Then all of a sudden, lights turn to green, first gear selected with light wave radio selected, driver's face turns to bright red!

To complete your basic six pot conversion, for now you're going to need that muscular bonnet or alternatively some tin snips and a lot of bottle!

More next article, but in the meantime be careful, get somebody to help you. Don't try and lift something too heavy on your own for safety's sake.

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The Driveshaft Saga

By Trevor Collett

I have generally avoided the detailed Mechanical type articles in my Register columns for many reasons

Most of the mechanical jobs needed on our cars have been well covered in this illustrious journal. In the course of twenty years of Herald ownership I think I've done most jobs myself. But I have never been well enough organised to take photos along the way. There is one job I have tackled for the first time just recently. I say recently but I've actually been working on it for months - it's not been a case of **VOR** (a motor trade term, 'vehicle off road'; I worked in the aeroplane industry for a while - there priority orders were marked AOG, 'aircraft on ground') as I've been working spare components. The component in question? The dreaded, the infamous, rear wheel bearings. If there is anyone reading this (is there anyone reading this?) who doesn't know the reputa-

tion of the Herald rear hub assembly I'll explain. Simply, the hub does not want to separate from the driveshaft. I don't know why - once you've removed the hub nut there shouldn't be anything to hold them together but something sure as hell does. Could be down to quarks or even the z-boson. Your bog standard hub puller, be it two legs, three legs or four legs doesn't have a hope. The workshop manuals quote a good old Churchill tool number but I've been told this doesn't always do the job. Many professional workshops try and use a hydraulic press - even these have failed.

A few years ago I took a half shaft assembly and a set of new bearings down to a local garage, 'No problem!' they said. I got it back all right but as I was refitting it I noticed that all four flanges of the hub casting were bent outwards - the thickness of the metal here shows the force that was needed to pull the hub of the shaft. I was a bit miffed but what could I do? I convinced myself, as all the flanges seemed to be bent out by the same amount, it would only mean that the wheel would be offset by a millimetre or so. It's done many thousand miles since with no problem.

You get the picture; it's a job many Herald owners avoid indefinitely. But we're not like that, we don't want to trust any job to the professionals, we want to do it ourselves. For people like us the Club have produced an appliance that is guaranteed to do the job, allegedly. I bought one. I got stuck in to all the spare half shafts lying around the place - did it work? The first one I tried just would not shift. My half-inch drive just about gave up and my workbench got ripped off the wall, I was not a happy bunny. Not deterred I tried another - as I stepped up the torque there was a loud crack and I wondered what I had broken, but, lo and behold, the job had been done. I did eventually manage to pull the other hub, after I had bought a three-quarter inch drive and socket for the nut on the puller.

I thought I was home and dry. I had collected four of the big outer bearings from autojumbles (I thought they were bargains) and I had one of the small inner bearings. To my chagrin the rest of the disassembly of the shafts was not straightforward either. You have to bash things, pull things, drift things and some of the seals

don't seem to have any way of being removed. You can now see why I avoid writing technical articles, can't you?

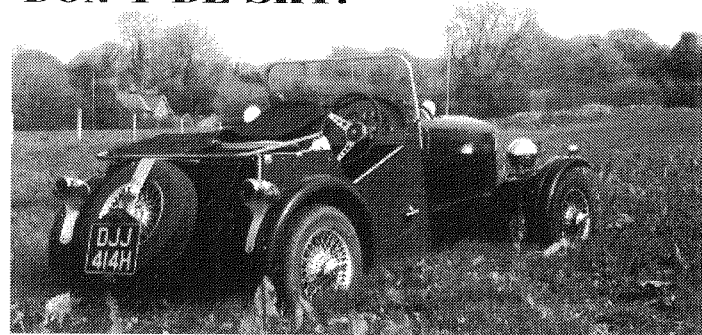
I eventually separated all the bits and picked the best ones to build back up - choosing the appropriate brake back plate of course, as these are handed. At this point I had a realisation; one of the actual shafts was badly grooved where the small roller bearing runs, the other was not so bad. One of the small bearings showed some signs of wear but neither of the big bearings seem to have any wear at all. This, of course, explains why you can find them cheap at autojumbles. More importantly though you realise that when you've got a rumbly rear wheel bearing it's almost certain that it's not the bearings you need to replace - it's the shaft. All the Haynes book says is, "Check the shaft for wear", not very helpful. Another thing the Haynes didn't explain is about the grease catcher thing at the back of the hub. During dismantling it gets pushed down the shaft which enlarges its inner diameter (are you following this?) which in turn means that when it's pushed back to the hub its all loose

and spins round. I didn't work this out until everything was reassembled.

Eventually I had the bearing end of the driveshaft back together, that just left a new universal joint to fit at the other end. Not a ten minute job but I've done dozens over the years - watch for those little needle rollers falling away from the side of the cup and jamming themselves between the end of the spider and the bottom of the cup. At couple of spray coats of satin black (a more sophisticated finish than the brushed Hammerite I used to use!) and I had a rebuilt driveshaft assembly ready to fit on my Moss.

Obviously now the Moss would have to go **VOR** but I expected the actual removal and replacement to be straightforward. Wrong! It's been fifteen years since the car was built and the damn (swearing a lot this month, aren't I?) trunnion bolt was seized solid. With drill and hacksaw I separated the driveshaft from the upright. There couldn't be any more hold ups, could there? I can't say because that's were I am as I write; with a local kit car show coming up next weekend. Classic cars, don't you just love 'em?

DON'T BE SHY!



The photo of this month's special was sent to me by Derek Giles, the 13/60 register secretary, it was sent to him by Jerry Hogan, from Bath, the car's builder. Jerry tells us a little about the car: he purchased it in 1992 as an accident damaged and vandalised Herald 13/60 with just 21,500 miles on the clock. He rebodied it and it was re-registered in 1995. That's all I know. Even the photo doesn't tell us much, a rather coy rear three-quarter view. Come on Jerry, if you're reading this, I want some more photos - full frontals (I never could leave anything for my imagination) and more details about how you built the new body. How is the car described on the V5 registration document? Please write to me, or e-mail on trevor.collett@virgin.net; and that goes for anyone else with a Triumph based kit car or special, I am desperately low on photos and material.

SIX SPARES

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Front quarter light rubbers per pair	£32.90
Door skin to door glass outer weatherstrip	£5.99
Door skin to door glass inner weatherstrip	£3.53
Door glass glazing seal	£3.53
Hood side seal (top of door)	£4.70
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Chrome door aperture seal cappings Convertible	£9.99
Door aperture seal, saloon	£14.69
Front valance seal	£1.41
Door check link seal	£2.64
Gear lever gaiter	£6.76
Handbrake gaiter	£7.99
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Bonnet stop cone	£1.76
Bonnet stop cone. Upgraded, longer lasting, pair	£9.99
Master cylinder dust cover/boot	£3.82
Boot seal - as original	£18.80
Boot seal (non original)	£9.99
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Rear quarter window seal, saloon	£19.98
Rear windscreen rubber, saloon	£23.50
Window runner channel, front	£6.46
Window runner channel, rear	£4.70
Rear roof to deck seal, saloon	£11.75
Petrol tank filler neck seal	£5.99
7 inch headlamp seal HERALD	£3.53
Front side/indicator lamp rubber seal	£4.70
Petrol tank sender unit cover	£5.99
Petrol tank drain neck seal, sponge	£5.99

SEALS - SPITFIRE/GT6	
Front windscreen seal, SPITFIRE I, II, III, GT6 I, II	£24.68
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	£23.50
Hood header rail/hard top seal, front, SPITFIRE	£6.99
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)	£3.17
Door check link seal	£2.64
Door aperture seal (Furlex) SPITFIRE	£14.10
Door aperture seal (Furlex) GT6	£17.63
Front valance seal, SPITFIRE I, II, III, GT6 I, II	£1.41
Front valance seal, SPITFIRE IV/1500, GT6 III	£2.35
Gear lever gaiter, SPITFIRE (ALL), GT6 (ALL)	£8.81
Handbrake gaiter, SPIT I, II, III, IV	£7.99
Triumph pedal rubber	£2.00
Bonnet stop cone	£1.76
Bonnet stop cone. Upgraded, longer lasting, pair	£9.99
Master cylinder dust cover/boot	£3.82
Boot seal	£9.99
Tailgate aperture seal, GT6	£9.99
Tailgate glass seal, GT6	£24.68
Petrol tank filler neck seal	£5.88
7" headlamp seal SPIT/GT6	£3.53

ALL OTHER SEALS AVAILABLE - PLEASE RING

CHROME/LOCKS/BRIGHTWORK/BUMPERS

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Tailgate rubber insert GT6 I, II, III	£6.46
Cover clip for inserts	£2.00
Door handle l/h HERALD, VITESSE	£23.50
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	£16.45
Inner door handle assembly SPITFIRE IV/1500, GT6 III	£17.04
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
'B' post striker catch SPITFIRE, GT6	£12.34
Boot hinges (pairs) HER, VIT, SPIT I, II, III	£22.33
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
Chrome flip top petrol cap SPITFIRE IV/1500	£25.85
Lock barrel and keys for GT6 III petrol cap	£11.99
Locking petrol cap, SPITFIRE, chrome	£16.45
Locking petrol cap, HERALD, VITESSE	£12.93
Chrome wiper arm assembly, all models	£8.99
Stainless wiper blade and holder, all models	£7.99
Chrome wiper wheelbox Hexnut	£2.00
Bonnet mirror (head & stem) HERALD, VITESSE, original from	£21.25
Chrome Bullet/Racing mirror all models	£19.98
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	£11.75
Matched lock set GT6 I, II, door, tailgate & ignition locks	£25.85
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
Matched lock set, SPITFIRE II, III, door, boot & ignition locks	£25.38
Full lock set as above with paired bonnet locks	£32.90
Full lock set, HERALD/VITESSE, door, boot, ign., c/box, bonnet locks	£47.00
Cubby box lock assy., HERALD, VITESSE	£9.40
Rear overrider HERALD, VITESSE, fully pressed (each)	£34.08
B post capping SPITFIRE IV/1500	£7.05
Chrome w/screen washer jet, complete ass., original, SPIT/GT6	£4.11
Chrome w/screen washer jet, complete ass., original, HER/VIT	£4.99
Rear number plate light aluminium cowl, original, HERALD 13/60	£11.75
Windscreen frame ally capping Spitfire	£39.95
Rubber bumper set HERALD	£105.75
Bumper end cap, aluminium HER	£9.40
Front bumper, SPIT IV/GT6-III (EXCHANGE)	£176.25
Rear bumper, SPIT IV/GT6-III (EXCHANGE)	£176.25

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

PANELS - HERALD/VITESSE

Front valance, Steel, State Model	£117.50
Front valance, quality fibreglass	£34.08
Bonnet D plate, HERALD, VITESSE	£11.75
Front wing, HERALD 13/60 ORIGINAL PRESSING	£82.25
Front wing, VITESSE	£99.88
Front wing, HERALD 1200	£105.75
Front wing arch repair	£17.04
Sill, HERALD, VITESSE	£17.92
Door skin, ORIGINAL PRESSING	£58.75
Door under section repair panel, HERALD, VITESSE	£19.98
Door step/hood panel (not aluminium finisher) as original	£9.40
Rear wing, HERALD, VITESSE	£79.90
Rear wing arch repair	£17.04
Rear quarter valance steel (with or without bumper strip)	£30.55
Rear centre valance, VITESSE, original pressing	£51.70
Rear centre valance, HERALD, original pressing	£55.23

PANELS - SPITFIRE/GT6

Battery box	£12.95
Front valance, original SPITFIRE I, II, III, GT6 I, II, steel	£119.85
Front quarter valance, SPITFIRE IV/1500, GT6 III steel	£49.94
Front quarter valance, SPIT IV/1500, GT6 III, fibreglass	£32.90
Front wing, original, SPIT I, II, III, GT6 I	£69.33
Front wing, original GT6 II	£89.30
Front wing, SPIT IV/1500, GT6 III (GENUINE)	£45.64
Front inner wheelarch, outer section, SPIT IV/1500, GT6 III	£27.03
Sill, all SPIT, GT6, as original	£18.80
Six piece sill kit, both sides SPIT/GT6	£64.63
Door skin, SPIT I, II, III, GT6 I, II	£26.44
Door skin, SPIT IV/1500, GT6 III	£27.61
Full floor, One Side, front to rear, new improved with Captives	£61.39
Heelboard panel	£24.68
Heelboard bracket for radius arm	£24.68
Rear wing, SPITFIRE IV/1500, GT6 III	£95.18
Rear inner wheelarch, outer section, SPIT IV/1500, GT6 III	£38.19
Rear valance, SPIT I, II, III, GT6 I, II	£44.65
Rear valance, SPIT IV/1500, GT6 III	£36.43
Boat floor, all models	£65.80

ALL CHASSIS AND OTHER PANELS STOCKED PLEASE RING

MECHANICAL/SUSPENSION/STEERING

Front trunnion/swivel ORIGINAL STANPART	£14.69
Front wishbone bushes	£11.18
Steering rack exchange	£44.65
Steering rack rubber mounting	£2.94
Aluminium steering rack mount kit	£22.91
Driveshaft all models, non rotolux	£58.75
UJ flange to diff, small or large	£16.45
NEW propshafts from	£88.13
Front vertical link, VITESSE, GT6, original	£58.75
Front vertical link HERALD, SPITFIRE, original	£58.75
Front wheel bearing kit (inc. hub felt)	£13.51
Top ball joint, all models	£11.16
Track rod end, all models	£7.64
Universal joint, all models	£6.99
Front suspension bolt/nut kit, all models	£14.10
Rear suspension, non roto, bolt/nut kit, all models	£12.93
Front coil spring, STANDARD, state model	£14.69
Front coil spring, HEAVY DUTY, state model	£15.28
Front shock absorbers (inc. bushes) all models	£21.15
Rear shock absorbers (inc. bushes) all models	£19.98
Rear full wheel bearing kit, rotolux models	£17.63
Rear full wheel bearing kit, non rotolux models	£16.45
Rear leaf spring SPITFIRE IV/1500, GT6 III late, NEW	£79.90

BRAKES ETC.

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Type 12 HERALD, SPITFIRE to '67, VITESSE 1600	£58.75
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Type 16PB Metric GT6 III Late	£59.93
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Brake disc 6 cyl. models	£16.74
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FUEL SYSTEMS & CARBS

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Petrol tank sender unit SPITFIRE	£28.80
Fuel pump HERALD, SPITFIRE	£18.80
Fuel pump VITESSE, GT6	£19.98
Carb repair kit (Stromberg) inc. needle valve	£14.69
Carb repair kit (S.U.s) inc. jet	£17.98

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MOUNTS & BUSHES

Engine mounts, 4 cyl.	£4.99
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Standard gearbox mounting	£2.00
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Bump stop rotolux suspension	£4.99
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Rear spring eye bush, all models	£5.88

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Hoods, SPIT - double duck/canvas	£176.25
Hoodwell Cover HER/VIT including fixings	£49.95
Headlining, HER/VIT, saloon, coupe	£49.94
Pair of front seat recovering kits HERALD/VITESSE	£141.00
Rear seat covering kit HER/VIT	£141.00
Pair of door trim panels, HERALD	£52.29
Pair of door trim panels, VITESSE	£56.40
Pair of rear quarter trim panels, convertible HERALD/VITESSE	£62.28
Front scuttle side panel, HER/VIT	£11.75
As above, left hand for VITESSE, with pocket	£21.15
Under dash mill board panel HERALD/VITESSE	£19.39
Seat base diaphragm, HERALD/VITESSE	£17.63
Moulded carpet set, HERALD/VITESSE	£129.25
Carpet set, SPITFIRE, tufted and bound	£77.55
Moulded carpet set, SPITFIRE	£173.90
Moulded carpet set, GT6 (state model)	£205.63
Car seat recovering kit, SPITFIRE IV/1500 black (car set)	£108.10
Door trim panel, SPIT IV/1500, black	£25.97
NEW SPITFIRE, GT6 dash top cover (state model)	£34.08
Door trim panel GT6 state model	£25.97
Glove box, SPITFIRE, GT6, each	£16.98
Pair of sun visors SPIT IV/1500, GT6 III	£31.14
Radiator cowl, GT6	£14.45
Radiator cowl, SPITFIRE	£12.34

ALL OTHER INTERIOR TRIM STOCKED

LIGHTS AND MISCELLANEOUS

Side/Indicator light unit, SPITFIRE III, IV/1500, GT6 II, III	£22.33
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Holagen headlight conversion set, VITESSE	£52.88
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Alloy rocker cover, 4 cylinder	£42.89

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Cop Shop



by Mike Crewes

Selling a vehicle in an unroadworthy condition.

Recently I received a letter about a member who sold a Club car on behalf of a friend. The member was later prosecuted for selling the vehicle in an unroadworthy condition. Since we all sell cars from time to time, my correspondent suggested that it might be a good idea if we all knew the law relating to the selling of unroadworthy vehicles. So here it is.

The subject is dealt with under Section 75 Road Traffic Act 1988 (as amended by Sec. 16 R.T.A. 1991).

Sec 75 (1) Subject to the provisions of this section no person shall supply a motor vehicle or trailer in an unroadworthy condition.

(2) Supply includes selling, offer for sale or supply and expose for sale.

(3) For the purposes of subsection (1) above a motor vehicle or trailer is in an unroadworthy condition if it is in such a condition that the use of it on a road in that condition would be unlawful by virtue of any provision made by regulations under section 41 of this Act (this enacts the Motor Vehicles (Construction and Use) Regulations) as respects -

(i) Brakes, steering gear or tyres, or **(ii)** the construction, weight or equipment of the vehicle. **(4)** Subject to the provisions of this section no person shall alter a motor vehicle or trailer so as to render its condition such that the use of it on a road in that condition -

(a) would be unlawful by virtue of regulations under section 41, or **(b)** would involve danger of injury to any person. **(5)** A person who supplies or alters a motor vehicle or trailer in contravention of this section, or causes or permits it to be so supplied or altered, is guilty of an offence.

(6) A person shall not be convicted of an offence under this section in respect of supply or alteration of a motor vehicle or trailer if he proves - **(a)** that it was supplied or altered, as the case may be, for export from Great Britain, or **(b)** that he had reasonable cause to believe that the vehicle or trailer would not be used on a road in Great Britain, or would not be so used until it had been put into a condition in which it might lawfully be so used.

(6A) Paragraph **(b)** of subsection **(6)** above shall not apply in relation to a person who, in the course of a trade or business -

(a) exposes a vehicle or trailer for sale, unless he also proves that he took all reasonable steps to ensure that any prospective purchaser would be aware that its use in its current condition on a road in Great Britain would be unlawful, or

(b) offers for sale a vehicle or trailer, unless he also proves that he took all reasonable steps to ensure that the person to whom the offer was made was aware of the fact.

Well that's the legislation virtually verbatim. I tried to simplify it, but found the original was easier to understand. Put simply; if you advertise a car for sale and don't tell a prospective buyer of any faults that would make it unroadworthy, you could be prosecuted for the sale of the vehicle. If you buy a vehicle and subsequently find it is unroadworthy, you have some recourse in criminal law and perhaps some recourse in civil law to reclaim your losses.

If you have any topics or queries on road traffic law write to **Mike Crewes, 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN** or email: **mike-crewes@compuserve.com**. Please enclose stamped addressed envelope if a reply is required.

"... if you advertise a car for sale and don't tell a prospective buyer of any faults that would make it unroadworthy, you could be prosecuted for the sale ..."

Keeping you Motoring into the Millennium



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
£205.00 inc VAT plus £40.00 surcharge

VIT Mk1/2 GT6 MK1/2/3 BOND
£295.00 inc VAT plus £120.00 surcharge



All heads are fitted with hardened exhaust valve seat inserts, special

quality valves, new valve springs, and modified valve guides to increase lubrication and extend life.

STAGE TWO MODIFIED UNLEADED HEADS

Available for the cars below and ported to stage 2 specification. Fitted with new valves, valve springs and bronze valve guides, together with hardened valve seats to enable running on either leaded or unleaded fuel.

HER 1200 SPIT MK1/2/3 BOND
£385.00 inc VAT plus £60.00 surcharge

HER 13/60 SPIT MK4/1500
£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.**

Full engines with unleaded conversions are also available,

PLEASE RING FOR FURTHER DETAILS.

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Servo Assistance

By Brett Dennis

Brake Servo Fitting

Here is photo of Gordon Grant's fine MkII Spitfire, which he has been rebuilding for three years. Gordon and his Triumph live in Aberdeenshire, 'there is still room for improvement!'. He says in his letter 'I think it looks just fine with it's British Racing Green paint job and white hardtop.

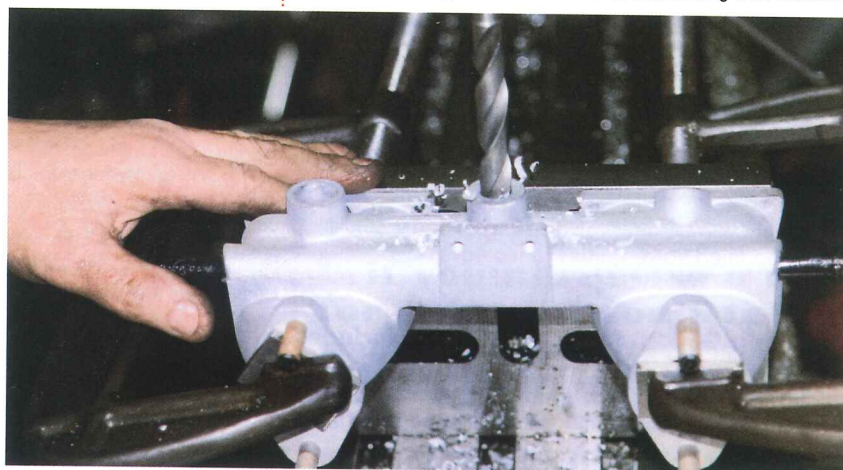
Having seen all the articles lately on servos we thought it would be a good idea to put one to the test ourselves and see what pit falls, (if any), come about. We used Maria



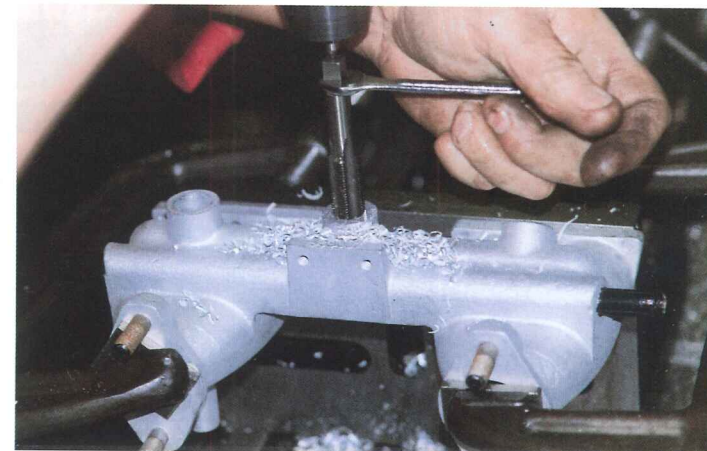
Gordon Grant's MkII Spitfire

Leys' Spitfire and our Herald as the donor vehicles.

New Girling Powerstop Servos, which were original equipment items, are no longer available so the next best thing is a Lockheed



Drilling the Intake Manifold to accept the Vacuum Pipe Adaptor

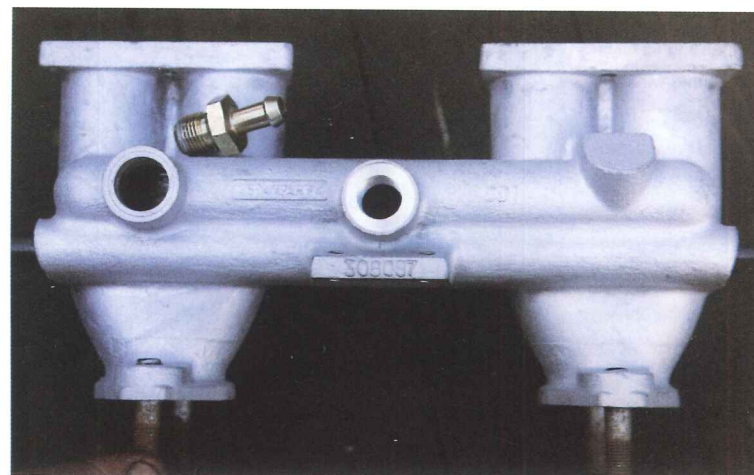


Tapping the drilled hole with the correct thread

Spitfires is LE 15741. The boost ratio is 2.30:1, which means you should be getting

I think that every Lockheed I have seen fitted to our cars has not been installed as per manufacturers instructions. This is probably due to the

servo being a second hand item, being sold without the fitting instructions and mounting brackets which can be used on the Spitfire. Install the servo unit with the hydraulic slave cylinder outlet port inclined upwards between twenty five and forty five degrees from the horizontal plane. The air control valve should be situated at least thirty degrees below the centre line to



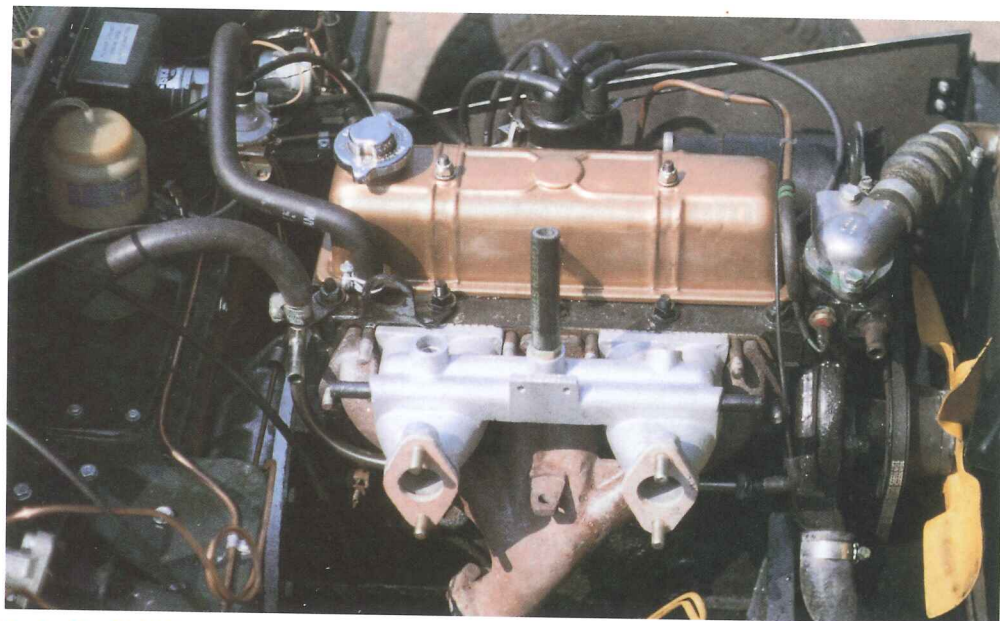
This Adaptor is from a Triumph 1500. Note centre boss for vacuum adaptor

remote vacuum servo. (Girling now sell the Lockheed item under their own part number). The Lockheed part number for

nearly two and a half times more pressure on the brakes with the same pedal effort as without the servo.

assist when bleeding the hydraulic system.

The servo unit must be connected via a vacuum hose running from the plastic non-return valve located in the servo shell to a



Intake Manifold fitted to head

suitable vacuum source, eg, the engine induction manifold. On some vehicles the manifold is already tapped and fitted with a removable plug, otherwise it will be necessary to drill and tap the manifold to fit the adaptor. I am afraid that the inlet manifold will have to be taken off and tapped on our cars. On Spitfire MKI and II manifolds, drill the centre boss. On early MKIII manifolds there is no boss for the servo adaptor so a later MKIII or MkIV manifold will have to be used. Any good machine shop should be able to help you. Have a look in your local Yellow Pages, Thomsons, etc.

The mounting of the servo unit onto the Spitfire bulkhead is an easy task, not like the Herald or Vitesse where space is limited. As you can see from the photo's, the original brackets are used with the foot of the 'P' shaped steady bracket fitted so that it sits under the washer bottle. Always use some sort of sealant under the brackets when bolting them in place to stop any water/brake fluid that has been spilt from entering the cockpit.

Two new brake pipes will have to be made up.



One from the master cylinder to servo and one from servo to four way adaptor on the nearside chassis rail. Use a piece of string to determine the lengths of the pipe needed and have them made up at your local motorfactors. All fittings, including the servo, are of UNF thread size. New piping is included in the servo kit, but is not of the right length, (see page 104 of your Rimmer Bros Spitfire catalogue for the complete brake servo kit).

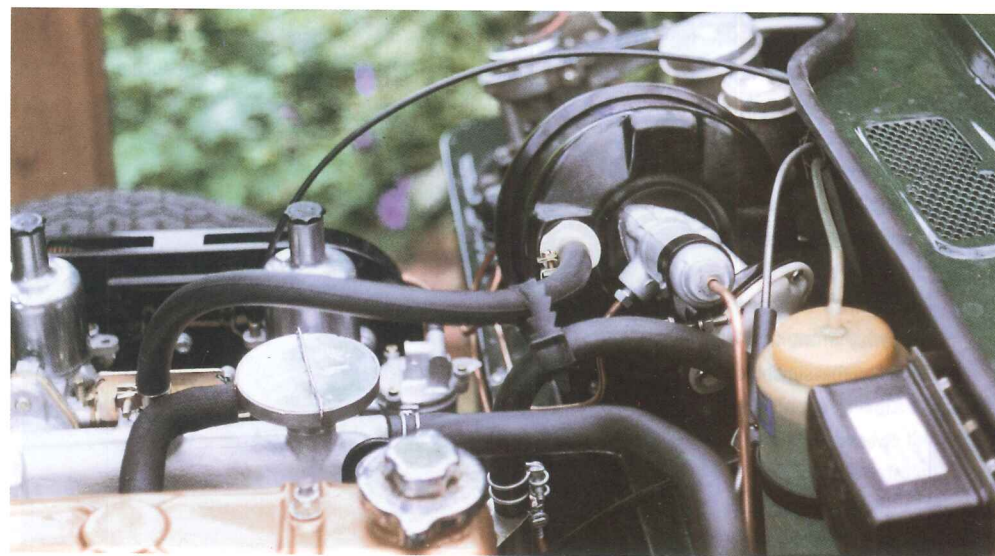
When bending brake pipes to shape great care must be taken to avoid kinking. The best way to obtain a good curve is to bend the pipes smoothly round a mandrel of suitable diameter. Using the existing clips on the vehicle, ensure pipes are properly secured and cannot chafe or foul other components. No attempt should be made to cut and reflare existing brake pipes in situ as problems could arise with contamination through ingress of foreign matter, ie, swarf. To protect the servo unit from fuel contamination, especially on a petrol engined vehicle, a 'U' trap must be formed in the vacuum hose route. It is essential the vacuum hose inclines downwards from the servo and that the 'U' trap is formed below the level of the servo. Secure in position with plastic ties. Bleed the brakes in accordance with the vehicle workshop manual. With the system properly bled firm resistance should be felt at the brake pedal. If difficulty is experienced in achieving

a good bleed, then the bleeding process will be assisted by 'cracking open' the brake pipe tube nut at the servo outlet connection, whilst depressing the brake pedal. Surround this connection with clean 'fluff free' cloth to capture escaping brake fluid. When the pedal is fully depressed retighten tube nut, repeat this process several times if necessary. Start the engine and apply the brakes several times. Whilst an assistant depresses the brake pedal, re-check for fluid leaks particularly where new connections have been made.

Important: Fitting a brake servo unit will not make faulty brakes reliable. Any fault in the vehicle braking system must be rectified. Therefore before fitting the new servo unit, ensure that the braking system is in good working order.

Was it worth fitting the servo to a MkIII Spitfire? On returning from a short run around the village, Maria asks 'Should the brakes be that good?' Enough said!

Can anybody tell me what these new Spitfire MkIII bonnets fit like? Quite a few members have contacted me for advice but I have not fitted one of these before, so any comments would be appreciated.



Servo Assistance



A Wizard from OZ

By Mac Reynolds

Hi ... This must be the most difficult Register to date!



In the way of time lapse and memory ... as I again put pen to paper I have little recollection (and no copy) of what I submitted for the last (July?) Courier and I have yet to see a copy of June's Courier ... So I am writing this **BLIND!** So I could possibly repeat myself!! ... (or worse!) ...

Firstly as I am 'on the move' an apology to David Carruthers (Poole, Dorset) for not answering his enquiry regarding Cosmic wheels. I passed it on to Dick so you should (will definitely!) have had a reply by now ... It actually arrived at my father's (as there is no longer a Mac at Burrows Mill!) whilst we were in Egypt! ... We decided to get away from it all into the sunshine for a couple of weeks excellent!! ... Anyway, I digress ... The only other corre-

spondence that I received was from Graham McFadyen (Perth, Australia) ... I met Graham briefly at Stafford prior to his (and his Vitesse's) emigration ... I believe we spoke of air conditioning? ... I think Graham's story of the Vitesse rebuild deserves to be told in full ... as it not only serves as an inspiration to other Vitesse owners going through the same long (year after year) process - doing a bit here, a bit there ... but Graham was dedicated and loved his Vitesse enough to take it with him to the other side of the world ... exceptional!! In Graham's words ...

"At long last you will be pleased to hear that I have eventually finished the restoration of my Vitesse (pictures enclosed).

I bought the car in April 1991, then I had it registered simply as **VITESSE**. I bought the car from a lad in my home city of Coventry as a restoration project. The car was already stripped of all parts and panels. He had bought the car from his brother with the intention of restoring it himself but a wife and family came along and he could no longer afford to do so.

A lot has happened in my eight years of ownership, the major thing being our emigration to OZ in 1995. Before this much work was done in Coventry. I bought a reconditioned chassis from John Kipping because mine was beyond repair. I had all the suspension and brake parts shot-blasted and powder-coated. They were fitted



to the chassis along with all new bushes, bearings, brake shoes, pads and a reconditioned steering rack. Next work began on the engine. I had the crank reground and fitted with new bearings, pistons and ring and a new rocker shaft. The engine was put back together and painted mat black. I then fitted a new clutch and mated it up with the freshly painted gearbox, of which I was assured that it was in perfect working order from the previous owner. The engine was then fitted to the chassis along with the propshaft and reconditioned diff. Next came the exhaust. I opted for a stainless steel one, again as with all the other parts purchased from John Kipping.

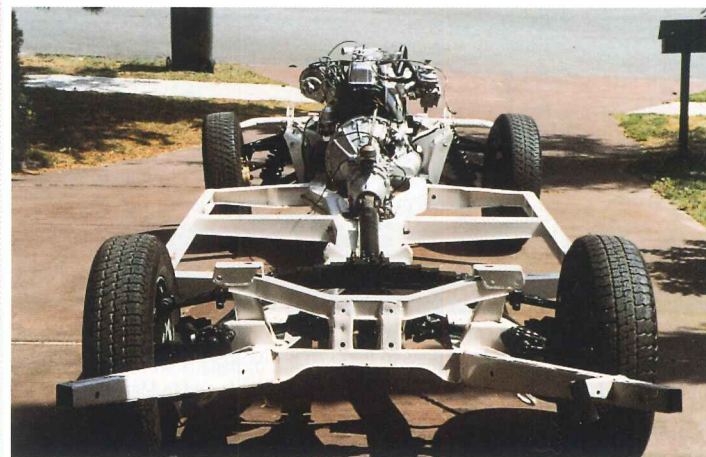
I had previously stripped, cleaned and overhauled all the other engine components - carburettors, petrol pump and distributor etc., so they were fitted next.

Up until now the restoration had been a tad slow, due to the arrival of a wife and daughter and a lot of money being passed into the hands of John.

Now I had a rolling chassis, so I could wheel it in and out of the garage and work began on the dreaded bodywork. The

bonnet, doors, valances and bootlid were all in remarkable

condition. So all that needed to be done here was to strip and prime them. The body tub and bulkhead, however was a different story - this job was beyond me and many repair shops I had been to for quotes. By this time John Kipping had started to sell car body parts that he had imported from New Zealand, so with no other options I bought a bodytub and a Saloon bulkhead to which I had my Convertible windscreen surround welded to.



By this time we (my family and I) had applied and been accepted to emigrate to Australia, because time was of the essence, the panels were quickly painted and fitted to the chassis with the intention of removing them again when we got to OZ.

I tried to anticipate all the parts I may need to finish the restoration, so again off to John's place for a final shopping spree in person, before my departure.

The restoration had to cease for a while, which gave us time to settle into this new country of ours. A year had gone by and it was time to finish this restoration I had begun nearly five years ago. I removed all the panels again and had them shot-blasted and primed, then came the task of trying to find a reputable sprayer, a Bristol chap by the name of Dave White from Autocoat in Balcatta got the job. All the panels were painted on the underside separately and then fitted to the chassis once again (apart from the bonnet) and again I began the painstakingly slow process of trying to align the body panels with an equal gap all round the doors etc. As some of you who have done a body-off restoration will know, this is a long, slow,



tedious and patient job. The books will tell you that this job will take you a couple of days to do the job right - it took me about eight to ten weekends before I was happy with the result. The car was then trailored back to the spray-painters where he finished the body filling and painting in two-pack Triumph 19 white.

I then took it to the police licencing centre and after a very close inspection and test drive, I received a pass certificate (just like an MOT test but you only have this done once, not every year, unless you let your car registration (Tax) run out for more than three to four weeks).

Now, after approx. fifteen years of being stored and stripped, it looks as good as it did when it came off the assembly lines in Coventry in 1970. Since its completion, I have been to two shows. At one I picked up the Concours trophy at the All Triumph and Standard Day and the

other I picked up a trophy in the Best Convertible Class of which a lot of various cars were entered, including Mustangs, Ford Zodiacs and numerous American, Australian and obviously English classic cars.

There you have it. As you can imagine, the restoration didn't go as easy as I have described. I have tried to cut out all the nitty gritty and keep



It's amazing what a bit of paint does to the enthusiasm, I was firing on all cylinders. Next the bonnet was fitted and aligned - again another tedious job.

The moment of truth, it looks good but does it run? I bought a new battery, filled the tank with petrol and after a couple of turns of the key, it started much to my delight.

I then test drove it up and down the road to make sure everything was working alright, just like the previous owner had said, there was no problem with the gearbox or overdrive unit; there was a problem with the brakes however and after a 'phone call to John Kipping, I fitted a set of softer compound brake pads - what a truly remarkable difference they made.

to the basics. I'd like at this point to thank John Kipping and his staff for all their help and to Mac - keep up the good work, I look forward to your report in The Courier every month."

Thanks for that Graham ... We fly out to Australia ourselves in September (for about six months ... then New Zealand) ... so beware ... If we can read the map the right way up, we'll look you (and your Vitesse) up ... to see her 'in the flesh'! (if that's OK? ...).

Finally, a few words relating to 'Mac on the move': since I gave up work in April (retired?! ... if only? ...) we have covered several thousand miles around Britain in 'the van', being most disappointed ... having seen no Heralds or Vitesse actually being 'used' on the road ... where on earth are they all? ... I do have a photograph of two Heralds in their final resting place in a field somewhere in Derbyshire (one an early 948!) ... still 'in the can' as they say ... watch out next month ... I even passed through (and stopped at Sid's cafe) Holmfirth (home of the Last of the Summer Wine) in the hope of seeing the red 13/60 Convertible. No such luck ... until next month ... keep you eye out for us in 'the van' ...

thanks ... take care ... cheers ... Mac



Jigsaw Racing

By Mark Field

Jigsaw started in 1990 as a hobby to fund the preparation and running of a MkIV Spitfire, standard class racing car, attending autojumbles and local Triumph shows, starting with Stanford Hall and the Leicester Sunshine Rally, Newark and Stoneleigh.

After two years of building the race car, the business progressed from a hobby to a part-time business, working evenings and weekends, with customers' requirements ranging from small MOT repairs, second-hand spares to race prepared engines, that were built in the kitchen of our two-bed terrace.

The business graduated from the kitchen to a small workshop in Kibworth, Leics., bringing with it an increase in sales and repair work. For eighteen months the business continued to flourish although a set-back was received when the owner of the property decided to sell. To enable continuation of the business a couple of council lock-ups were obtained and home we went once again, as we are sure many of our customers will remember, especially you guys from Gatwick with your MkI Spitfire.

Unfortunately in 1997, the business received a set-back when personal health problems meant that the business took a back seat. However, with an upturn in health and the kindness of friends, the loan of workshop and storage space was secured, allowing once again for the growth of Jigsaw. We were now able to take on more

repair, MOT and race preparation work together with the sale of more spares, which are both new and second hand.

July 1999 saw the completion of our first full race car, being a Standard class Spitfire MkIV, competing with the TR Register/TSSC championship. Current work for Jigsaw also includes compassionate restorations on a Herald 13/60, a Spitfire MkIII and general MOT and everyday repair work.

July 1999 also saw the move of the business from loan workshop to our own premises. Based in Desborough, Nr. Kettering, the unit is within easy reach of the central country routes of the M1, M6, A14 and M11. A small unit but with substantial storage, also boasting a compact workshop taking up to four cars at any one time, office and visitors' reception area.

Having secured permanent premises and suppliers of new parts including panels, our own reconditioned engines, gearboxes (including close ratio) and differentials, own design stage two and upwards cylinder heads and soon to be marketed rear anti-roll bar for the Club cars utilising the long drive shafts, Jigsaw looks forward to the future.

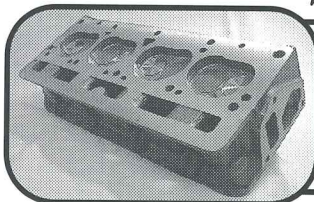
To conclude, I would like to thank all our suppliers, including John Kipping, the staff at TSSC HQ and all of our customers who have been with us throughout the years, for all of your support and together let's look forward to the continuation and growth of Jigsaw, the Triumph marque and its popularity.

TSSC Spotlight On

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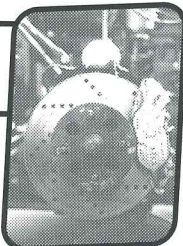
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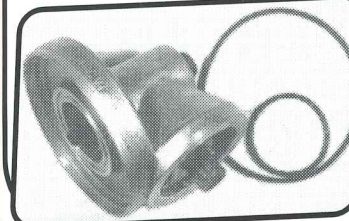


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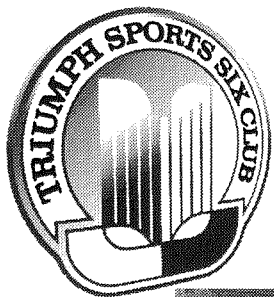
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Improving the Breed

By John Thomason



This month's photo is sent in by Dave Mack of Newport South Wales and features his 1977 Spitfire 1500, Charlie. Apparently Charlie was originally intended for the USA but never made it for some reason. As such, the fuel gauge carries the original label 'unleaded gasoline only' and the sunvisor carries a warning about using nothing else for fear of damaging the catalytic converter!

Dave also draws our attention to the internet and how it caters for the Spitfire, most notably the International Spitfire Data Base <http://home.gte.net/spitlist/index.html> which is an interesting source of information on the Spitfire including a listing of chassis numbers. Dave managed to find a car only twenty-five cars from his on the production line, not surprisingly in the USA. Other useful addresses are: The Vintage Triumph Register in America <http://www.vtr.org/> and The Spitfire Club of Holland <http://spitfire.nl/>

IMPROVING THE BREED

So it is true, there is a membership out there, judging by the stir caused by my article last month with calls for my resignation and only avoiding a trip to the 'Tower' by pleading temporary insanity!

So, having given our beloved Spitfire a bit of a pasting last month, I thought it may be useful to reduce some of that criticism and suggest a number of ways in which the Spitfire IV/1500 can be improved by modern standards.

I would start however, by saying that the design of any car is a compromise between performance/economy/ride/handling comfort and cost. The Spitfire is no exception and I believe that the standard car achieves a happy medium between all these conflicting requirements. I have driven several concours/well rebuilt cars, that give a very good ride, are rattle-free and handle remarkably well with adequate performance. Unfortunately there are very few Spitfires on the road today as the factory intended, either being 'well worn' or 'changed' by a number of owners!

Assuming that the car is not 'well worn' there are still, none-the-less, a number of improvements that can be made to the standard car to tailor it to the individual, either towards performance, or economy, or comfort etc., or by adding to the specification of the car, items that were never fitted to the original car in

the interest of keeping costs down. This will apply to the majority of suggestions.

PERFORMANCE

1. OVERDRIVE

Using my recently acquired non-O/D Spitfire III brings home in no uncertain terms how worthwhile - and - essential an overdrive is. Cruising at motorway speeds is so much more relaxed and refined with O/D, reducing the strain on the engine with the added benefit of improved fuel economy. Equally important are the advantages that can be had in overtaking and cornering using O/D so much so that I think I would plumb for an O/D over a five-speed box, despite the slight reduction in transmission efficiency. An O/D gearbox can transform the 'driveability and refinement' of the Spitfire.

2. FINAL DRIVE RATIO

The standard ratio for the Spitfire 1500 is 3.63:1 and this is a fine compromise between acceleration and cruising/fuel economy for the non-O/D car. However, for an O/D car I would suggest that for those that fancy a little more 'pep' in their car's performance that a 3.89 differential from a Spitfire IV/GT6/Vitesse 2-litre is a quick and simple way of achieving this, without compromising too much of the O/D cars 'cruisability'. If you spend a lot of time on motorways, keep the 3.63:1 diff.

3. ELECTRIC ENGINE FAN

Replacing the mechanical fan on the end of the water pump has a number of advantages; removing a parasitic power loss from the engine - i.e. more power at the flywheel - 1-2 hp; provides cooling when it is needed, i.e. in traffic and not on the motorway; reduces fan noise/engine bay noise and puts less load on the fan belt and water pump bearings.

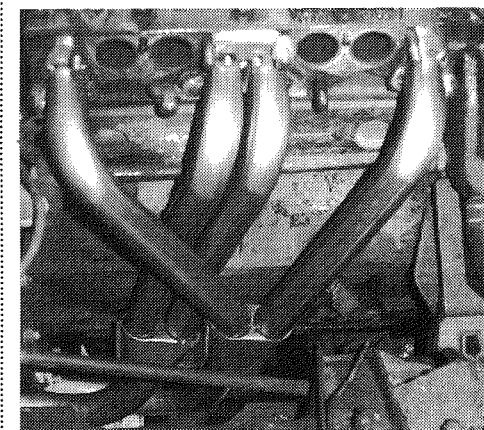
4. IMPROVED AIR FLOW

Cooling on the 1500 can be a headache for some owners and some improvements were detailed in Courier 121. Ensure that the two card deflectors either side of the radiator are present. However, a significant benefit can be had if the area between the chassis rails in front of the radiator is simply blanked off with card/aluminium sheet. This ensures all the air flow is directed through the radiator and not by-passed under the car. It also has the advantage of reducing air flow under the car and hence, front-end lift at speed.

5. TUBULAR EXHAUST MANIFOLD

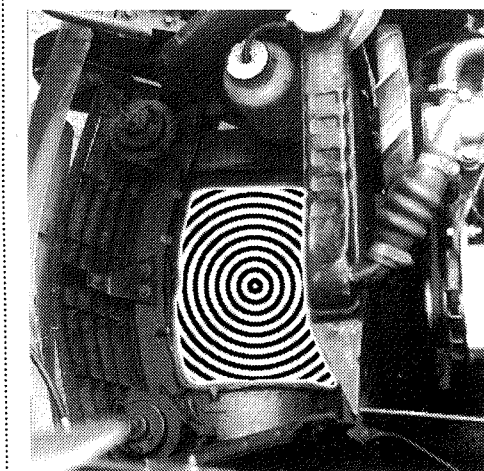
Without any doubt a tubular four-branch exhaust manifold increases power output from the engine by up to 7 bhp on the 1500, dependant upon the exhaust system fitted and allows the engine to rev much more freely. The original cast iron

manifold was fitted to reduce costs and for commonality with the Dolomite Saloon models, where quickness was also



a requirement. Having said that, the tubular manifold does not appear any noisier than the cast iron one. The other big advantage is that it eliminates the need to keep replacing the exhaust down pipe gasket on the 1500!

As regards exhaust system, there are a number of options available, ranging from standard to 'through flow', the choice being dependant upon your own priority between horse power and quietness/personal comfort.



Blanking off this area increases airflow through the radiator and reduces front end lift

6. CARBURATION

On the MkIV 1300cc engine, from experience a pair of 1.5" SU carbs pinched from a 1500cc engine, do give an increase in performance from 3500 - 3750 rpm onwards and were indeed an option offered on the MkIII 1300cc engine. The penalty is a slight decrease in mpg. On the 1500cc, the twin 1.5" SUs are more than good enough, larger 1.75" carbs will do nothing except reduce torque and drink fuel! If economy is the name of the game, then a single 1.5" or 1.75" SU as I have been running successfully for the past year, will give a 5%-10% increase in mpg for an imperceptible reduction in performance.

K&N filters are a popular addition to the Spitfire. However, they do lose the cold air supply to the carbs and on a hot day, this probably marginalises any top-end improvement of the K&Ns. Another disadvantage is that they significantly increase 'induction roar, which unless you like the noise, makes life in the cockpit a little less friendly.

7. CAMSHAFT

If for any reason you have the engine in bits (fitting an unleaded head?), it may be worth fitting the standard MkIII/early MkIV cam, which will give a favourable increase in performance with negligible loss in torque (especially on the 1500) or economy - again this is what I run in OSW. Don't wait to change the cam before changing the timing chain; it doesn't have to rattle to be worn. I changed it on my Vitesse and it transformed the car being much crisper and livelier!

8. IGNITION

Another popular addition (although how many carry a spare set of points just in case?) is electronic ignition with obvious benefits of 'fit and forget'(?). However, they are expensive at approximately £70-80 and you can buy a lot of points for that! From experience of constantly running OSW, the points last 5,000 to 6,000 miles before they have to be re-gapped to restore a perceived loss in performance. If this is your typical annual mileage and you usually carry out an annual service, then I would suggest sticking to points and spend the £70-£80 saved elsewhere.

9. RIDE AND HANDLING

One of my pet hates is to read in magazines reports along the lines of: "A set of Spax Dampers and stiff springs 'sorts out' the suspension", or "The suspension is 'well sorted' with a set of adjustable Spax shockers". What does 'well sorted' mean? Is this implying that Triumph didn't know what they were doing when they set up the Spitfire's suspension? Again I would maintain that the standard set-up of a well maintained car is very good, with a good balance between ride comfort and handling. I have driven several so-called 'well sorted' cars and found them twitchy and less balanced than a standard car. The key words are well maintained and standard. When you consider how a couple of mm of adjustment on trailing or camber angle can effect the feel of the car, then it comes as no great surprise that you're not going to get the best out of the suspension with worn out wishbone bushes, ball joints, track

rod ends, steering couplings or even seized rear trunnion bushes! Don't complain about the handling of your Spitfire if these aren't in good condition.

Today's shock absorber suppliers list the same part number for all makes of Spitfire, Herald, Vitesse, GT6 and Bond! The damping on at least one of these models/marks is going to be compromised then! This leads onto the ubiquitous Spax adjustable shock absorbers. In theory the fact that they are adjustable allows the shock absorber to be adjusted to the particular model, or tuned to any spring changes the owner may have made. However, in practice, I wonder how many set the shock absorbers on a middle setting and that's that! It can be quite a long process of trial and error in getting the best out of shock absorbers and manufacturers spend ages testing to get the best damping for their vehicles. How the average owner with no experience in ride and handling is expected to do this with shock absorbers with the finesse of twelve settings is difficult to see. I would be very interested to see (as I am sure other members would) what settings owners with adjustable Spax have arrived at. Write in and if enough do to get a good sample (that relies on your writing in), I can publish the results in a future issue.

From experience I have found that getting the relative settings between front and rear to be the most difficult, otherwise they set up a pitching motion that feels as though there is no damping at all. On OSW the front is on 8, the rear is on 5 but that's with stiffer front springs.

On the subject of springs, the standard springs do provide a good compromise between ride and handling. The Spitfire does respond well to stiffer front springs to improve handling but the price is a slightly stiffer/harder ride and things do rattle a lot more in the cockpit.

The choice is yours.

Worthwhile improvements to the suspension, without any downsides other than cost, are aluminium rack mounts and Superflex or equivalent wishbone and front shock absorber bushes. On early MkIVs, the 1" longer driveshafts (make sure you fit the matching radius arms) of the later cars are also a worthwhile improvement.

10. TYRES

Tyre size is another favourite area for change. 155/80 x 13 are the standard tyre fitment for the standard 4.5J wheels of the MkIV/1500 (5J on late 1500s). A popular alternative is the 165/80 x 13, a slightly larger and wider tyre which is really as large as you should go on the standard rims. Another fitment is the 175/70 x 13 tyre which is wider again but has the advantage that the rolling radius is the same as the standard 155 x 13 and so doesn't affect the speedo. However 175/70 x 13 is really too large for the 4.5J rim (OK for 5J). It is also a heavier tyre, increasing unsprung mass which has quite a marked effect on ride, comfort and wheel hop, all for only a marginal increase in handling, which may even be worse in the wet.

OCCUPANT ENVIRONMENT AND DRIVEABILITY

TRANSMISSION TUNNEL

Without doubt this can be a major cause for making the Spitfire cockpit uncomfortable, letting in unwanted heat and noise if broken or not sealed properly. The original cover, made of fibre board, went a long way towards deadening sound and providing thermal insulation from the engine bay and exhaust. Unfortunately, that vast majority are now in poor condition and the only alternative is replacement with a GRP one. Whilst this goes some way towards preventing heat entering the cockpit and toasting your feet, its noise insulation properties are pretty poor. I am convinced that there's a big market to be tapped by a Trader or even Club Offers, for a proper replacement cover. Since the 60s, insulation materials have come on in leaps and bounds. Materials exist that could be used to create a single moulded cover, incorporating reinforcement could be marketed to fit under the GRP cover. Food for thought? Every Spitfire, Herald etc. could do with one!

HEATER

Unlike the Herald, the Spitfire is provided with a very good heater (provided it's not blocked up). Unfortunately, it's too good and can be the cause of cooked feet in the summer! This is due to either a faulty heater valve, or more usually the felt sealing on the 'on/off' flat at the bottom of the heater box having come off and thereby continuing to allow air through the heater.

WINDSCREEN WIPERS

One very irritating trait that can spoil the cockpit environment, is that of worn wipers that repeatedly crash onto the windscreen rubber with a loud bang in moderate/heavy rain. Try the old trick of removing the wiper arms, disconnecting the operating 'screw cable' from the wiper motor and pulling it off the car until out of engagement with the two wiper spindles (i.e. when the drive spindle no longer rotates as you pull out the screw cable). Rotate the spindles 180° and then push back into engagement the screw cable and reassemble. The theory is that now the unused/unworn half of the wiper spindle gear is now put to use.

A very useful feature on late 1500s (i.e. with TR7 switchgear) is the 'one wipe' feature on the column stalk. Difficult to incorporate on the column switchgear of the earlier cars, the feature can be included by the use of a foot-operated, non-latching push button (a dash mounted horn push button is the typical type of switch to use). An intermittent wipe unit is also a worthwhile feature to add if you use the car all the year round.

LIGHTS

The standard headlights leave a lot to be desired and for all year round driving, Halogen headlights are essential. However, some makes are a lot different from others. I fitted a pair of 'Ring' headlights and couldn't tell the difference from the sealed beam units! Whereas a pair of Cibies with standard 55/60W bulbs were as good as, if not better than, the lighting

of most modern cars. The next best I have used are Lucas. The Cibies cost two to three times more than the Ring units but you get more than two to three times the performance. You get what you pay for!

BRAKES

A popular request is how to fit a brake servo to the Spitfire, in the belief that it will improve the braking of the car. It won't! All it does mean is that you won't have to press the pedal so hard - thereby giving the impression that the brakes are better! If this is what you want then you can fit the Girling Power Stop remote servo as fitted to the GT6 but they are expensive and really not necessary for such a light car.

I have found that the best way of improving braking, assuming that the rubber hoses aren't worn, or the brake fluid is not years old!), is to regularly adjust the rear shoes! Poor adjustment here will give a longer pedal travel and a slow response time.

Again the standard brakes, regularly maintained, are more than good enough for everyday use. If you enjoy a bit of 'spirited driving' and suffer brake fade, before buying harder pads, drilled discs etc., remove the back plates from the front discs. This makes a tremendous difference. I've driven OSW like this for two years now without any problems and my Vitesse Zoom overcame appalling roads on her travels without any problems with water or small stones.

INTERIOR

The following items I feel add to the quality of the interior:

a) The best trim panels supplied by the Club that incorporate storage pockets -



b) The rubber car mat as supplied by Moss/Triumph Tune from the States. Although expensive, it is tailored perfectly to the contours of the footwells, is of thick rubber, has a large Triumph logo and looks completely original.

c) For MkIVs and early 1500s the 'Lunary Pack' i.e. arm rest, transmission tunnel padding, head rest etc.

d) A passenger interior light as fitted to later 1500s.

Finally, another idea for an entrepreneurial Trader or Club Offers - a purpose-built bracket that can be securely/cleverly fitted to the centre dash support bracket to enable 'modern' DIN radio/cassettes to be securely fitted. Better still, a complete replacement for the centre bracket in moulded, black plastic etc. with the correct leather grain, reinforcement ribbing in all the right places and an aperture and fixings for the 'modern' DIN radio cassette!

If you have any other improvements - send them in!



Equipe Weekend '99

By Guy Singleton

BOND Equipe

The Bond Equipe Weekend has now been and gone, we had a very pleasant time the weather was reasonably kind - odd spots on Saturday and sunshine on Sunday. Over the weekend we had 13



Equipes Four 2+2's two 4s's and seven 2 litres and various others including a Leyland 20 camper van, A Mk IV Spitfire, Herald 1200 Convertible and modern boxes. Thanks to all who came, I hope you enjoyed it and hopefully we will be arranging something similar next year,

The Concours prizes were as follows:

2+2 AMO 77 B John Thompson
4s NDF 181F Andy Belcher
2 Litre NJA 791 Keith Dungworth
Car of the Show AMO 77B

Congratulations to all the winners, and thanks very much to Keith Dungworth for providing the Concours prizes and

also congratulations to him for winning the best 2 litre, it's nice to see the car still looking so good.

Well Done also to John Thompson with his very nice 2+2 AMO 77 B for winning the overall prize. Seeing the 2+2's makes me want to get on with mine.

Thanks also to Peter Jacklin for bringing along his spares and for providing raffle prizes. Peter is going to retire this autumn so if you need anything please ring him on **01733 232818**.

Another date for your diaries the Bond Owners Club "Essentially Equipe" rally which will be held at Cosgrove Park near Milton Keynes again on 18 and 19 September, contact **Bob Buckby** on **01908 612005** for details.

All Equipes are welcome.

I attach the next installment of the production details - hope they are of interest.

EQUIPE PRODUCTION CHANGES

DATE	CHASSIS NO.	DETAILS
SEP. 1964	P/9/533	The solid prop. shaft and gearbox tie rod were refitted.
SEP. 1964	P/9/1001	The GT4S was introduced. Mechanics and chassis were as for the GT 2+2, but with a restyled bodywork. giving Increased headroom for the rear seat passengers. It also featured a "sawn off" rear end with an opening boot lid, twin headlamps and a slotted grille of five horizontal bars. A higher output C40-L dynamo and an RB340 control box were fitted (except 1003 and 1006). Length was Increased to 13'4". Colours available: Conifer Green, Cherry Red, Wedgwood Blue and Standard White.
OCT. 1964	P/10/544	The GT 2+2 was discontinued, The last produced was Standard White, tested on 31st October.
NOV. 1964	P/11/1010	A baffle was fitted in the petrol tank.
NOV. 1964	P/11/1017	The "Les Leston" steering wheel was fitted.
NOV. 1964	P/11/1023	The flasher unit was repositioned on the bulkhead (rear of the battery) and a heater outlet deflector plate was fitted (immediately above gearbox cover).
NOV. 1964	P/11/1027	A large boot stay was fitted (from the boot lid to the floor board).
DEC. 1964	P/12/1049	A rubber seal was fitted to curtail the overflow of water into the boot (top edge of the aperture flange).
FEB. 1965	Q/2/1148	The front seat base tubes were welded in position (to reduce seat creak).
FEB. 1965	Q/2/1184	The Mark II Spitfire engine was introduced. The Standard-Triumph exhaust pipe assembly had to be extended by 2" (to give the silencer clearance from the chassis members at the forward end) and an additional support was fitted from the rear of the gearbox. A hazard sign on the underside of the spare wheel cover was now included and the front wheels were balanced.
MAR. 1965	Q/3/1225	The "pull off" coil spring was removed from the clutch pedal.
APR. 1965	Q/4/1294	A full metal bulkhead was fitted between the boot compartment and the Inside of the car.
APR. 1965	Q/4/1322	Castrol "Storage" oil was used In the engines. (Topping up was not recommended drain at the first service.)
JUN. 1965	Q/6/1484	A new housing for the horn push was Introduced. This had a Bakelite boss, including a brass extension piece, for the horn contact on the "Les Leston" steering wheel.



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TYRE/WHEEL PACKAGE 5	6 X 14 ALLOYS (4) - MX SILVER FITTED WITH 175/65/R14 MID RANGE TYRES	£530.00
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175/65/R14	175/65/R14	175/65/R14
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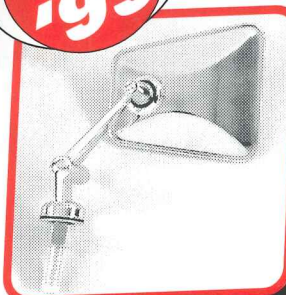
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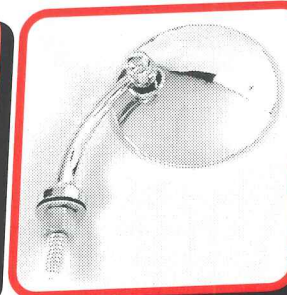
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WA70342	Herald / Vitesse ALL	£15.00 pair

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WB12312	Spitfire '71 on	£11.00 pair
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Spring with a Swing

By Derek Giles

NO Feature cars this month!

A s apart from a few IVR's in the post recently no one has sent me any info on their cars. It must mean that either you are all too busy to write, or don't think your car is good enough to be seen in print, the latter is just not true, I want to let all readers experience the thrill that owners get from using their cars, so come on send in that report you were thinking of doing.

At least the old Standard Triumph Brigade are in the mood as I have had a few more words from Russell Palmer from another one of his mates who remembers Canley. Before I let you read them could anyone help Russell? He is in the market for a TRISTAN Soft Top for his 13/60, plus any info on how to fit one has anyone out there got one? If so give me a Bell and I will pass on the word..

MORE FROM 'CANLEY'

The next person to remember Canley is Roy Clayton who

was at the time (1963) a Detail fitter at THE STANDARD .

What he first of all remembers is that almost forgotten stalwart of S/T the ATLAS Van, not what you may have thought but he explains why by telling of the way in which it was used to help promote our cars. When the Early Heralds were put through their paces to show the public what they were about (Across Africa don't you know) they were Backed Up by an Atlas which was full to the roof with spares just in case of trouble; and apart from a few photo's with the van in Hot Pursuit nothing more was said about the van, I wonder if Roy may be able to twist Rover/BMW to name a new vehicle ATLAS just to give it the recognition it deserves ?

What about the 13/60 I hear you all cry ?

A lovely car is his reaction, albeit at the time a 'Face Lift' job to try and get a bit more from the Herald Chassis they go it right as by now any problems had been sorted, making the 13/60 the very best of the Heralds. But as we all know in the end the 13/60 was a Stop Gap model as Triumph were by then well into tooling up for the vehicles that were to be their next generation of cars, the 1300/1500/Toledo /Dolomite range. They (S/T) did of course continue to use the Engines in more than one form or another right up to the end it even proved to be Good enough for dare I print it? the (Morris Garages Short Person) car! Now that's what I call a real 'Triumph'. Let's all hope that BMW sees the sense of upholding the tradition of building British cars, and perhaps one day there will again be a Triumph to sell to the World.

"... I hope to get more from Russell Palmer on our cars and perhaps someone else reading this may also have access to stories from Standard Triumph. I do hope so...."

Now if you fancy getting your hands dirty here is a mod you might like to think about.

As we all know the Herald is a little suspect in the rear suspension

department, especially if driven enthusiastically. This also shows up if you fit Wider Wheels, and Radial tyres. More grip, yes, but the tuck-in can be alarming, none of this is quite so bad with a full load on board but how often do you drive around with four people in the car?

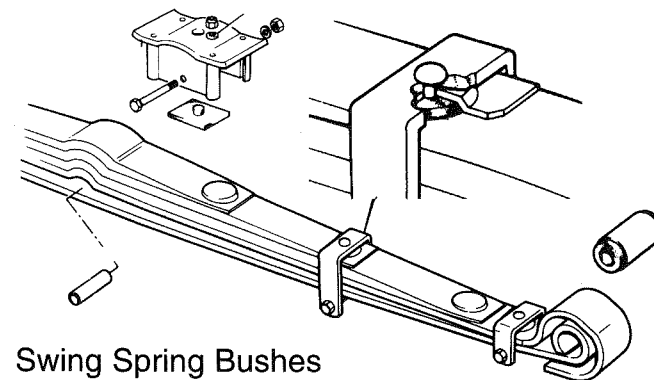
Why not think about fitting a **SWING SPRING?** There are two ways of doing this, firstly, J. KIPPING I know do a kit to cover this that includes all the parts required, including a heavier Anti-Roll Bar. This I would say was Ideal for Saloons (new spring) they are more likely to carry the extra weight. In my opinion a better way to go for Convertibles is to use a secondhand spring from a Spitfire IV or 1500. The spring will be softer and will work that bit better. A bit of refurbishment will be needed so be prepared to get dirty. You will need new silent-bloc bushes, thrust buttons, rubber/urethane spring pad and some Elbow Grease.

Start by removing the old spring as described in the workshop manual, I found that if you take it carefully you don't need a spring lifter, just make sure there is no weight/tension

on the spring and support the spring as you withdraw it from the car. Next dismantle the swing-spring by removing the centre bolt, and the mount box, spacer tube and bottom leaf clamp plate. Now undo the 4 bolts that clamp the leaves together, at this point the leaves will come apart and the thrust pads will fall out. Clean up the leaves with a wire brush and paint them, when dry fit the new rubber pads, add a little brake grease to them to help locate/lubricate them and bolt the leaves together. I used new 6mm

You could of course do all the prep work before you remove the old spring.

Before you fit the replacement spring one more job **MUST** be done and that is to block off the 2 centre bolt holes on the top of the DIFF to stop oil being thrown out by the action of the Crown Wheel inside the Diff. To do this I cut off the threaded portion of each stud and put a saw cut in the cut end and with the help of a Screwdriver, screwed these into the unwanted holes in the top of the Diff. Refit the



Swing Spring Bushes

bolts of the required length to do this, I got them from a local ironmongers with no trouble.

You can fit the new eye bushes at this stage or when the spring is apart which ever is easiest, they can be replaced with the help of a suitable sized socket and a vice. Just take your time and it will work. Reassemble the mount box to the spring, a squirt or two of WD 40 or similar between the leaves at this stage will be an idea to help lubrication.

'new' spring in reverse order, drive the car around a little to settle the spring down and note the difference. You should now have about 21/2 dg of negative camber at the rear wheels and the ride height will be at least 1" lower. Once you get used to the new set up you will be pleasantly surprised. The handling will be more predictable.

Any queries on any of this just give me a Bell and I will try to put you on the right track.

TRIUMPH Herald 13/60 Register

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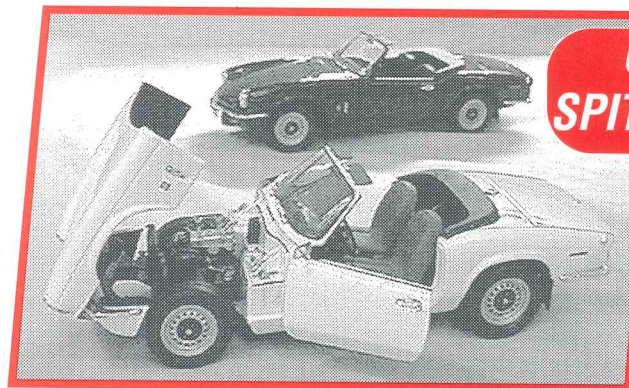
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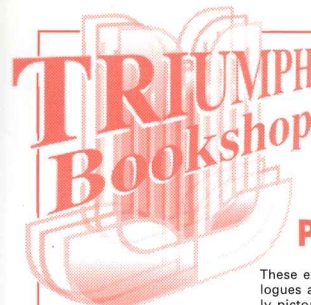
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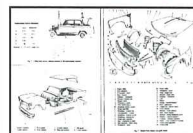
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Parts Catalogues

General Interest

Workshop Manuals



Originally compiled to assist Triumph distributors and car dealerships throughout the world in the efficient repair and maintenance of the complete Triumph range of cars.

All major areas of the cars are included in great depth, with exploded diagrams, clear pictures, and very easy to understand text.

Herald 1200.	£25.95
Herald 13/60	£25.95
Vitesse '6'	£25.95
Vitesse 2ltr Mk I/I	£25.95
GT6 Mk I/II/III.	£25.95
Spitfire 4/II/III	£25.95
Spitfire IV	£22.95
Spitfire 1500	£22.95
TR2/TR3	£29.50
TR4/4A	£28.95
TR5 (complete)	£38.00
TR6	£28.00
TR7	£32.00
Stag	£24.95
Dolomite Sprint	£32.95
2000/2500/2.5 PI	£27.95
1300 FWD	£15.95
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These excellent catalogues are completely pictorial and give superb exploded diagrams of all the parts that make up your Club car. All of the original Triumph/BL part numbers are shown, which is a great help when trying to identify your own parts or to order new items from Triumph parts suppliers.

Herald 1200 (all models)	£22.95
Herald 13/60	£18.95
Vitesse 1600/2 Ltr Mk1	£22.95
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TR7	£25.00
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Herald 13/60	
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Vitesse Mk I	
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GT6 Mk I	
GT6 Mk II	
GT6 Mk III	
Spitfire Mk III	
Spitfire Mk IV	
Spitfire 1500	
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TR250 (TR5)	
TR6 - TR7 - TR8	
Stag	
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Vitesse/Herald 1959/71	£9.95
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GT6 Gold Portfolio	£14.95
Spitfire 1962/1980	£9.95
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TR6 Gold Portfolio	£14.95
TR7/8 1975/81	£9.95
TR7 Gold Portfolio	£14.95
Stag	£9.95
2000/2500	£9.95
Dolomite Sprint road tests	£9.95

NEW BOOKS

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Graham Robson	£23.95
Triumph Spitfire & GT6	
A Guide to Originality	
John Thomason	£23.95
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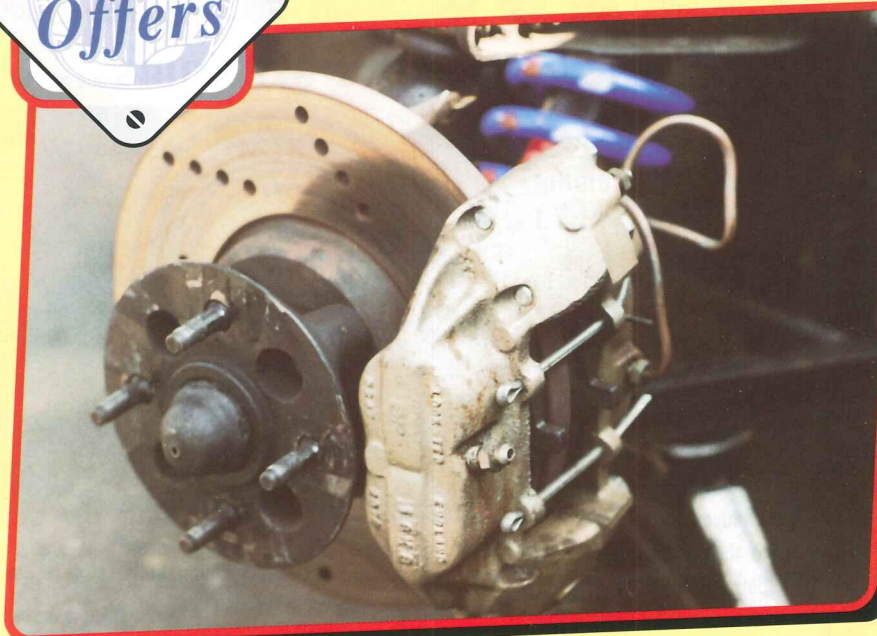
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Lead Free Head

By Peter Williams

Cylinder Head Replacement. Unleaded - PART 1.

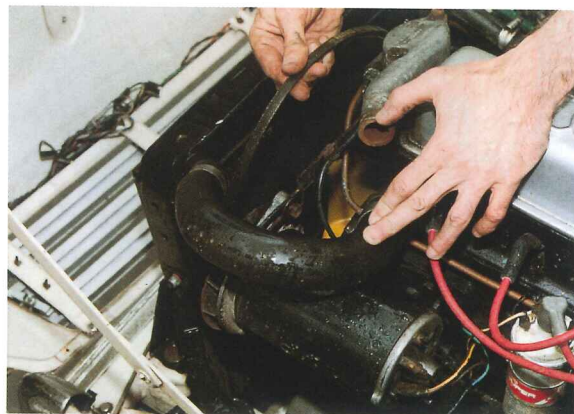


Figure 1.

Slacken off the dynamo retaining bolts, slide it towards the engine and remove the fan belt.

head since just before the South of England meet at the beginning of May during and after which it has completed hundreds of trouble free miles. No performance difference has been felt, I've not had to touch the timing and if anything the temperature gauge

shows slightly cooler running, perhaps due to the new head's cleaner passageways. As reported by Brett Dennis in one of his unleaded articles, the only outward difference with running on unleaded appears to be that the exhaust pipe's previous grey colour is now black.

So how was it to fit? A weekend was allowed for the job

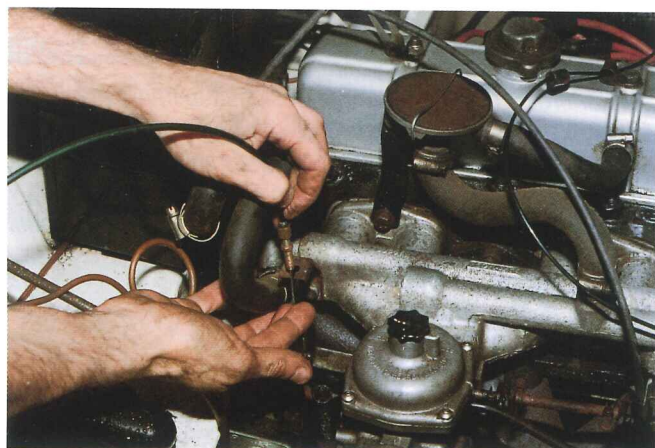


Figure 2.

Remove the air filter box and release the throttle and choke cables. The exact nature of their fixtures will of course vary between different cars.

which proved just about right. Some problems were encountered along the way though help was on hand from the team at TSSC HQ, where this time I was doing the job, and especially from Jigsaw Racing Services' Mark Field who happened to be visiting HQ on the day that I was taking the head off. Thanks Mark, your help was invaluable.

Speaking with others after the job was done it seems that the problems that were encountered were those that might well have been expected for the six-cylinder lump's head which I'm told can often be troublesome to remove, four



Figure 3.

Unscrew the lower exhaust manifold studs - the nuts may unscrew or more likely the studs themselves, complete with rusted on nuts, will unscrew out of the cylinder head. This is no problem but be sure to separate the studs and nuts on the bench before reassembly.

cylinder heads being less so. Having worked on a number of four cylinder engines in the past I can certainly vouch for the latter. So how to do the job?

First off as with many other jobs on the car, disconnect the battery. Next, drain the radiator and remove hoses to the water pump, heater and from the metal water pipe which runs beneath the exhaust manifold. The rest follows as shown in the following photos. Although the job is shown for a Vitesse Mk2, there's not an awful lot of difference should you be

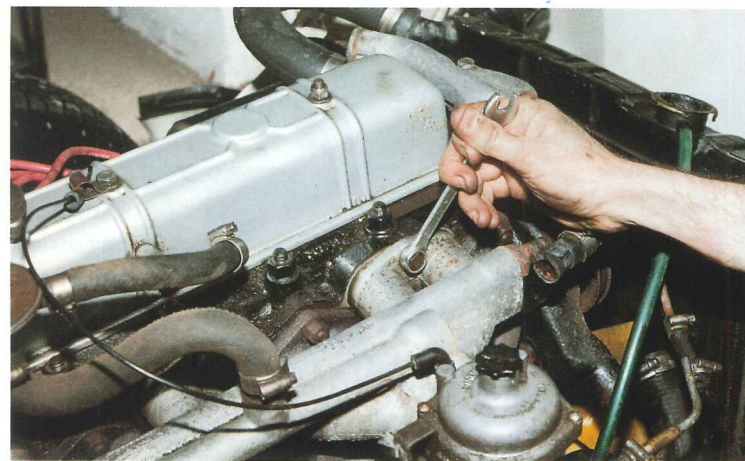


Figure 4.

Release the petrol pipe hose at the radiator end of the inlet manifold. Check all other relevant hoses and pipes connecting the inlet manifold to the rest of the engine are removed. Unscrew the three bolts along the top of the inlet manifold...

doing the work on any of 'our' cars. Also as shown later, I took the opportunity to fit carburettor heat shields as over the last two or three years hot starting has proved to be a problem. Presumably this is due to fuel vaporisation, possibly caused by changes in petrol over recent years? Whatever the cause, so far these have indeed seemed to help. Tools required are the usual array of spanners and screwdrivers etc. with the obvious addition of a torque wrench. A telescopic magnet gizmo is also of great use to retrieve nuts dropped into the cam follower holes!

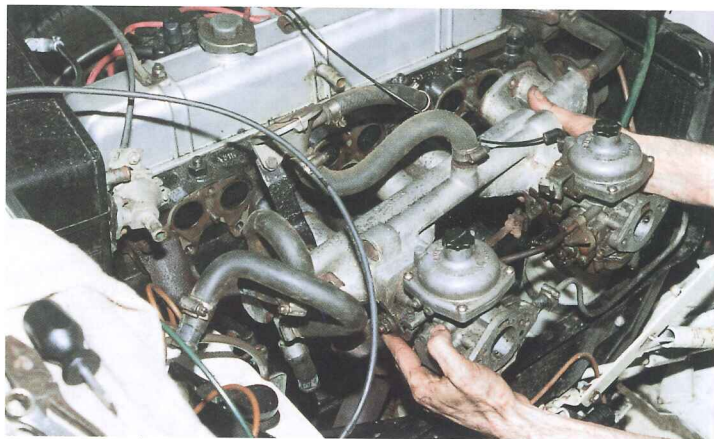


Figure 5. ... after which it can be lifted away.

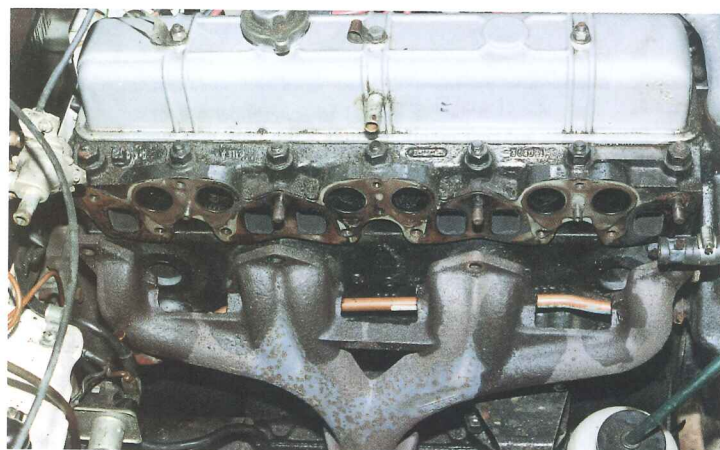


Figure 6. Remove the remaining exhaust manifold nuts and slide the manifold off. The manifold doesn't have to be split from the exhaust down pipe nor does the system have to be totally dropped to do this. However, do release any fixtures close to the bell housing to allow sufficient sideways travel.

Figure 7. Assuming one is fitted, the engine can be further drained of water by way of the tap on the side of the block, located beneath the exhaust manifold.

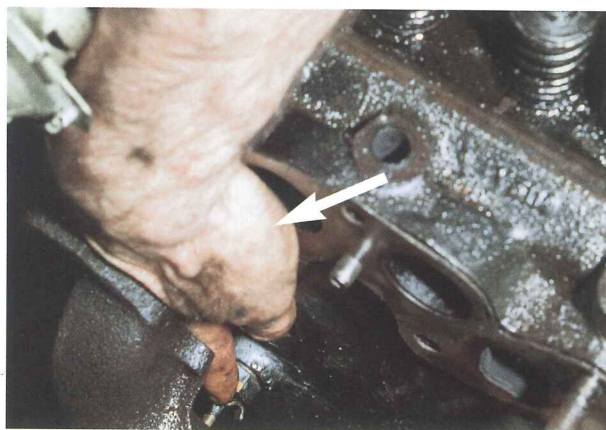


Figure 8. After removing the rocker cover, gradually release the rocker pedestal nuts and remove the rocker gear.

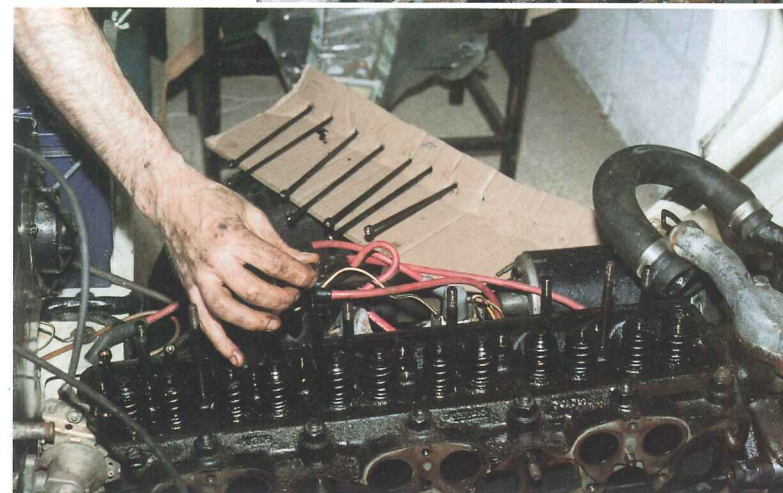


Figure 9. Lift out the push rods and, so that they can go back from whence they came, push them through a piece of cardboard labelled 'front to rear'.

Figure 10. One technique that is used again and again both for removal and replacing studs is the double nut technique. For this, screw two nuts fully onto the stud and tighten one against the other. This locks the nuts in place and enables them to grip the studs for either screwing them in or removal. Use the technique for removing/replacing the rocker cover studs as shown here and also those for the cylinder head.

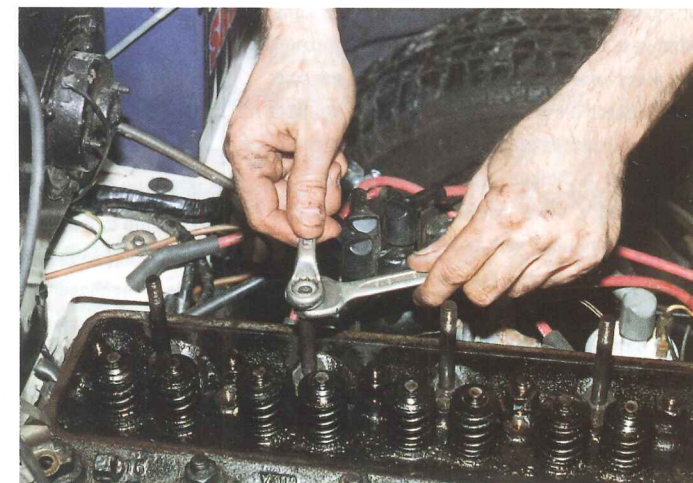


Figure 11.

Perhaps I was a little bit lazy here but to get the water pump out of the way I first disconnected the petrol pipe at the fuel pump end and then unscrewed the three water pump securing bolts. The water pump was then pulled away to rest against the radiator. Thick cardboard padding was used so as not to damage the latter and all worked well.



Figure 12.

With the cylinder head bolts removed it is unfortunately not necessarily the case that the head will just lift off. It may well stick as it did here. What kept the head in place was what I presume was years' worth of built-up baked-on oil deposits which adhere the studs to the holes in the cylinder head. Most of the studs were removed using the double nut technique but three remained fast. Two of these were likewise removed after a number of heating with a blow lamp/ squirting with WD40 doses and then being given a sharp tap with a hammer from above. The threads aren't damaged as the end of the stud narrows at the top. Unfortunately there was one stud that just wouldn't shift.

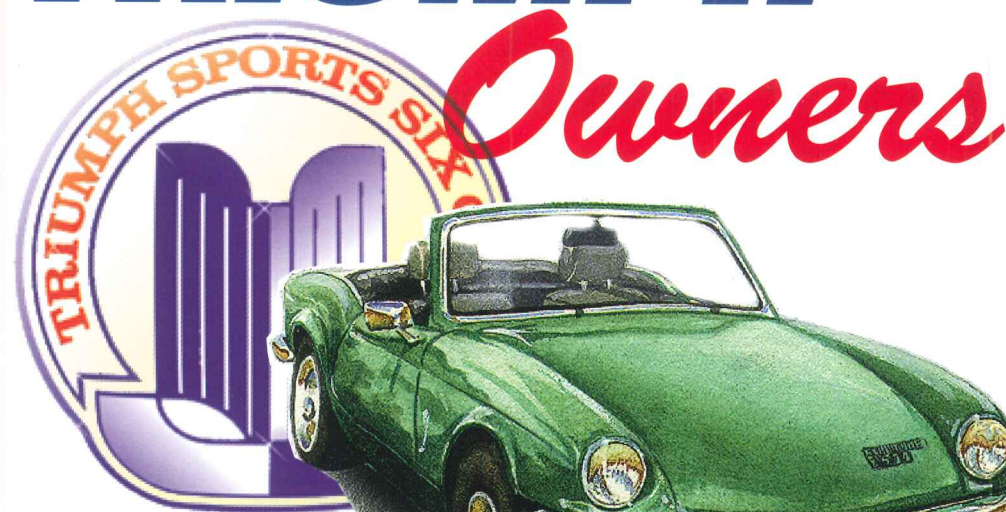


Figure 13.

At this point the greater experience (and strength!) of Mark really came to the fore. More heat was applied to the stud but also the careful use of wedges between the head and the block managed to raise the head enough to break the stud's hold. Mark was then able to lift the head off. Thanks again Mark! I've often read that wedges are not a good idea but carefully applied they certainly did the job here with not a scratch on the head or the block.

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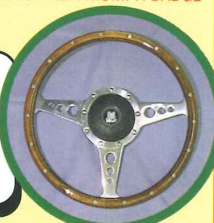
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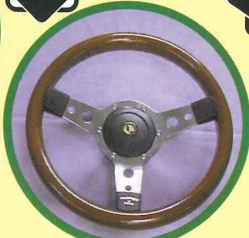
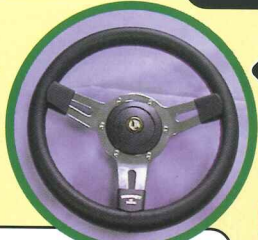


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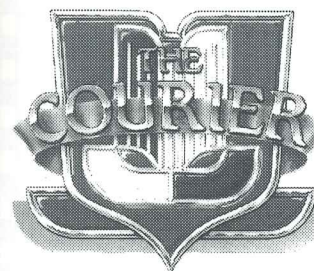
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READERS Write . . .



with Jill Dando and Des Lynam draped over it. This was to commemorate thirty years of BBC local radio, Jill and Des both having started their careers in local radio. It had to be a 1967 "E" reg car, so Keith supplied me with an appropriate "E" plate, mine being a 1970 "J". 23rd October 1997 at BBC TV centre turned out to be a very

Very Enjoyable Day

Back in October 1997 I was contacted by Keith Clements, who resprayed my car a few years earlier, and he told me that the BBC wanted some still photos of a red Vitesse convertible

enjoyable day and everyone, including the two stars, were very friendly. Jill and Des even kindly offered to have their photos taken with yours truly and my pal Mike who joined me for the day.

I was told that the publicity photos would appear in tomorrows daily papers and some forthcoming magazines, but I never did find any.



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Tragically, it took Jill's death for me to eventually find a photo in "The Sunday People Magazine", of 9th May 1999, which ran an article celebrating her life.

Ian Thornton

Essex

INFO WANTED

Friends of mine John & Elsie BUTLER, who run a very 'classic car friendly' real ale house in North Wales called the Colomendy Arms in Cadole, previously owned a White MKIII, Spitfire, registration number KBF 200H. John & Elsie are very keen to know the whereabouts of the car, which had to be sold when their first son arrived. The car was originally bought in 1973 from Palace Motors in Birkenhead (Wirral) - now called Argyle Motors - and was traded in for a Mini in 1976 at Maghull Motors in Maghull.

Any information please call Fabrice on (01352) 751 244 or pop into the Colomendy Arms where John will reward you with a glass of his best ale for some much wanted information about his old pride and joy!!!

Fabrice Perrot

Thanks Comrades

I should be most grateful if you would find a space in The Courier to print the following letter to express my thanks for the kindness and help I received during STER when my MkIII Spitfire decided it no longer wanted its head gasket!

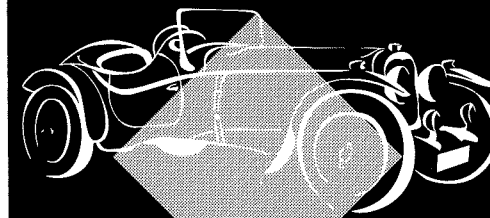
"MAY I TAKE THIS OPPORTUNITY TO EXPRESS MY THANKS AND GRATITUDE TO ALL THOSE AT S.T.E.R. WHO RALLIED TO MY AID AFTER MY MKIII SPITFIRE GOT FED UP WITH HER HEAD GASKET. THE AMOUNT OF ASSISTANCE AND ADVICE (OFTEN CONFLICTING !) WAS OVERWHELMING. SPECIAL THANKS MUST GO TO (IN NO ORDER OF PREFERENCE): ALBERT 'SPROUT'; TIM; PAUL; RAY; ROB HENRI; CHRIS; JOHN AND SHIRLEY. WE ARRIVED HOME SAFELY, ALBEIT SLOWLY A WITH A PROTESTING CRANK. MAY THE SPIRIT OF CAMERADERIE IN TRIUMPH OWNERSHIP NEVER FAIL.

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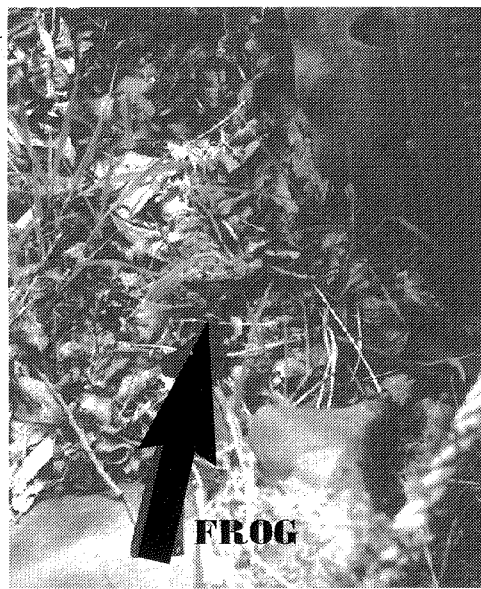
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All that Glitters . . .

Your magazine is full of pictures of pretty shining Triumphs. I thought you would be interested in these very sad photos of a Courier I found in Strontian in the Western Highlands of Scotland. I was just able to read the chassis number as GA144566V and it would seem this car is totally lost as the head is stripped off the engine and any bodywork you touch just crumbles away. However, you will see it has made a home for some local wildlife as we found a colourful frog in the engine bay.



Perhaps you should publish this photo as a reminder to all those club members who have a car in their garden and intend to restore it 'when they get around to it'! Perhaps we should all be a little more realistic and if we know we cannot reasonably complete a car in the next couple of years then sell it to someone who can, or

it may end up like this sorry example of a very rare car.

I would also like to say how much I have enjoyed reading the adventures of 'Zoom'. As a Vitesse 6 driver I found it rivetting. My car is used daily in all weathers and I drive about 12,000 miles a year around the Midlands. Ok, so I don't encounter elephants, sandstorms or 'corrugated' tracks, but anyone who drives the M6 through Birmingham regularly will know that too can take a toll on car and driver. I now feel my car is capable of almost anything, (provided I leave the bag of sand in the boot!).

I can honestly say I enjoy driving and when so many people these days avoid it whenever possible or moan about it I guess my enjoyment must be down to the fact that I drive a Triumph Vitesse!

Janet Davison

Staffs

PS If Mac Reynolds wants to pay his respects to the Courier van on his travels, I can give him directions!

Spitting Porkies

John Thomason's report: "What Value a Spitfire?" in the July issue highlights apparent anomalies in the relative values around the classic car market.

£3-4000 for a "straight and clean" Spitfire does seem excessive when compared with the Porsche 944 which was advertised for £4000. The Porsche is a well designed and engineered car with a galvanised body and excitingly competent handling and, it has to be said, is streets ahead of the Spitfire in these aspects.

But then, the Spitfire is largely a product of 1950's tech-

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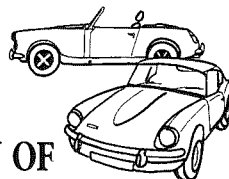
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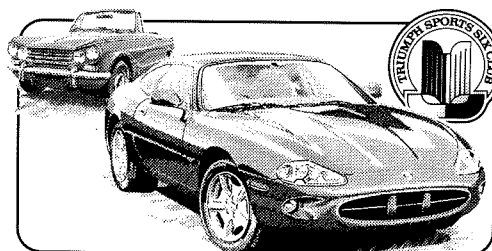
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nology, albeit well developed; whereas the Porsche comes in twenty years later. Because of this, the Spitfire does something the Porkie will never do - it re-creates a specific motoring era which has to be experienced to be appreciated.

For example; forget the motorways (for which the Porsche is a real tool) and head across country in a Spitfire. Smell the hedgerows, work the gears up and down through the bends, use the overdrive to tighten the ratios, and master the quaint rear end until you can dance it through the S-bends on a dab of throttle.

Now, that's driving! The Porsche driver got there five minutes sooner, but he really had to boot it to get an exciting drive, because the car's too good.

And that's the whole point of a Spitfire - traditional driving, fun and practicality - oh, and having a few thousand mates in the TSSC who agree with you; and that's enough to restore anyone's self confidence after being burnt off by a Porsche.

I think these points alone make the Spitfire worth as much as the Porsche, but there's more. What about: Meccano-like construction so you can fix everything yourself; thirty-five mpg; unbeatable engine access, and an engine that's fun to fix; a unique body style that's cut it's own niche as a classic; cheaper spares and servicing (try buying a gearbox for a Porsche for £350).

Mind you, the Porkie in that advert did look pretty good - only £4000, eh?

Eddie Evans,
Cumbria

What Value A Spitfire?

I read John Thomason's above titled article with interest. Undoubtedly, the days when you could get a decent car for little money are gone. Car sales obey the economics of supply and demand, just like anything else. If the vendors are realising the prices that they are asking then one must conclude that the buyers are perceiving a potential value in return for their investment (even if the 'nasties' are later uncovered, 'buy in haste, regret at leisure etc.'). There are also alternative issues that should be considered when making a value judgement.

Apples with Apples

If we are interested in a Spitfire, then isn't likely that, in addition to possibly wanting something a little different, unless we actively want the impracticality of a two

seat/poor load carrying capability vehicle, and/or intend to drive hard top on, year round, what we are actually interested in, is a small economical convertible or at least targa top roadster? Should we not therefore compare like with like? Should we not be comparing the Spitfire to machinery like the MG midget, Reliant Scimitar SS1/Sabre, Fiat X19, Mazda MX5 (if we are fortunate enough to be able to afford an early example) or at least a 'T, bar Toyota MR2?

Detailed Objectivity

If we are playing 'devils advocate', should we not go further and compare the relative merits (in detail) of each choice in terms of some of the following:

- 1) Parts availability/cost (the 'shopping basket') ?;
- 2) Fuel consumption (and are you sure the Escort runs un-leaded ?);
- 3) Ease of DIY maintenance ?;
- 4) Relative benefits of vehicle configuration ?
- 5) Corrodability ?
- 6) Likely depreciation even if well maintained ?.
- 7) Fun to drive ?

'Mr DIY'

As with anything that can require professional help in order to maintain its condition (e.g. properly), as professionals have to make a living like the rest of us and 'professional' help is unfortunately no guarantee of quality workmanship, it is sometimes tempting rather than trendy to do the work oneself. As recognised, the quality of DIY workmanship can vary tremendously. This is a fact of life and requires extreme patience/a willingness to travel a lot in potential buyers. Not all owners are professional automotive engineers ('engineer' being a person involved in vehicle design & development rather than a maintenance technician - but we can moan about that another time) and possess John's un-doubted mechanical and restorative skills or, alternatively, an inexhaustible bank balance.

2 + 2 = 4 Seats ?

If we are a family person, then we might extend the discussion to the Herald/Vitesse (perhaps a more appropriate comparison for the Escort although the former not being monocoques with the roof sliced off in a marketing afterthought ?).

Finally, the above does not necessarily represent the views of Adrian Glanville, his family or friends.

Adrian J. Glanville. Sussex



Red White (& Blue)

By Simon Niblett

I thought I'd just send you a few photo's of my MK1 Vitesse convertible 1968.

The photo's were taken at a local beauty spot in Brighton known as the Devil's Dyke.

I've owned the car two years this coming May and when I bought her it's colour was Red/White flash. For the first six months I made use of it and our summer (!!) just driving around as it was. Then in January '98 I decided it was time to start to smarten her up.

My job is a car sprayer and I work in the accident repair trade so all of the bodywork was not really a problem. I owe a lot of thanks though to a friend of mine who helped with the fitting, stripping and a lot of the mechanics.



On stripping the car back to bare metal I discovered the car was originally Royal Blue and had been resprayed Red, original has got to be best so I decided to change her back!

New door skins were welded and seals fitted - what was needed and could be removed was - and then sand blasted. Dashboard and door cappings revarnished, (by my Dad). New hood fitted and seats recovered and the final touch, (at much expense, but totally worth it), my lovely chrome wire wheels.

I trailered the car to my work

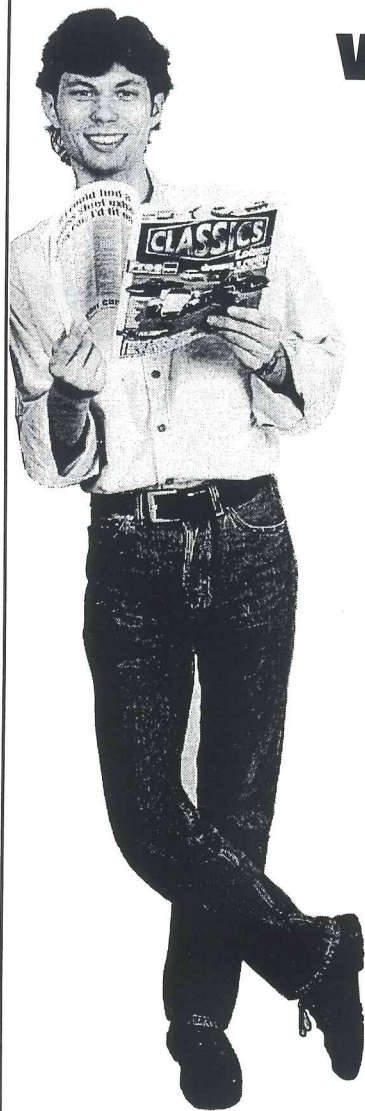
"...I think the hardest part of the whole project was fitting everything back together without scratching it or marking it, and realigning the doors proved to be a real pig of a job ..."

and sprayed it in the spray booth, then baked it in the ovens. The following day I went in and flat polished the whole car. Inside the boot, under the bonnet and bulkhead were all sprayed.

All that's left now is to sort out the tidiness of the engine, probably take it out and paint it up -oh, and pick up the small corner chrome moulding that's missing at the offside front -can anybody help?

In all the car took around three months to finish and although I may be biased, I don't think she looks too bad. She gets a few looks and it's nice to know it was down to you rather than pay someone else to do it for you.





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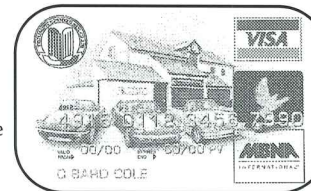
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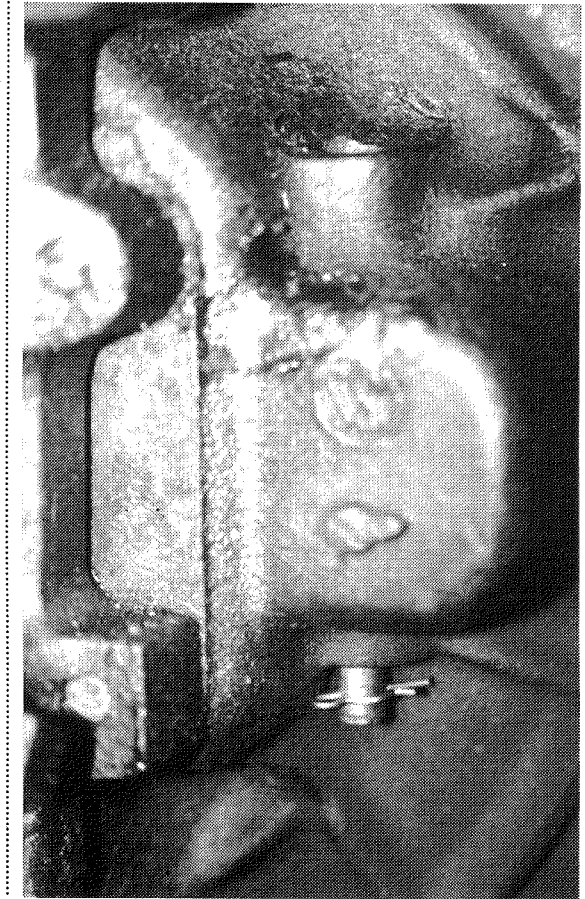
Pivoting

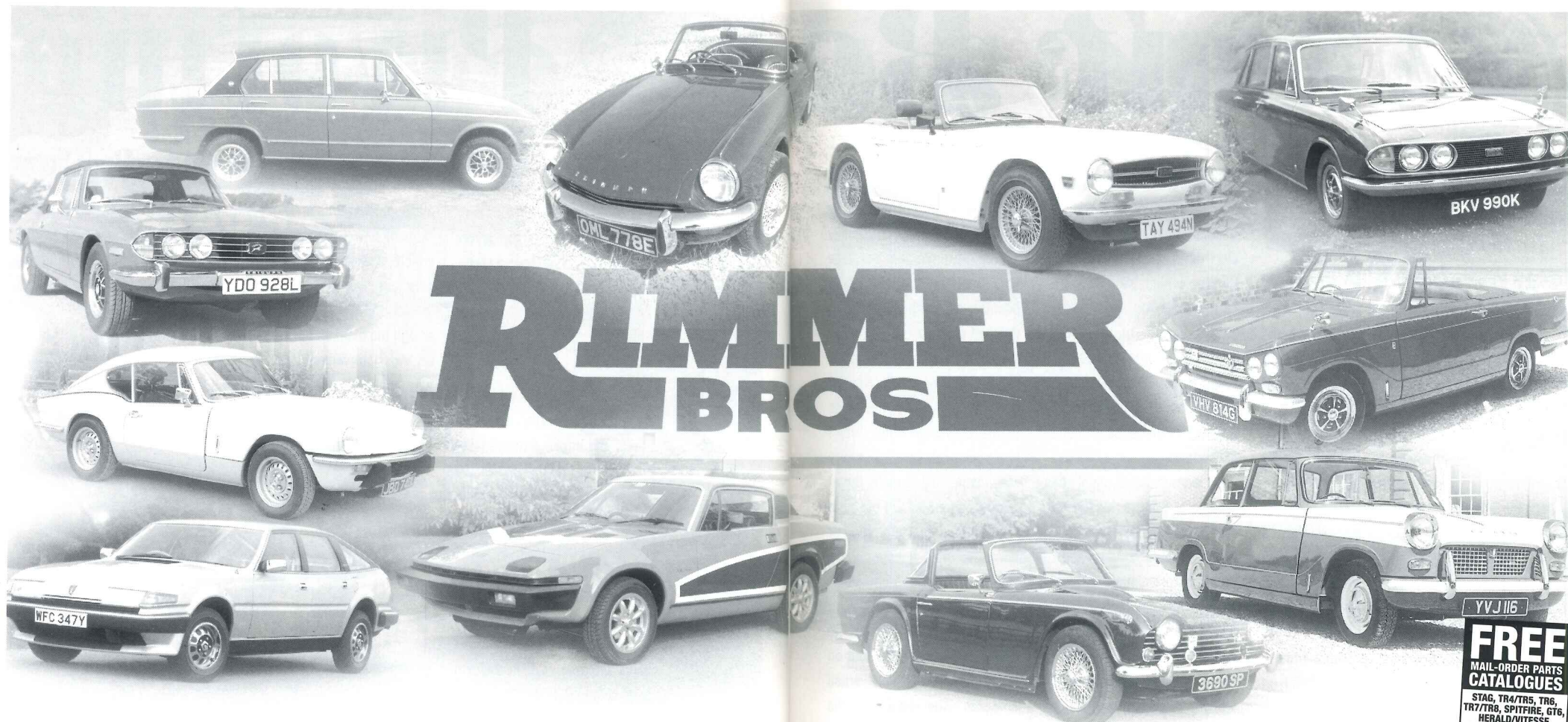
By Lewis Barton

Clutch release arm pivot pin location

Poor clutch release arm pivot pin location is a well known problem with Club cars: Excessive play can reduce available clutch travel and impair smooth take-up. This is usually caused by wear in the, pivot pin itself, its bushes (in the bell-housing), or the tolerance ring ('crinkly washer'). The latter item should also secure the pin in the release arm (so the pin rotates in its bushes not the arm) avoiding wear in the arm and retaining the pin in the whole assembly - however, it is not uncommon for the pin to fall out! This problem was exacerbated in the past by the non-availability of new tolerance rings. Fortunately, these are now being re-manufactured and it is worth checking the condition of these components routinely when fitting a new clutch. Re-manufactured pivot pins now feature an over-sized head which prevents them dropping down and out of the bell-housing,

although even this arrangement may not guarantee your pivot pin remains where God and Canley intended. I have encountered a pin which, denied its natural means of escape from bell-housing servitude, was steadily working its way upward against gravity! A 'belt and braces' solution when replacing these parts is, therefore, to drill the plain end of the pivot pin to accept a split pin, lock-wire or, most conveniently, an R-clip (as found on brake pad steady pins) which limits pivot pin creep - see photo.





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'Our Bob's Spitty'

By Gail Walker

The first car I bought was a Triumph Herald 12/50, Cactus Green with red interior, in 1969.

The registration was 186 JOE; does anyone know the whereabouts of this car now? I sold it to Walker's Heath Motors, King's Norton, Birmingham around 1971. I still have photos of it.

The Triumph Saga re-starts here. My love of Triumphs was rekindled on the 19.01.96 when I purchased a Herald 13/60 YME (Why Me?!!) 257H and then purchased loads of spares from a woman in Worcester; there was about three cars dismantled into spare parts and stored in a barn. I then sold 'Why Me' to a friend, Terry (who has lovingly cherished it and restored it to its former glory), as I wanted a convertible. I found and bought a convertible 13/60 HBJ 825J on

"... I went with Our Bob (as he is very close to my age, he can't stand to be called Uncle, could effect his reputation!) and found him a Spitfire to renovate ..."

06.07.96 and another 13/60 to use as a potential donor car. Also, at some point in between all this, I bought a Herald Courier, which was then sold on to Terry's son Jason. (Yes, I am certifiably quite mad, I should know as in my 'spare time I'm employed to manage a residential home for people who are experiencing mental ill health!!).

To extend the family I then bought a Spitfire Mk4 1300, YBF 545M (You've been Framed seems quite an appropriate phrase which jumps to mind!!!) and a Triumph based Spartan, which I intend to keep; the 13160 convertible is being restored for my friend who lives with me. It was purchased in Birmingham and needs loads of work, welding etc, to get it back to a presentable state.

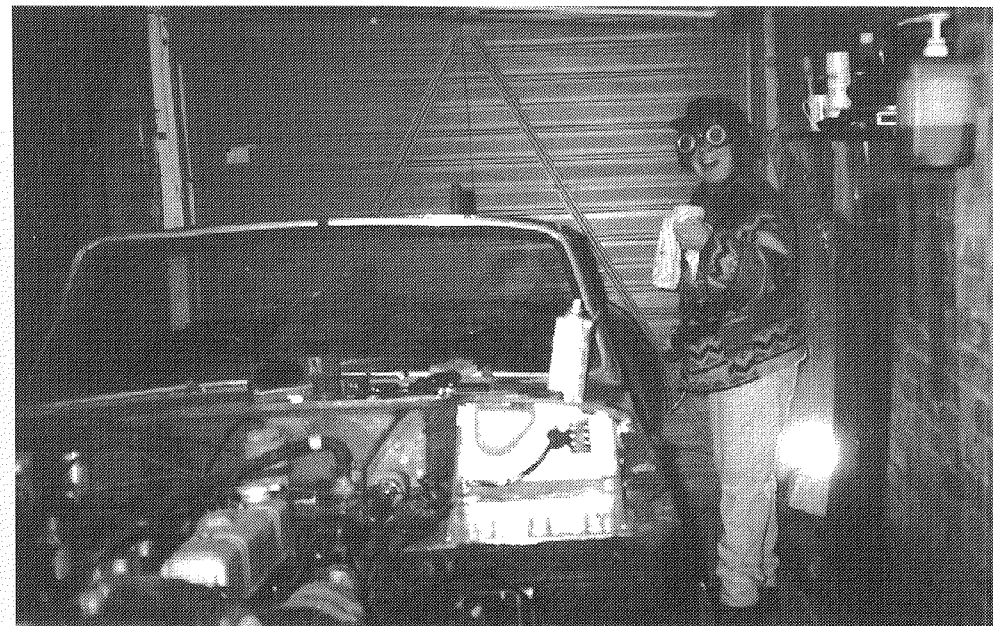
Kenny, a friend of mine and myself then set about building a garage with a pit to house the 13/60; there it has remained for the last two and a half years. Though it has not been neglected. I have almost finished the welding, changed the engine, front suspension, doors, bonnet and boot and prepared new valances (all the

work has been kept standard); yet, alas, it is still not nearly ready for its debut. Hopefully in the summer of '99 Lisa will then be able to take proud ownership of the finished product.

Dave Saunders of Worc's came to the rescue in Nov 98 and fitted the convertible glass to the doors, as I felt "No, I don't want that task!" at a very reasonable cost. Thanks Dave!

The Spitfire Mk4 is housed in the original garage to our home. A main change is the GT6 bonnet which I bought as the original was fibreglass ... sold that one thanks, but no thanks! I have only worked on the Spit in relatively small amounts. The repairs to the bonnet are almost finished, which was stripped down to bare metal, as it had been fire damaged. The bulkhead and the front chassis have been cleaned and red leaded ... thanks for your help Ricky!

The Spartan was bought to use in the summer '98 while the others were being 'done'; this was not to be! It was bought as a non-runner, but supposedly only required minor attention as it had been left standing. Of course, it



Me welding "Our Bob's Spitty" Mrs Biggles or What!

never is quite that simple, the head gasket had gone. This was replaced but didn't solve the problem. A new head was bought and fitted and went through the MoT in August '98; but there still appears to be a problem. I had planned to sell this one on to someone who had the patience to sort it out, but? After seeing the very tastefully kitted and trimmed green Triumph Spartan in the January issue of The Courier I have been inspired to tackle it again. At the moment it is

wrapped up like a Christmas parcel on the drive, I don't think the neighbours would be too impressed if I tried to squeeze yet another garage at the side of our house!

Anyway, moving back to Spitfires. I went with Our Bob (as he is very close to my age, he can't stand to be called Uncle, could effect his reputation!) and found him a Spitfire to renovate. This is also a Mk4, the same year as mine. I have virtually completed the welding on this, while he has been con-

centrating on making the engine a sight for sore eyes with everything and anything that can be chromed. A major job also on this one involved the purchase of GT6 doors, which, when the time for fitting came, guess what, the gap had closed up by about half an inch. The previous welding had been done with the doors off; also previous owners had used filler to disguise a multitude of sins, including no welding between the posts and the sills. Oh dear! Not one to be easily discouraged I bought two acro props (building type), followed the hacksaw cuts (as described in the repair manual) jacked it open and, so far so good, re-welded across the cuts.

Oh well, that's about it for now. Wish me luck with my continuing efforts to restore three cars and lend a welding hand here and there to 'Our Bob'.



The Right Gear

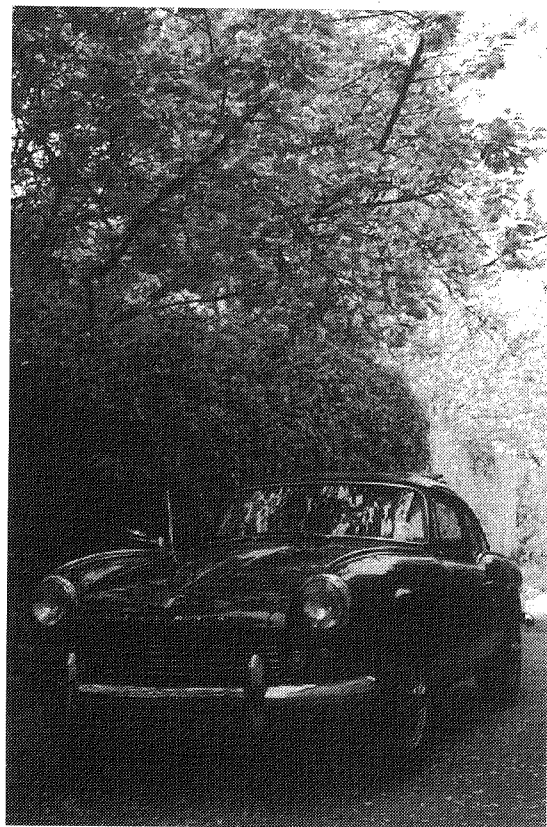
By Ian Morfett

It was right at the start that the question occurred to us.

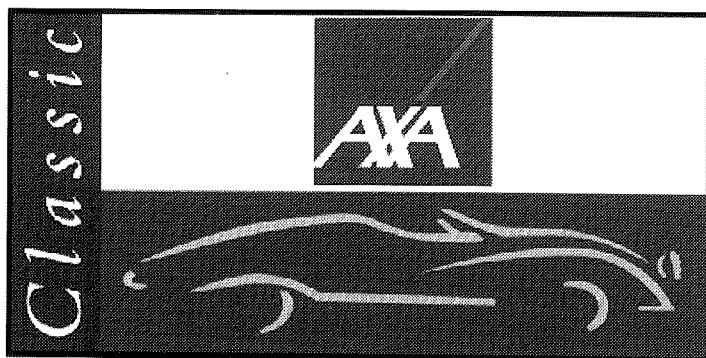
AXA Classic

We had just arrived at the beautiful Royal

Crescent to register and set off on the Bath 1 route when we saw her. Clearly another competitor she wore long boots trimmed in white fur with black spots, a red jacket - similarly trimmed in Dalmatian fur - and a hat the size of a flying saucer with an avalanche of fur. She looked like a cross between Father Christmas and Cruella d' Ville. And the question was: could we guess what car she was travelling in simply by her clothes. Certainly the choice was wide. Perhaps the '32 Singer 9 shinning in black



lacquer, the lovely '53 Bristol 403 in gun metal grey or perhaps the open topped Triumph TR3A. She was certainly dressed for open topped motoring and it was a very cool morning. Our guess proved to be half right - she returned to a beautiful '68 MGB, open-topped and finished in Carmine Red - perfectly matching her outfit.



"The well dressed Jean and Ian Morfett tackled the Axa Classic in their Triumph GT6 MK1

Our next challenge was somewhat different - a short stocky man in yellow oilskins and a huge so'-wester. Clearly an open topped motorist with a severely pessimistic view about the weather. What were our choices? Surely anyone driving the Bentley 4.5 Litre would have more style, ditto the Jaguar XK150 and Mercedes-Benz 190SL. We plumped for a rather tatty Sunbeam Alpine. But we were wrong by a long way. Why would the driver of a lime

green Hillman Imp be wearing more waterproofs than a North Sea fisherman? We had no idea, though it might have something to do with the torrential rain that had leaked through the hotel bedroom roof the previous night.

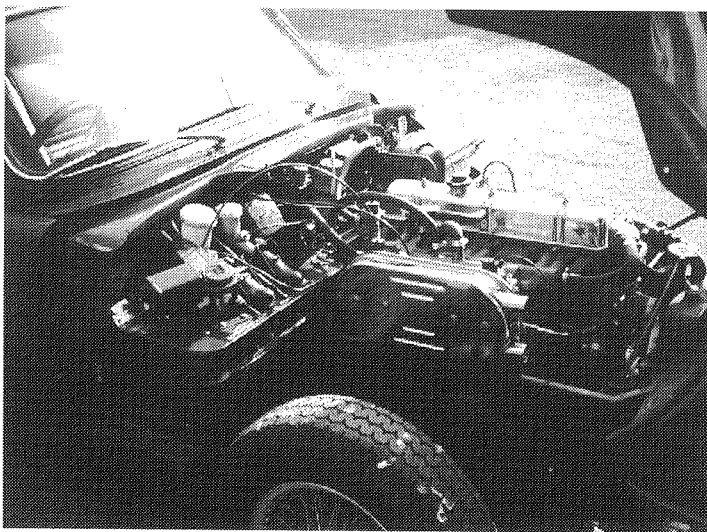
We set off for Castle Coombe enjoying the cavalcade of beautiful classics and the lovely rolling scenery but mainly trying to match driver attire to their wheels - or attires to tyres as my wife kept saying! At Castle Coombe a

couple of things were clear. Firstly that it's not what you drive it's how you drive, as my 100 BHP 2 Litre 6 cylinder got well stiffed by the Arbath Fiat 500 (dodgy cardigan and string back gloves). Secondly you can't go wrong if you match a flat cap with any British Sports cars of '40's, '50's or '60's'. Indeed we became quite convinced that the XK120, DB4, Morgan 4 and Austin Healey 3000 simply will not start unless the driver had donned his tweedy flat cap, pulled well down. Gentlemen passengers must wear the same; lady passengers can be a little more varied though a hat of the some sort is mandatory. However the flat cap, matched with tweed jacket and tweedy tie also finds favour with a certain type of younger, more rakish women. Indeed we achieved a direct hit by guessing that a lovely blonde so dressed

would not only walk over to stunning drop-head '59 Jaguar XK150 but would jump in and drive.

We set off for Prescott Hill climb enjoying the best of the weather - still cool, but bright and breezy - just like my driving.

A powder blue Fiat 124 Spyder passed. Then a Red (what else) Ferrari 308 GT4. Suddenly we seemed to be travelling with a group of Italian sports cars; another Ferrari this time the beautifully Dino 246 GT, a Maserati and an Alfa Romero Giulietta Spyder. We had already decided that anyone wearing a dark silk shirt with matching tie, an Armani jacket



and Gucci shoes and sunglasses would be matched to the elegant lines and seductive curves of an Italian super car. What a disappointment then that this collection of drop-dead gorgeous Italian machinery was occupied by a jumble sale of base-ball caps, flowered shirts, jumpers, embarrassing shorts and beige anoraks. Clearly the owners of

Italian sports cars are more into mechanics and restorations, than Michael Angelo and Roma. Emile Bugatti would most certainly have been very disappointed.

At Prescott we hang back a long time to let the yellow Ford Anglia get well ahead before setting off, but still caught him before the first hair-pin, the twin exhaust howling like a wolf on a moon lit night. Second time around and we are sandwiched between a 1927 Alvis 12/50 going like stink and a 1963 Frog-eyed Sprite. What a comparison in machinery and a confusion in head gear. Leather flying caps, goggles and Biggles jackets are fine if the car is a sports racing classic, pre 1939 and worth more than half a million quid. Wear them in anything built since the war and you are just being pretentious.

Bobble hats are the best

accompaniment for a cheap and cheerful sports cars, such as Sprites, Midgets, Spitfires and Lotus 7s (yes I know cheap and cheerful cars often cost a fortune - like the pristine pink Frog-eye but more fool the buyers I say). And the

usual finish at Silverstone and we tackled the fast, steep and twisting hill course with brio, pressing to pass a very pretty, but pedestrian, Lotus Elan. We also had reason to demonstrate our emergency stop as an E-Type found itself spinning

be able to match up the heavy cloaks with the 1937 Hackney Cab, the pink cats suits with the Ford Zephyr and the plus fours with the 1936 MG TA. There was some speculation that the nice middle-aged hippie couple with the psychedelic camper van were not in costume at all, but had worn their Kaftans, yellow loon-pants and heavy weight beads ever since 1967 when they



drove to Kathmandu accompanied by the sounds of Flower Power and the chun chung of their flat-four, air-cooled VW motor. I'm not sure who won but my wife was confused. Why was the overall winner not even wearing overalls? We looked around for the Bentley Boys in their immaculate white driving overalls but they were not to

sillier the hat we saw Noddy versions, hats with bells, Willie Winkie headgear and a jester - the more likely the car would be a Triumph!

and facing back down the hill. A Red cap with a red face to match. The banked speed bowl proved good fun - but its surprising how quickly the exit

be found.

We had had a good day, a most enjoyable run. The GT6 had performed well throughout and we had a few miles still to drive. So we decided to stop matching up cloths to cars and head for

home. By now it was overcast and drizzly with a chilly wind blowing. And my wife and I were as is our habit when driving the Triumph wearing the thinnest of singlets and the shortest of shorts. You see the GT6 has a somewhat cramped cockpit, the heater controls are

fixed to max, and hot air finds its way from the engine bay to the interior via a gap between gearbox and bulkhead. It's been know to hit 120 F in the car and so we dress appropriately. But don't worry. This is standard attire; ask any GT6 driver; you'll know them by their beach-wear."

"... an Armani jacket and Gucci shoes and sunglasses would be matched to the elegant lines and the seductive curves of an Italian Supercar ..."

Once more we set off agog at the 3 replica Bentleys in different stages of construction around new Turbo machines. Millbrook proved an excellent alternative to the

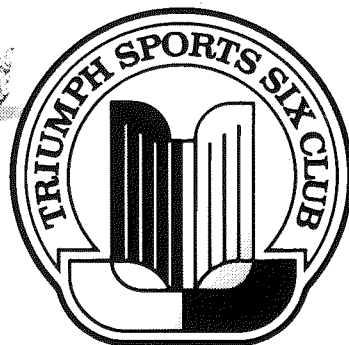
appears when you are doing 95mph -we missed it twice.

The 'best-dressed' competition doesn't provide too many new pointers. After all the whole point is that you should



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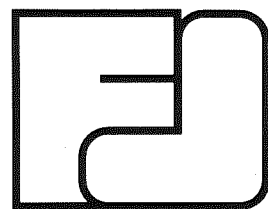
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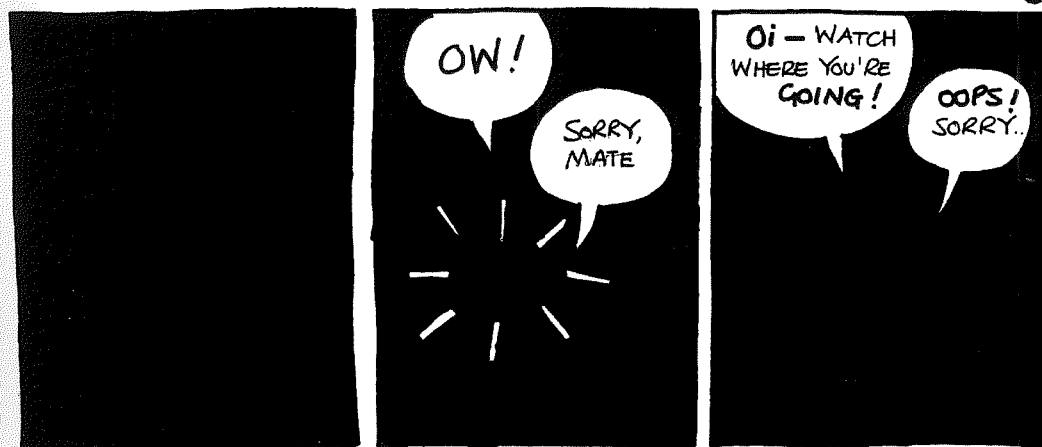
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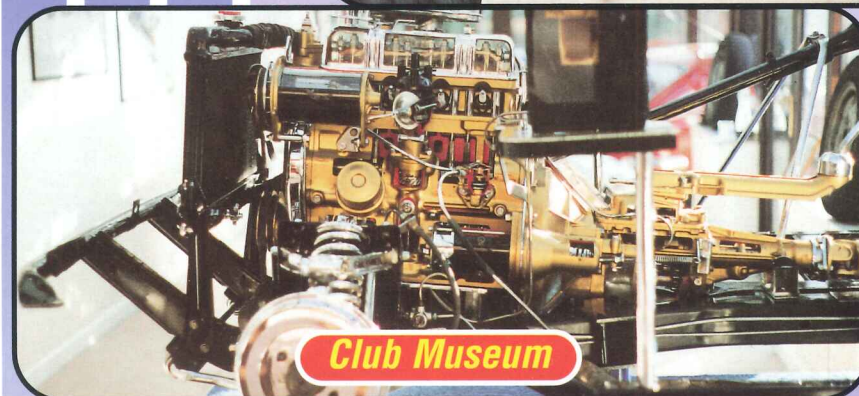
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