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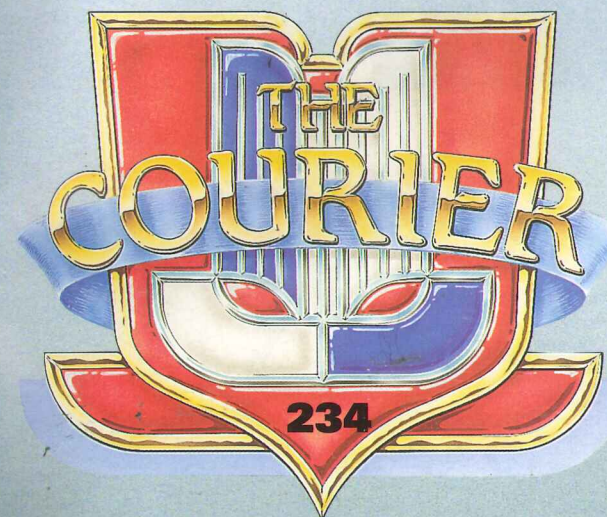
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INSIDE ON PAGE 72/73

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TSSC Main Street Lubenham Market Harborough Leics LE16 9TF

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.234 Vol 20. DEC 1999
Price £2.25 Free to Club Members.

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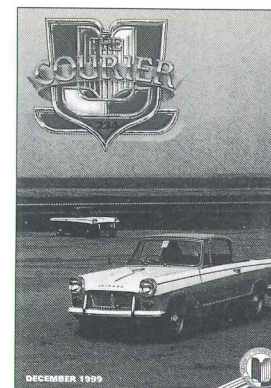
5, Frosty Hollow, East Hunsbury,
Northampton. NN4 0SY.
TEL: 01604 705319.

COUNCIL MEMBERS 1999

David Aspinall, Annis Green, Leon Guyot,
Tom Longley, Chris Mills, Stuart Newbould,
Simon Roberts, Vivien Thompson
Bill Sunderland, Trudi Prettyjohns,
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:
Pair of '59 Coupés
Happy Anniversary!
Owned by Robert and
Henri Newton-Allen
Pic by Nev Carr

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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 2000

JANUARY 2000

FRI 21st SAT 22nd SUN 23rd
**TSSC MILLENNIUM
WINTER WEEKEND**

Fosse Manor,
Stowe on the Wold

TEL: 01245 441819

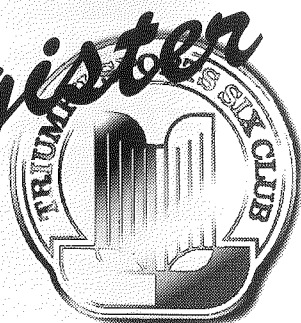
TSSC International Weekend 2000

15th 16th JULY

Stafford County
Showground, Stafford

**COULD ALL EVENT
ORGANISERS CONTACT TRUDI
AT H.Q. OF DATES FOR THE
2000 EVENTS CALENDAR AS
SOON AS THEY BECOME
AVAILABLE**

SHOWCAR *Register* CARS WANTED



The Register has been formed to enable the Club to locate a wide selection of Club cars that meet the necessary standard required for display vehicles, either for national classic car shows/events or for articles in classic car magazines and other national publications.

Any car in A1+ to Concours condition or with special history/interest is eligible to register.

If you are unsure as to whether your car meets the above criteria, please ring me

John Muggleton 01858 434424

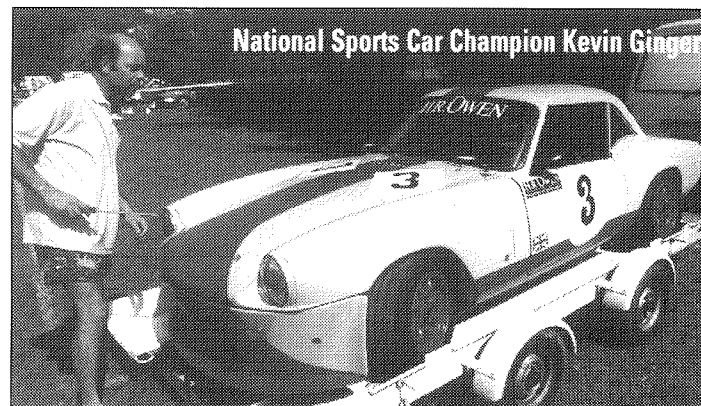
66 Comment

by Bill Sunderland

TSSC Ends year on Winning Note

Your Club has just ended its year as "CLUB OF THE YEAR", the award having been given to us by "Classic Cars Magazine" as a reward for providing the best overall package to its membership. We have a great team working for the benefit of Triumph owners and without doubt the

package we offer. What heartened me was the fact that our shop window went much further, in that we have such a wonderful Club Headquarters and museum which will carry Triumph beyond static car shows and give you, the member, good reason to be proud of your Club.



National Sports Car Champion Kevin Ginger

TSSC has heavily influenced the reasons why "our cars" are still driven on the roads today. The infrastructure of the Club is such that we offer all sorts of reasons for being a member. The Courier Magazine has been at the top of Club publications for longer than Club cars were in production; our contributors continue to produce top quality material for you to read and digest monthly. Only recently at the NEC in Birmingham, where we had the feature stand, I took a walk onto other club stands and could not find any other club offering the comprehensive

This month Trevor Collett writes his 100th Register Page. Trevor, along with so many, has helped shape this Club to where it is today and on behalf of the TSSC Council we thank everyone who has helped make 1999 yet another great TSSC year.

I received a fax the other day from Kevin Ginger, a long-time member and long-time racer.

Kevin has campaigned with GT6s and Spitfires for as long as I can remember with great success. His mid-engined GT6 pleased many an enthusiast throughout the '80's and his work with Spitfires through the past decade has taken him further. His number of race wins and Club Championships must be congratulated but what amazes me is the way he has moved on with his Spitfire to new challenges. I have stood on embankments listening to comments about this super fast driver with his exceptional Spitfire beating the likes of many of today's race sports cars. What I could not understand is why he did not go for a faster car; maybe Lotus Elise etc. No, thankfully this is Kevin's way and to prove this he has just won the National Sports Car Championship in his MkIV Spitfire. Congratulations to Kevin and his wife Sheree, after 16 years of racing, Kevin takes the Spitfire to the top of the pile.

Happy Christmas and a successful Millennium.



TSSC NEWS

Review

Your monthly round up of all
News of a Triumph nature

ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of the Triumph Sports Six Club is to be held on Sunday, March 5th 2000. Any member wishing to put forward a resolution to be considered for inclusion in the AGM agenda is required to put said items in writing, to be signed by at least two members. These should be forwarded to the General Secretary to be received by 23 December 1999. Any item received after this date will be regarded as null and void. General issues can of course be raised at any time through, for example, the General Secretary or Area Liaison Officer for discussion at Council of Management meetings. Alternatively, issues may be put forward for discussion at the Area Organisers' Seminar to be held in the morning prior to the AGM - see your AO. In the past, a number of wide ranging issues have been discussed and implemented during this more informal meeting. If any member (of at least three consecutive years' membership prior to the AGM) should wish his or her name to be put forward as a candidate for the Council of Management please give me a call and I would be happy to inform you of the duties and responsibilities involved. Please contact me - again by 23 December. A few lines describing prospective candidates will be published in the Courier along

with the AGM agenda. All enquiries regarding the above should be addressed to the General Secretary, address and telephone number as given in the inside front cover of the Courier.

Peter Williams,
General Secretary.

Sports Car Supplies

Sports Car Supplies now has a dedicated new website, which allows customers to browse our catalogue, check prices and send e-mails. It also has up to the minute information on the cars we have for sale, and a new section 'Bargain of the Month'.

Check this out at www.sportscarsupplies.co.uk

Chisbon Restorations

Chisbon Restorations have moved to;

**Unit 2, Lower Barn Farm, Quay Lane, Beaumont, Essex,
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Great British Autojumble

This popular event returns once again to the National Exhibition Centre, Birmingham, on **Sunday 16 January 2000**. Sponsored by Practical Classic and Footman James, the Great British Autojumble promises to be an Aladdin's Cave of motoring treasures. Tickets to the event are £6.00 and car parking is FREE. Call the ticket hotline on **0121 767 4848**



HQ OPENING TIMES

DECEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

XMAS BREAK - HQ CLOSED

BETWEEN FRIDAY 24TH AND 4TH JANUARY

JANUARY - OPEN AS USUAL FROM 4TH

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

***SATURDAY - 8TH 9AM - 4PM**

***JANUARY SALE AND OPEN DAY
*CARRIAGE FREEDAY AND DISCOUNT
TO CALLERS - SEE JANUARY COURIER
FOR DETAILS**

SATURDAY - 22ND 9AM - 4PM



CHRISTMAS OPEN DAY

Saturday 11th December 9 - 4pm

*The Club HQ and Shop will be open
ALL day and will be giving Special
DISCOUNTS on most goods on this day
only. Get your last minute Christmas
presents and Save £££'s.*

*For those Members not able to visit we
are taking orders over the phone and
are WAIVING ALL CARRIAGE CHARGES for
orders placed on the day.*

TEL: 01858 434424



Omens

By Derek Giles

TRIUMPH Herald
13/60 Register

Well here it is, just one month to go before we enter a new Century, and this is my thirteenth Register Report. It don't seem but yesterday that I introduced myself to you as the new 13/60 representative; I guess there is an OMEN in there somewhere, although I am not sure what it might be. Perhaps I better not look too deeply to find it, as I may well find I like it so much that I will bore you all with my reasons.

As Christmas is only 24 days away I trust all your cards and gifts are sorted? What do you give the car that has everything? I am sure you can think of something: Is the wife/girl-friend going to be happy with some **MORE UNDERWEAR** - I bet she would prefer some alloy's or brake pads. And the kids really do not need those **REEBOKS**, but give them electronic ignition or fitted carpets and **SEE THEIR EYES LIGHT UP**, oh boy. Bear in mind though, if you get it wrong you may well spend the rest of the holiday in the garage with the

car; can you afford to miss out on seeing the **INLAWS**?

Something more in keeping with the upkeep of our cars though is the **FACT** that by now we all should have made up our minds about **UNLEADED PETROL**. Have you done anything to test the water? I went for a converted head some 6 months ago now and am very happy with the results. All I did was to retard the timing to 9dg B.T.D.C. and Hey Presto, 44 to the gallon with NO drop off in performance. This was in conjunction with a recon. Spitfire MkIII spec. engine so I am happy all this and 85bhp and not fully run-in yet. I will keep you informed of how it pans out, as it should be better still when I fit a 3:63 diff. I would be pleased to pass on any of your comments/suggestions/observations on what you have done to use this fuel. I am going to try L.R.P. in my A40 Farina to start with so I will pass on my findings as well. No matter what you opt for, don't just bury your head in the sand - be positive:

There will be quite a few more things I will be doing to my car in 2000, so I will be writing more **TECHNICAL** articles as the months go by; these will include Alternator/Servo/Electronic Ign/Hazzard Flashers/Rear Fog Lamp/Reverse Light / Electric Fan, so if you are interested **WATCH THIS SPACE**:

If you want your car featured, then send me some pictures and as much detail as you can and I will do the rest. I have quite a few photos still in the pipeline without any detail, so if I wrote to you asking for some words **PLEASE** get the old grey matter working and send in something. People want to read about your car not my ramblings, plus it means I don't have to work so hard; I am all for the easy life

Finally for this month, a few more words about those Christmas gifts: Just remember silk underwear may excite you and Star Wars toys keep the kids quiet for a few days but your **TRIUMPH HERALD** will still be there to keep you happy when all else fails.

CHEERS FOR NOW

Derek

HAVE A WONDERFUL FESTIVE SEASON AND DO YOUR BIT FOR THE ENVIRONMENT: RESTORE A HERALD



Cop Shop

by Mike Crewes

A message to drivers on their way home tonight:

One of you won't make it.

DON'T DRINK AND DRIVE.



Suspension & Brakes

By David Royle

Now that you've put in your 'six', it's probably a good idea to start looking at a better way of handling and stopping this new 'power transplant'.

But for now I'm only going to cover the basic uprating using standard parts that Triumph may have used at the time. We can cover any further mods in a later article.

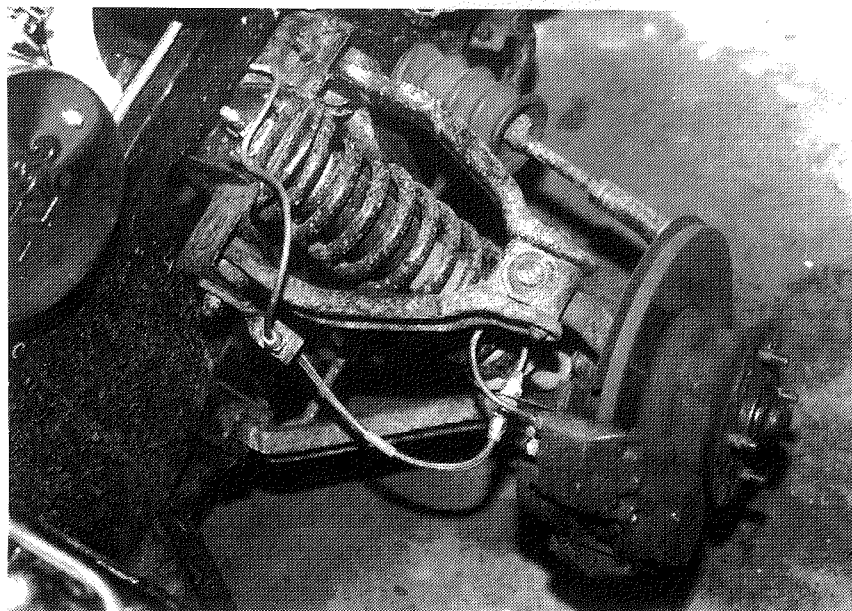
Anyway, as we are going to be taking whole suspension units, brakes apart etc., a word of warning: Now I know this is boring but for those of you who haven't done anything like this before and are in doubt about anything you're

doing, get it checked by a competent person and refer to your Workshop Manual for the full procedures at all times.

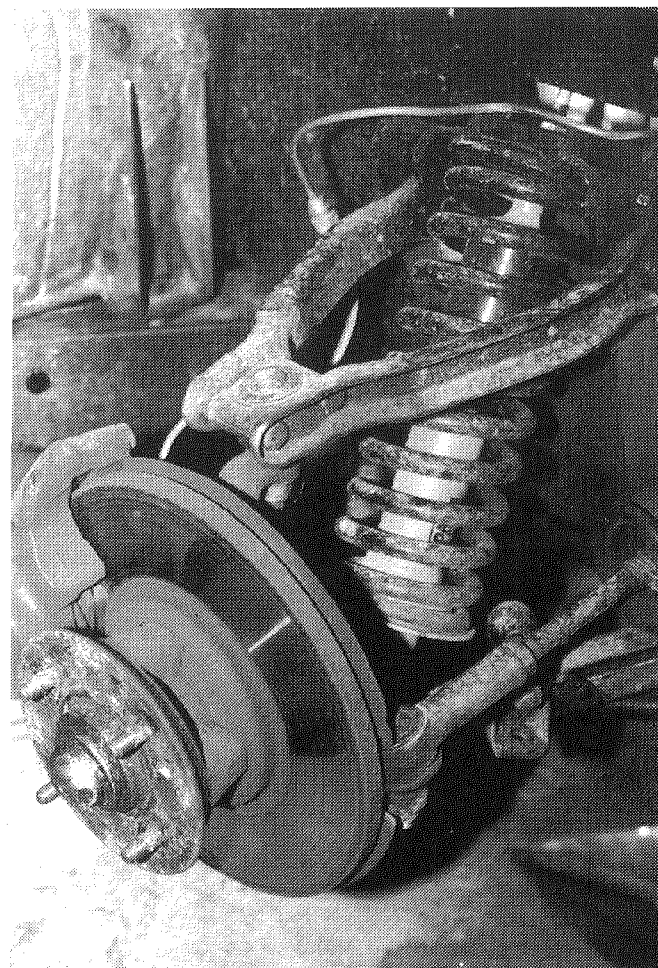
FRONT SUSPENSION

Because of the fantastic accessibility and the inter-changeability of parts for all our cars, this is an absolute doddle! I say that because you could sort this in an afternoon, providing you have the right parts that is. What you want you see is the Vitesse/GT6 heavier springs and bigger brake discs and calipers.

So, once you have jacked up the car, placed an axle stand, chocked the wheels, you can literally unbolt the two bolts either side of the top wishbone. Secured to the top of the suspension turret, unbolt the two bolts securing the lower wishbone onto the chassis, disconnect your



"Access couldn't be easier"



If in good order and not too worn, you could swap the whole suspension unit in an afternoon

flexible brake pipe, undo your steering track-rod end and remove the whole suspension unit in one! Take your wheel off first though!

You're then ready to simply swap the suspension units over that is if you have a donor car. It's as simple as that. However, if you don't know the condition of the following, replace them for new:

Top Ball Joint
Track Rod End
Wishbone Bushes,
Top and Bottom Trunnion Bushes
Trunnions
Wheel Bearing, Inner and Outer
Brake Pads
Brake Caliper Pistons and Seals
Brake Disc
Shock Absorber
Coil Spring

Well, if you've found that you've replaced all the above, you could have rebuilt a completely new unit from the start! But do check all these parts for wear if you are swopping over whole suspension units from another vehicle.

The fitting of the new suspension unit is now the reverse procedure but mind you, you'll have to have your tracking carefully set up again.

FRONT SUSPENSION

Again this is a fairly easy exercise to uprate your brake drums to the larger Vitesse/GT6 size (MkI Vitesse, MkI GT6 or late MkIII GT6). This is another straight-forward swopping procedure. You'll find the rear spring lifting tool useful here if you have one.

Basically, once you've jacked-up and made safe the rear of the car,

you literally unbolt the whole suspension unit (halfshaft, vertical link, hub, brake drum and radius arm in one) much like the front. You unbolt the halfshaft from the back axle; the lower end of the shock absorber on to the vertical link; the leaf spring onto the top of the vertical link; your radius arm onto the body tub. Then finally undo your brake flexible pipe and handbrake cable.

Brakes and Suspension

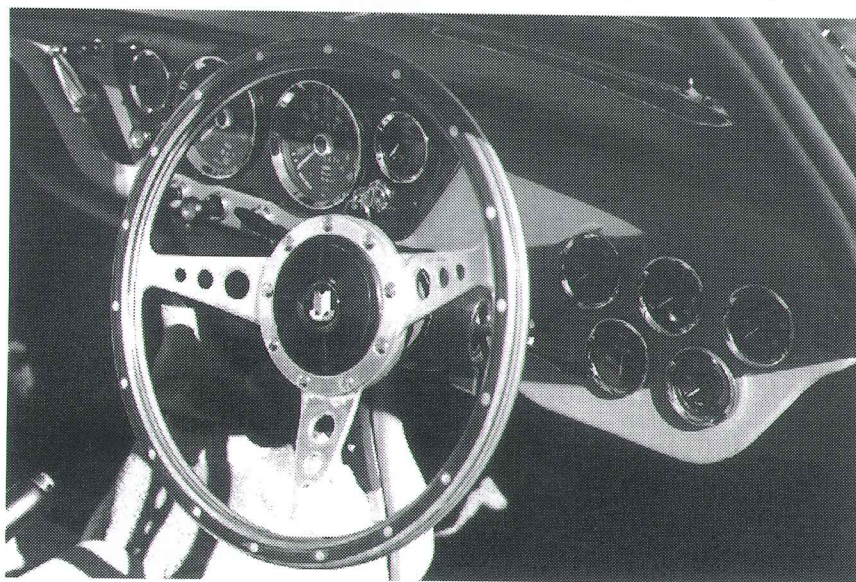
If you're changing your back axle to the Vitesse/GT6 unit or a Spitfire 1500 unit, you don't have to worry about the larger halfshaft flanges and bolts because the Vitesse/GT6 has the flanges already to suit. If you're retaining your early Spitfire diff, be prepared to change your flanges on the halfshaft to suit. It's a good idea whatever you do, to renew the universal joints here anyway.

Talking about replacing for new, consider the following:

- Universal Joints
- Brake Shoes
- Rubber Bushes (leaf spring, both ends radius arm)
- Shock Absorber
- Trunnion Bushes
- Wheel Bearings

At this point it's also worth considering changing your leaf spring for the later type that pivots in the middle! This will

improve the handling and avoid that notorious tendency to abruptly oversteer under hard cornering. Alternatively, you could fit the famous lower wishbone and doughnut arrangement! I'll go into that one in more detail next article together with brake servos. Also, for those of you with an early Spitfire, you might be interested in extending your dashboard to accommodate some extra gauges - see photo. I'll cover this next article as well. See you soon.



Extended dash on this Mk III Spitfire to accommodate additional gauges such as Oil Pressure, Oil Temperature, Water Temperature (the original Water Temperature gauge has been replaced by a Clock) Ampmeter and vacuum gauges.

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CHRISTMAS/NEW YEAR OPENING TIMES

**WE WILL BE CLOSED FOR STOCKTAKING
AND CHRISTMAS HOLIDAYS FROM
MONDAY 20TH DECEMBER
AND WILL RE-OPEN AT 10AM ON
WEDNESDAY 5TH JANUARY 2000.**

**WE WOULD LIKE TO WISH EVERYONE A
MERRY CHRISTMAS AND HAPPY NEW YEAR**

**PLEASE SEE NOVEMBER COURIER FOR
SPECIAL OFFERS AND FULL PARTS LISTING**



G'day

By Mac Reynolds

Hi... Seasons Greetings!



I'm drawing a few 'unused' old photographs now ... taken from my files whilst sorting at Beeny ... The first, a very interesting 'Herald 13/60' ... EEO 67. Look very carefully at the bonnet ... no bonnet clips ... and yes! Two hinges to the bulkhead and look, just above the words, 'Triumph'. Very strange ... I can't for the life of me remember who sent me the photo or where it was taken (possibly Malta? Or?). Anyone shed any light on that? ... I have a recollection that such a modification was marketed ... But why? ... taking away that superb engine accessibility? ...

The second two photos I took myself at Stafford several years ago ... GBJ 777J ... Certainly a Vitesse (of sorts!). Not for the faint hearted or sticklers for originality. (Don't look Dick!). I remember I was taken by the fuel tank being an aluminium beer cask! ... I wonder ... is she still on the road now? ... I believe someone saw her (or similar) in Cornwall at Newquay's 'Run to the Sun' one year

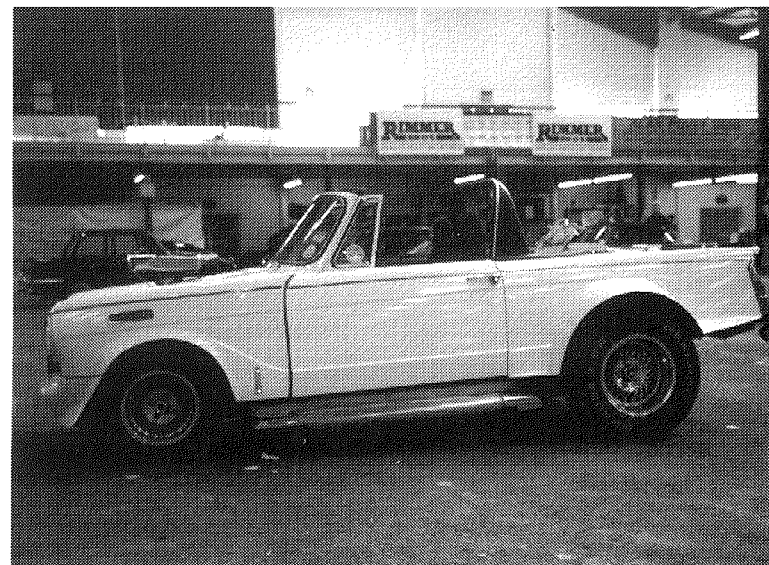
And finally on the photo front ... again taken by myself ... this is a used everyday Vitesse ... belonging to 'Clifford's' brother ... (it's been so long ago I can't remember your name) ... Clifford owns (still I hope) a 13/60 Convertible that Beeny Parts Emporium used



Mates!

to assist to keep on the road ... so his brother ... Vitesse owner ... popped over when down on holiday ... in YGK 998G ... (overpage) I think Dick will get excited here unless it's already on an IVR ... (but I think it's not!).

A snippet I gleaned from 'Choice' magazine: (Sept 1999, page 86) of a lady who didn't like the colour of her Herald (reg. 1116W). She had it resprayed and back by teatime ... all for the price of £7!!! It didn't say what



year but by the reg. and b/w photo I would imagine it was in the 60s ... The following is something I read in a local magazine whilst in Ireland (when having the



TRIUMPH Vitesse

exhaust bracket welded on the transporter) ... I liked it and thought I would pass it on ... Any organisation is made up of four sets of bones ...

1. Jawbones - they just talk about it.
2. Wishbones - wish someone else would do it.
3. Knucklebones - knock everybody else who is doing anything.
4. Backbones - who take on the workload themselves.

Which set do you belong to? ...

Right, just to complete this Christmas offering ... I'll update you on our progress in OZ ... We've bought a 1976 VW Kombi 2-litre automatic, reg. USD 833, finished in a bright

orange .. Travelled from Sydney down to Ulladulla (on the coast) and are now at Brisbane heading north ... Australia is like paradise! Miles of white sandy beaches .. good red wine at £4 for 4-litres and leaded petrol at 30p a litre ... I could go on and on ... but I'll just say ... travelled over 2000 miles, seen two Heralds (photos to come) ... Thanks for all your E-mails. I'll end with ...

*Season's Greetings - Cylfarchion y Tymor
Meilleurs Voeux - Felices Fiestas*



M. W. Restorations

Technical Tip of the Month

OLD FUEL IN YOUR CAR?

If your Triumph hasn't been used for more than 6 months and hasn't been run, you might find it worth emptying the float chambers on the carbs and putting new fuel in.

Often when fuel is left in small quantities, ie in the carbs and fuel lines, it 'goes off' and the car can be almost impossible to start. (It's not easy to tell - sometimes there's a distinctive smell, a sort of 'oily' smell, or you may notice a slight greenish tinge).

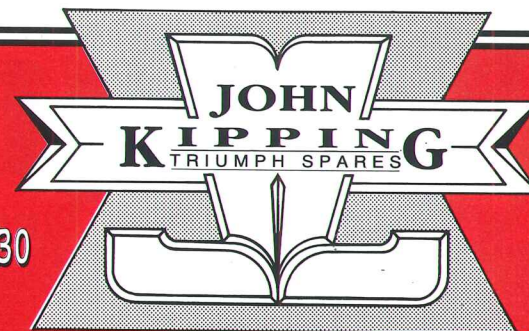
If it's been stored for longer than 6 months or so, it may well be necessary to drain the fuel tank as well and fill the whole system with fresh petrol - well worth doing if you can't find any other reason why it won't start!

Best of luck,

Mike.

421 ALDERMANS GREEN ROAD,
COVENTRY CV2 1NP.

MONDAY - FRIDAY 9.30 TO 5.30
SATURDAY 9.00 TO 1.00



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<http://www.kipping.co.uk>



Miracles Do Happen!

By Guy Singleton

Or at least the next best thing! - As most of you will know I have been looking for a rear screen for the 2+2 I am rebuilding.

I was contacted the other day by someone looking for a 4s-rear screen on behalf of a Spanish owner; I mentioned this to Bill Davies - who said I've got one which I got with a number of other bits and pieces. A bit later he brought it round. It was raining hard, so other than thinking it looked very similar to a 2+2 screen we did no more then.

Later about 9.00 pm it had stopped raining, I thought I would just check that it was a 4s screen before phoning

to let them know that I had got one. **EUREKA** - it is a 2+2 screen so I'm very happy!!!! - I'm still looking for a 4s screen so please let me know if you have a spare one.

Whilst on the subject of spares I'm happy to keep a list of parts available plus items wanted so please let me know what you have or want.

I had a phone call from Tony Salter who lives near Southampton **01703560073** who has a 4s in bits for sale: He was doing it up but has now found another complete car in better condition so it is available as a whole or in if needed, in parts.

Please can you let me have the following details for your car or cars

- Registration Number
- Model type
- Chassis Number
- Serial Number
- Colour-original



-CURRENT

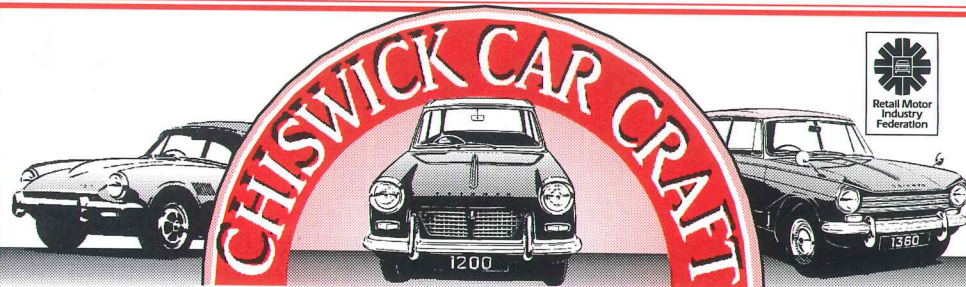
- Your name and address

My records are way out of date and I'm missing many cars I have not seen and got the details this year.

The photos this month are of Graham Hill's 2+2 at the Torbay Motor Club Rally at Powderham Castle in March this year, Graham was 4th overall - Congratulations.



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Talking Technical

By Carl Heinlein

Here's another selection of your questions and answers coming from phone calls to me ... you can call me on 01633 412377 (between 6pm and 7pm only) or e-mail me at carl@heinlein.freemove.co.uk

TSSC Technical Secretary

Q. "I wonder if you can help me. I have a MkIII Spit and it has been off the road for about 15 years, a gradual rebuild between having four boys and all that goes with it and I am now at the stage where it is nearly mobile - moving house has caused a sudden spurt. I have the car running nicely but the battery is not charging, the ignition light remains on. I have been informed that the residual magnetism in the dynamo may have been lost. It is not clicking in the control box and the dynamo brushes seem OK. Please could you inform me how to do this operation?"

Chris Clarke

A. Thanks for your e-mail. The following is an extract from a handy little book called 'Car Electrics made simple' by Charles Surridge, published in 1975:

"It is necessary to set the residual magnetic field so that when the dynamo starts to generate current the earthing brush has the same polarity as the battery earth. Failure to make the polarities compatible can cause the dynamo to start generating in the opposite direction to the battery, which may result in serious damage to the control box. Polarity is corrected in the following manner:

Disconnect the wire from the 'F' terminal (the small one). Take another length of wire and hold one end to the 'live' side of the battery and touch the other end to the bare 'F' terminal for about 1/4 second. Where the connection has been good, removal of this wire will be marked by a small blue flash, signifying that the current through the field windings has corrected their residual magnetic field. This means that current generated by the dynamo will be in the same polarity as the battery."

Q. "Some advice please. I am a TSSC member from the, North East Area. I own a Triumph Gentry, based on a Triumph Herald chassis and running gear.

The rear wheels have a very pronounced positive camber when the car is driven forwards, the rear suspension seems to rise a few inches and both the wheels tuck under and the tops point out over, particularly the nearside one. It is so bad that other drivers have waved me down, thinking that the wheels were coming off.

The strange thing is, if I reverse the car, even for a short distance, the rear suspension returns to normal and so do the wheels, but as soon as I drive forward, up goes the suspension and the positive camber returns.

The rear axle is from the original Herald (1963 vintage) however the rear spring is a seven leaf affair, presumably from a Spitfire. The wheels are 15" MG Magnette, fitted via adapters to accommodate the larger PCD.

Can you please explain why this happens and can you suggest anything to overcome the problem?

One other problem, I have just replaced the 1200 Herald engine

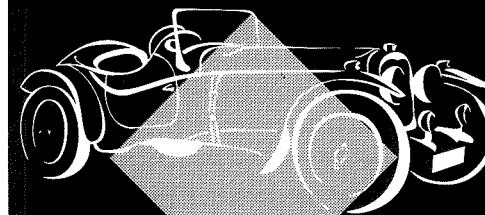
with one from a 1500 Spitfire, it starts, runs and goes great with no funny noises and no blue smoke, however when it gets hot, the oil light flickers on during tickover or when in heavy traffic. Is this simply a sign of engine wear or could it be something else? I have to say that although having only joined the Club earlier this year I have found it to be a tremendous source of inspiration, (hence the 1500 engine and 4-branch manifold, although via a single SU carb, I couldn't bring myself to cut a hole in the side panel to accommodate twin carbs) the articles in The Courier are very informative, there is a great sense of camaraderie amongst the members and the weekends etc. are great fun, best thing I have done in ages, only wish that I had done it sooner. Please keep up the good work, your efforts really are appreciated."

Ian Goodfellow

A. Thanks for your e-mail Ian. Your suspension is a puzzling one. The camber angle on the rear suspension of all 'our' non-rototflex cars is controlled by the ride height of the rear suspension. The rear hubs are rigidly fixed to the halfshafts and the wheel cannot change its angle to the halfshaft because of this. Therefore, if a car has a weak spring, the car sits lower and the rear wheels have negative camber because the differential is below the centre of the wheels. A strong spring will sit the car higher and the wheels will take on a positive camber, with the top of the wheel sticking out relative to the bottom.

The Spitfire spring, I suspect, has been used because it is weaker than the Herald version and will sit the rear of the car at the height you require. This is normal for many Herald-based kits because the bodywork is lighter. However, I cannot see that the spring has anything to do with the wheels developing a positive camber going forwards, yet negative going in reverse. Likewise, the Magnette wheels should not cause this.

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It is possible that the offset of the wheels (distance from the hub mounting face to the centre of the tyre) is now greater because of your wire-wheel adaptor set-up but I can only see that this may make the car sit slightly lower (this is because the effective track width (distance between the rear wheels) has increased but the distance between the rear trunnions (which are the points at which the spring load is applied to the half-shaft) has not. You, therefore, have less leverage of the force from the spring/trunnion on to the road wheel and the rear spring and suspension must deflect more to support the car's weight the car sits lower with greater negative camber on the rear wheels.

The change in the camber of the rear wheels must come from a force on to (or generated by) the wheels as the car rolls backwards and forwards. I can only think that it must be due to the rear tracking. If the rear tyres toe-in, as the car rolls forward, any excessive toe-in would cause an inward-force on the tyre. This in turn would cause the wheel to 'tuck-under' and exhibit positive camber. Likewise, in the reverse direction, the force at the contact point of the tyre would be outwards and cause negative camber. Get the rear toe-in/toe-out checked. If anyone has any better ideas for Ian, please let me know!

With regard to your 1500 engine, your oil light flickering on at hot tick-over is probably one of the following:

1. The oil pressure switch screwed in to the side of the engine has a very high 'threshold' pressure and does not go open-circuit until too high a pressure. I doubt this is your problem but if you're an optimist, it is quick to try a different oil pressure switch.

2. Your oil is very thin. When was it last changed and what grade are you using? In a tired engine you will need one of the thickest grades, such as 20W50. Modern oils can be 10W40 and will be thinner when hot, lowering

your oil pressure.

3. Your engine is simply worn. Wear of main and big-end bearings, as well as the camshaft and rocker shaft all go to increasing the oil flow from the pump, thereby reducing the pressure. Changing the crankshaft bearing shells may help for a while but, if the crank journals are worn, this is only a temporary solution ... a crank regrind will be required eventually. The rocker assembly doesn't take much oil (not enough really, which is why some Triumph traders sell the external oil feed kits to improve oil distribution to the top of the engine), check the wear of the rockers on the shaft but also check the presence of the small cross-point screw on the rearmost pillar. Without this screw, the shaft turns (putting all the little oil feeder holes in the wrong place) and the oil for the rocker-shaft simply leaks out of this hole. If yours is missing, check whether it is lodged alongside a pushrod inside one of the rear camshaft followers. You can normally find them there!

Q. "I am doing a 'bottom-up' restoration on a GT6 MkII (might even finish it one day!). The bit in your article in September Courier about rev counters prompts a question I will have to address before long. Mine is also a Smiths, but has two bullet connectors on the rear - as well as the ground and negative Lucas connectors. One of the bullets is fully shrouded and looks like a female connection, the other is male. Internally the wiring from these connections makes two turns through another coil, so presumably we have an induced signal here rather than a direct connection. I guess that one bullet goes to the coil, and the other to the distributor, but I could be wrong. Unfortunately the instrument wasn't connected up when I bought the car. Any thoughts? Secondly, to the rear leaf spring (Rotoflex). Presumably if the spring has taken a permanent set over the years I should be able to detect it by making measurements whilst the spring is in its free state, i.e., removed from the car. Do you have any data, and is it a reliable indicator of what it will be like under working conditions?"

Richard Binks

A. Tachometer. No I don't have any ideas. I've looked through other Triumph-car manuals I have and they all show the same basic set up as the 1500 Spitfire. Could one of the positive, male-bullet connections be for illumination or is illumination catered for by a separate aperture in the back of the instrument. Can anyone else help?

Rear spring. I can tell you that if I measure a good spring

removed from a MkII, that the height of the underside of the spring's centre from the ground is 116mm. This is measured when you stand the spring on the floor and measure from the floor up to the underside of the spring where it becomes clamped to the top of the differential. I am afraid that this is not very scientific and I cannot tell you at which height the spring is classified worn. Check the height of your spring and, unless it is very different to my measurements, I would try it before scrapping it and buying a new one.

Q. "Hi, on-going saga of non-clearing clutches is of great interest to a current sufferer ... So if I need to replace the thrust washers ... is it difficult? Where are they? There's been a lot of discussion about it, but I can't find any article in The Courier that actually refers to how you go about it. (Not looking for a long reply just point me in the direction! i.e. engine out, all out, garage job, sell the car???)

And a new one, maybe ... after 15 or 20 miles, the overdrive just drifts away. Regular as clockwork. Then, the next morning, it's working again, for 15/20 miles. (my journey to work is 17 miles)! A year ago I replaced the solenoid (with a Rimmer exchange one, as the overdrive stopped working completely), and I've filled the gearbox with oil, so it dribbles out into my eye when I'm under the car! Is it the solenoid again? Might it be something else?

When I say it drifts away, when I engage it, it sometimes sort of goes in, when I take my foot off the accelerator, but it won't hold in, and as soon as I put my foot down again the engine revs up to non-overdrive. Same with 3rd. 3rd overdrive has never seemed too certain, actually.

Seems as if something's getting hot and then stopping working. The car's got a tubular manifold and twin S/S exhaust, and everything down there seems to get hotter than the Spit I had before which had a standard exhaust system.

Anyway: I hope you don't mind this rambling note, and you can come up with some thoughts on the way forward."

Gordon Osborn

A. Thrust Washers. You don't say what model your car is but, as far as changing the thrust washers goes, they are all very similar. You will need to follow a Workshop Manual for your car to get the correct tightening torques, etc. but essentially, the job can be done in the car. First, measure the crankshaft's end float accurately. You may need this measurement later. Next, you will need to drain the oil and remove the sump. To do this you will need to release the engine mounts and lift the engine a little to get the sump away from the block. Be careful here with the 'pull' off the

hoses on the radiator and where the engine fan goes. It is very easy to damage your radiator! Once the sump is off, you will need to remove the rearmost main bearing cap. Keep the cap, with its bearing shell and be sure to refit it later the same way around. Now, by rotating the crankshaft end probing up alongside the main journal, you can 'drag' the thrust washers out of their locations in the block. If the bearing shell itself starts to turn out of the block, just turn the crank the other way and it will stay there. If you're not changing the two bearing shells on all of the engine, be sure that the bearing shells go back from where they came. Inspect the crank for damage on 'the thrust washer faces and if there is damage then the engine will need to come out to fit a replacement crank but if these are OK then you can just change the washers themselves. Also check the block for signs of any damage. If a thrust washer has come out before this will have most likely damaged the block.

Measure the thickness of the washers you 'have removed and compare to the measurement of the end float made earlier. Determine if fitting new washers would bring the crankshaft's end float back within the spec. of 0.004"-0.008". New washers have a thickness of 0.091"-0.093" and it is possible to get 0.005" over-thick versions to help get the endfloat within tolerance. When you have fitted the new washers be sure to check that you have the minimum end float of 0.004" before reassembling the rest

of the engine. Re-assembly from here is a reversal of the dismantling but watch the tightening torques on the bearing cap and on the sump bolts. Most leaky sump gaskets are due to over-tightening of the bolts causing distortion of the sump itself.

Overdrive slipping. From your description, the overdrive cone clutch is slipping. The outer lining of the cone clutch takes a lot of abuse when the overdrive is engaged and, particularly on the D-type, is very prone to failure. However, because yours is only slipping when the oil is warm, I think that the slipping is caused by a low operating pressure causing a lower load on the clutch and letting it slip. Things to check are:

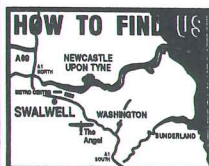
- The condition of the oil
- The cleanliness of the filter
- The sealing of the little ball in the operating valve, just above the solenoid on the D-type. Remove the valve and gently tap the end of the

valve stem with the ball in its seat. The procedure is described in the Haynes manuals, as well as the original Workshop Manuals and ensures the sealing of the ball on the valve

- The adjustment of the solenoid. Again, this procedure is described in the manuals.

The exhaust will not help here, because the oil will be getting hotter and thinner. Overdrive units are not at all efficient and they can get very hot. I have found that removing the sound deadening at the rearmost part of the gearbox cover lets more air around the overdrive and lets it run cooler (I had a GT6 with a J-Type overdrive that used to stick on after a long motorway drive. Removing the cover revealed that the bag of deadening had bonded itself around the overdrive and was acting like a nice insulating jacket. Removing this part of the deadening completely removed the sticking problem). If none of the above helps, the hydraulic section of the overdrive requires overhaul or a reconditioned overdrive is required. Speak to the people at O/D Spares in Coventry on 01203 543686. I have found them very helpful and they will sell you separate seal kits as well as any other components you might require if you have a go at it yourself.

That's it for another month



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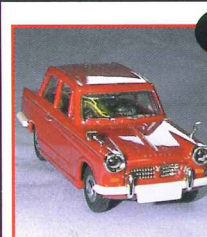
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Well, Well, Well!

By Bill Davies

I thought I'd start this month with a seasonal picture



Heralds in the Snow

Taken last year of a pair of 1200 saloons in the snow. The car closest to the camera now belongs to Andy Webb, the Area Organiser for the TSSC in Oxford. The other car is my own 1200 Saloon, which has been used and abused as my daily transport for 5 years and is currently undergoing a well needed rebuild.

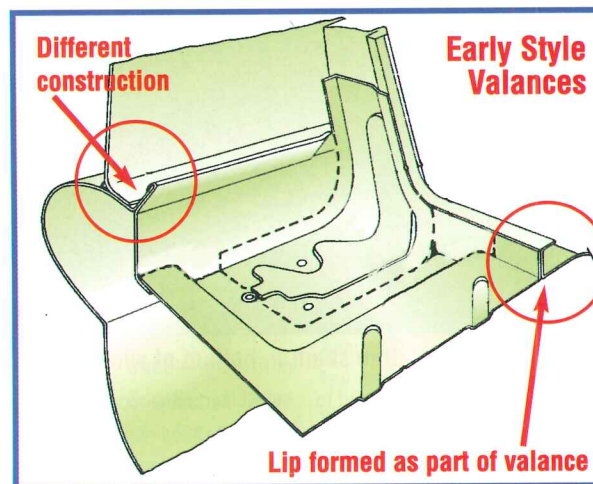
Like many other Club members I attended the Sandown Park Triumph Show in October. Amongst the many

familiar Heralds in the car park were several I have never seen at any Club events, including a

rather sweet 948 Coupé. I have always thought of the Coupé as the prettiest of all club cars,



1961 Herald 948 Coupé - Sandown Park 99



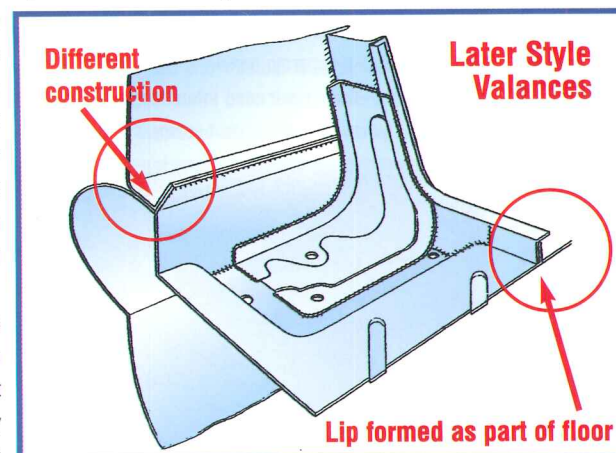
and it's really satisfying to find a nice unrestored example. This one has the later style ribbed roof, and still wears its original Coffee and Sebring White paint. Having led a quiet life with (I think) only one previous owner, it has survived remarkably well. Registered in 1961, this is a late production 948 with the

optional white rubber bumpers, which were soon to become a standard fitting on the 1200.

The Coffee interior is generally good, though the unusual leather front seats are both badly torn. Darren, the car's owner tells me that he is looking to sell this car, as the pressures of a young family mean he has little time to work on improvements. Drop me a line if you're interested, and I will put you in touch with Darren.

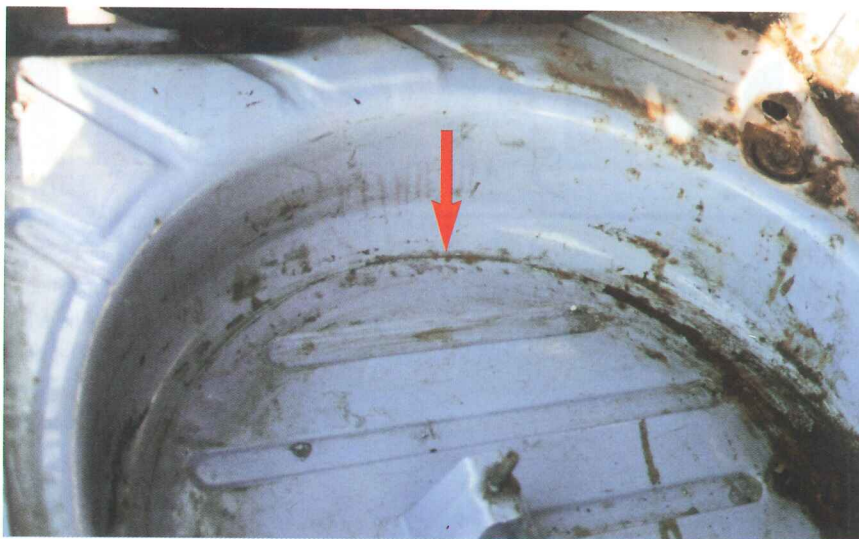
Many of the late 948 Heralds incorporate changes seen later in the 1200 models. Darren's Coupé for

instance has bolted rear valances, where those on the earlier cars were welded integrally with the boot floor and rear wings. Many earlier cars have been repaired with bolted valances as replacements for rusted originals. This does not seem to be the case with Darren's Coupé, as the construction of the bodywork was different and can be easily identified. Where the valances were originally bolted in place, the lip for the boot seal is formed as the edge of the boot floor panel. The wing lower edge was formed in a "U" section to meet the closing panel at the edge of the boot floor. On the welded style, the lip is formed as part of the rear valance. The wing forms an "L" section welded to the top of the quarter



valance, which in turn is welded to the closing panel. I have included diagrams to show the two different styles, as it is all but impossible to photograph this area.

The boot floor itself is the early style, where the spare wheel well is pressed integrally with the floor panel, having a ribbed



Boot Floor - Early Style from 1959 - 1961/2 Note seam in bottom of wheel well

disk welded in to form the base of the well. This style was fitted to the first cars from January 1959, and appears to have been a difficult panel to produce. Some cars show extreme rippling in the bootfloor as a result of the deep pressing operation, which suggests there was a high reject rate during the manufacturing process. A new style of floor was introduced during 1960, which must have been easier to produce, having the entire spare wheel well pressed as a separate panel.

Both styles of floor were used interchangeably until late 1961 or early 1962, when the new style became standard. The early style

was certainly common on Herald 1200s with the Mk1 chassis, even though the factory parts lists only show this floor on the 948.

My thanks to Paul Cull for giving me access to his vehicles for the boot floor photographs,



Boot Floor - Late Style from 1960 - 1971 Note seam where wheel well joins floor



Here we are at the top end of 1999 and I have a Special story for you from the top end of England.

The words and pics are supplied by **Ian Goodfellow** from **County Durham** who, as you will see, has been well and truly converted from **Morris Garages**. Over to Ian:

I thought that you might be interested in my car, an RMB Gentry, MG TF replica based upon a 1963 Herald 1200 chassis and running gear. I decided to get the car about eighteen months ago when my

That's no Duck

By Trevor Collett

eldest daughter had bought a Mazda MX5. Driving the MX5 reminded me of how much I had enjoyed small sports cars in my younger days. Plus I was running out of excuses to borrow it.

Now I hate to admit it, but at the time I considered myself an MG enthusiast, I had owned Midgets and an MGB GT in the past and it was an MG Midget that I looked for initially. Fortunately I could not find one that I liked. When I saw the Gentry I was hooked and I bought it straightaway. Mine was built around the late eighties, early nineties and some of the attention to detail is a credit to the builders, I believe there were two, one taking over from the other. Although the Gentry is a kit car it is not simply a case of bolting a few parts together, from what I have seen construction requires just about every skill known to man.

My intention was to have something that I could wash and polish and then drive. For the first season I managed to get away with this, my youngest son Daniel and I visiting various kit car shows up and down the country. Also, I finally managed to persuade the DVLA to register the car as a Gentry, complete with the original registration number.

As I became more involved with the car it began to restore my faith in Triumphs. I had had some unfortunate experiences when I owned a Stag some twelve years earlier. Although it was a beautiful car it was beset by the overheating problem and quite



The Teddy Bear Run

It's a Gentry



On the North West Durham Moors

frankly it worried me to bits. I was glad when I eventually sold it. My eldest son apparently had proudly announced to his junior school assembly when I first got the car that his Dad had a "Triumphant Slag". Looking back I think he may have been right.

So, warming to the marque, I felt that I wanted to become more involved with like-minded folk. The Gentry Register are a really nice bunch but a bit thin on the ground up here in the North East. Earlier this year I took the plunge and joined the TSSC and contacted Andy, Area Secretary for the North East.

Next thing I know we are off to Leeds to join a convoy of Triumphs on the A64 run. Amid cars covered in teddy bears and driven by people, whom, even if they own a hood think that it's only to keep snow out. I realised that I was not alone in my madness, in fact compared to some I felt quite sane.

Various other events quickly followed but disaster was about to strike, my cosy little world of washing and polishing was about to come crashing round my ears. I was beginning to be overcome with a heavy attack of the dreaded inspirations. The Gentry looked the part, but compared to the Spitfires etc., it lacked power - something had to be done. Initially, against good advice, I decided to try and uprate the 1200 engine. Halfway through sourcing the necessary parts, twin carbs, electronic ignition etc. the engine must have got wind of what was happening and deciding that at thirty six years old it had had enough; it promptly blew up.

Taking the bull by the horns I fitted a 1500 Spitfire engine, with some very welcome help from club member Geoff. All went well as I was now heeding the advice of those who knew better, Andy from Sportscar Supplies and Kipping's web site being particularly helpful, especially with the conversion of the clutch assembly from coil spring to diaphragm type to match the 1500's flywheel.

The only real setback came when I tried to fit the twin SUs, there just is not enough room, without cutting a hole in the side panel and I was becoming very reluctant to

do this. Then a stroke of luck, an article appeared in the Courier, in which John Thomason mentioned that he runs his Spitfire with a single carb. A check with a tape measure showed that I could probably get away with that. So obvious, why didn't I think of it?

I then contacted Andrew Turner the carburettor specialist and he supplied all the necessary parts, and a great deal of very good advice, mind you he did sell me a four branch manifold and sports silencer as well. One last part to fit, the Aldon electronic ignition kit which I had run for a short time on the Herald engine, but it would not fit into my bargain, nearly new 1500 distributor which I picked up at Stafford.

A call to TSSC HQ where I bought the kit from confirms the worst, yes there are different kits for different distributors and no, unfortunately, we don't sell the bits that are different and by the way you are not the first to ask. Still, they were very pleasant and tried to be helpful by suggesting that I sell my kit and buy the correct one for the 1500. However, when I checked the drive end of both distributors they appeared to be the same, could the 1200 fit into the



Daniel and Ducks

1500 engine? Well yes it did, and appears to work OK.

Was it all worthwhile? The answer is a resounding yes, the little car has been transformed, it feels much safer in modern traffic, I can even overtake now and it really is fun to drive. The most pleasing aspect for me has been how people were keen to help and the genuine interest that it has generated. OK, it was only an engine change, a minor event to many, but for a once confirmed washer and polisher like myself it was a giant leap, as they say.

Finally, one downside, I now find that the windscreen becomes covered in dead flies, before they used to be able to see me coming and had plenty of time to get out of the way, now they just get splattered. **Victims of progress I suppose.** Thanks Ian, a good tale, well told. Ian's Gentry looks like an excellent example of the art of

kit car building. Apart from a flavour of the car itself there is one strong thread that weaves its way through this story - the unbounded friendliness and helpfulness of Triumph people. What's the single most important accessory for any Herald-associated car this year, next year and the year after? A subscription to the TSSC.

Trevor does the Ton!

He'll kill me for saying this but - that was Trevor's 100th register! His commitment and enthusiasm always shows through and I for one look forward to the next 100. No pressure mate! Well done and thanks from us all

Bernard (Ed)

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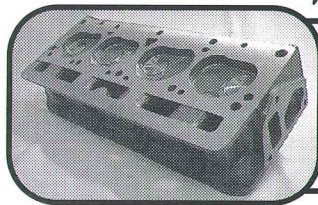
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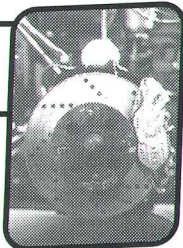
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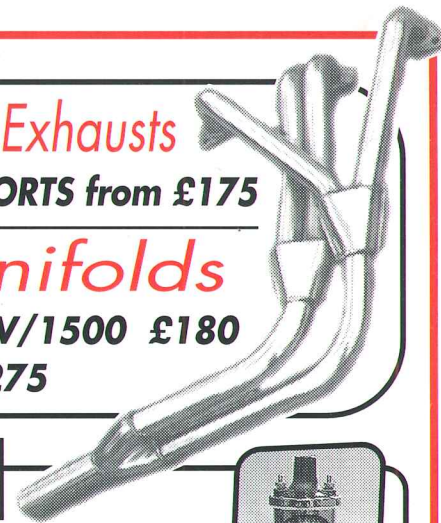


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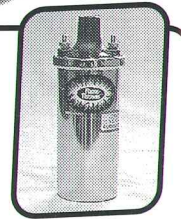


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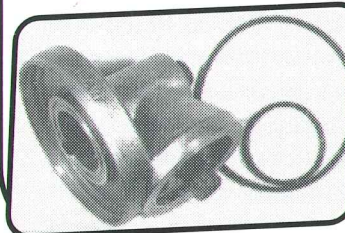


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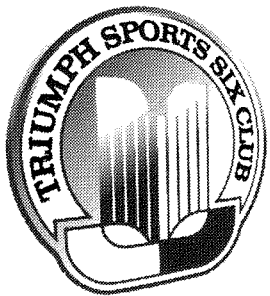
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Shared Knowledge

By John Thomason

TRIUMPH Spitfire
IV - 1500 Register



This month's photo is sent in by Graham Frackelton of St Helens, Merseyside and features his January 1978 registered, Inca Yellow Spitfire 1500 on a typical winters day. Graham bought the car in March 1996 in a sorry state and rebuilt it to the excellent condition shown in six months. Modifications include an electronic ignition from a Maestro, as detailed in a previous Courier, for which £8 was paid for the coil, distributor and black box. The Maestro was also the source of an electric fan for £3, which fitted fairly easily, whilst a radiator sensor and relay came from a Nissan.

GT6 quarterlights have also been fitted, which Graham says are a most worthwhile addition, stopping rattling door glass and giving a better seal to the hood. Obviously, the door glass from the GT6 is also required. Graham also converted the engine to unleaded at minimal cost by stripping the head and having the machining and fitting of the exhaust valve seats carried out by a local machine shop. The machining cost £60 which, plus £17 for gaskets, means that the unleaded conversion cost £77 in total.

Graham quotes the above prices because when he talks to people at meetings or reads articles in The Courier, he is astonished at the prices some pay for parts or work to be carried out. The Spitfire is a simple car, easy to work on and with a bit of thought, cheap to repair and modify.

I also received an interesting letter from Tim Everit who adds to a number of points I have recently raised in The Courier.

In Tim's words ...

The first point was your question as to settings for adjustable shock absorbers, which I will cover later (but for those of you who can't wait - seven at the front and five at the back). The second was the letter from Geoffrey Clark concerning a sheared steering column on his Spitfire 1500 which also

happened to me recently, without warning. Fortunately I was manoeuvring in a car park at the time, although, in fact, this is when steering components are most likely to fail since it is when the steering effort is greatest. In my case, the break (just where the column is grooved to take the bolt connecting it to the impact clamp) was clean and instant. I debated for some time, whether to have the existing column welded (the preferred course for the highly experienced mechanic who maintains all my cars) or whether to source a second hand one. I eventually opted for a second hand replacement because I had never heard of this fault occurring before - now I am not so sure. For all I know, the column I now have may have done considerably more miles than the original

and may break tomorrow. I too would be interested to know if it has happened to anyone else.

Before I start, I think it would be appropriate to say that when I bought my Spitfire, there was no immediate love affair, it was just another car that I fancied trying - somehow it just grew on me and so managed to survive in my ownership longer than all the others. These have included (roughly in order, but don't hold me to it) a Vauxhall Velox (like a Wyvern, but with a more American grille), an Austin A35 van, a BSA Scout series 6 (restoration project, still a project when I sold it), a Hillman Super Imp (brand new, written off), a BSA Scout series 4, a Triumph Herald 1200, a Humber Sceptre (pre Hunter shape), a Sunbeam Alpine V (just as much fun as the Spitfire, but much less "repairable"), a Volkswagen Beetle 1300 (dreadful brakes), a Wolsely Six (Land Crab shape with a 6 cylinder engine. Extremely comfortable), a *Triumph Spitfire 1500, a Morris 1300 (my insurance company would not insure Cate my wife to learn on a Spitfire), a Morris 1000, a Ford Escort 1.6i Cabriolet, an Audi 80 Sport, a *BSA Scout series III, a Peugeot 405 SRI (we all make mistakes), a BMW 525i, a BMW 318is Coupe, a BMW 535i, a *Triumph Stag MkII (My wife, Cate's, all-time favourite, but not mine), a Bristol 411 s5 (Best drivers car ever, if only it hadn't kept on breaking down), a Land Rover Defender 90 County V8 (just watch the petrol gauge move), a Jeep Cherokee 4.0 Ltd, a *Triumph Herald 13/60 (Restoration project for my son to drive when he's 17), a *Mercedes Benz E280 (The only car I've ever owned on which nothing has failed), a *Land Rover series IIA SWB (* means I haven't got bored enough to sell them yet).

Firstly, some background : SMG 182S is a Flamenco Red (colour code CAD) Spitfire 1500 first registered in October 1977, commission no FH102633. I bought it as its fourth owner, five years later when it had covered just over 30,000 miles. Since then it has been, in this order - my only car; my second car; Cate's main car (she drove it the

day before our son was born, long after her shape had forced her to stop driving anything modern); the car either of us used if nothing else was available; and, currently, my everyday car for the daily twenty mile round trip to the railway station, running around at weekends, and so on. It has now done just under 110,000 miles and in all that time it has only three times failed to get me or Cate home.

The first occasion was when the offside front trunnion broke. At the time, we were on our way to a BSA Front Wheel Drive Club rally. I was driving my 1936 BSA Scout and Gate was following in the Spitfire as my support car in case anything should befall the aged Beeza. On a long straight road in the depths of darkest Suffolk something befell the Spitfire instead. To this day, Cate is very proud of the dead straight groove she left in the tarmac as her now three wheeled Spitfire came to a halt. It took the RAC six hours to find us (apparently we dropped off their computer in between control centres). The only telephone box in the village obligingly took all our change and failed to connect us (this was in the pre-mobile era) and neither the pub nor the village shop could provide us with anything to eat - but since we are still very happily married it can't have been that bad. The second time was when the same trunnion broke again about three years later when I was driving. This time it chose to fail while I was turning right across quite a busy staggered junction in a bustling North Essex village. I ended up not

quite blocking all four roads at the junction but I am glad that the first lorry to turn up was the recovery vehicle! (After about 45 minutes this time - the RAC were on the ball that evening.) Oh yes, and it was raining. It now has a Unipart component fitted. The third was when the steering column broke. For some strange reason, the otherwise very nice RAC man did not have a spare one in his van (down to 30 minutes this time). When I come to think of it, they didn't have any trunnions either!

This brings me neatly on to myth number one: "**Spitfires are unreliable**". Rubbish! If they are properly maintained they can be extremely reliable. My twenty-two year old car is still used almost every day summer and winter and I rely on it absolutely. Not only do I expect it to get me home, I expect it to do so safely and without fuss.

Which leads me to myth numbers two and three: "**Spitfire brakes are barely adequate**" and "**the Spitfire cooling system is not up to the demands of modern motoring**". Rubbish and Rubbish again.

The brakes fitted to a Spitfire 1500, when adjusted properly, are quite capable of locking the wheels at 30mph on a dry road. I know, because in an emergency not long ago I did just that. Admittedly, with no servo assistance, you do have to give them a fairly hard prod to produce this effect, but I would describe this as rather better than "adequate". Even in my seriously tuned car, I have left the brakes as standard. They were originally specified to stop the car safely from its designed maximum speed which is quite close to 100 mph. If you do not plan to seriously exceed the current speed limits and you have not made the car much heavier, then the brakes should work perfectly well.

As for cooling, in 17 years, including holidays in France, queues for the Dartford Tunnel, crawling along coned off motorways in sunshine temperatures over 100 degrees and a great deal of, shall we say, "enthusiastic driving" it has not overheated once. This has been with a completely standard cooling system. The proof of the pudding as they say, is in the eating.

Having said that Spitfires are reliable, they do have their faults and I would be the first to admit it - who ever decided to put unprotected mild steel sills so close to the road and to the front wheels clearly did not have longevity in mind. Mine need replacing every four years or so - and I simply

do not believe that any Spitfire that is regularly used in the winter can still be on its original set. I will resist the temptation here to comment on what some people seem to take "original" to mean.

The design of the boot is poor. From needing two hands to open it, to the water dripping in whenever it is opened wet (it's not as bad at this as my Stag, however, which lets in so much water I'm thinking of putting some drain holes in) to the positioning of the spare wheel right in the middle -

"... As for cooling, in 17 years, including holidays in France, queues for the Dartford Tunnel, crawling along coned off motorways in sunshine temperatures over 100 degrees and a great deal of, shall we say, "enthusiastic driving" it has not overheated once. ..."

surely putting it to one side would have been better.

Equally the exhaust design is abysmal; I replaced mine years ago with a Club stainless steel semi-sport system with tubular manifold. This cured the manifold flange gasket problem at a stroke and gave an astonishing increase in performance, but the semi-sport system is unbelievably noisy and the under bonnet temperatures now encountered have prematurely perished most of the hoses (particularly the oil breather hoses). Did the manufacturers of these systems have no idea that this would be the result, or was it just a cynical case of "let the buyer beware"? I am obviously not the only person suffering in this way since I now see a number of suppliers offering heat proof tape to wrap around the manifold. I am tempted to try this, but what happens to the heat? Does it just reappear further down the exhaust system where the tape finishes? I also notice that semi-sport systems are often offered "hardly used" in the classifieds. I don't think I am the only one to find them excessively noisy. My "stainless" system also rusted through in one small area, but it was a lot more convenient to have it welded at my expense than to take it back to the Club or the manufacturer and be without my car for an unquantifiable period of time.

On the subject of Club parts, I have met with degrees of

success: The alarm was a disaster - it was difficult to fit, it was almost impossible to adjust, and it ran the battery down. Eventually I threw it away. The mudflaps are great at the rear, but do not believe anyone who tries to tell you that they can be successfully fitted to the front - after much modification, they can be made to fit but they will hit the ground every time you go over a bump. The hood fitted perfectly eventually, but it was not a simple job. Here I would like to ask a another question. Do the hoods on

earlier Spitfires seal better round the edge of the curved side windows than on the later type straight edged windows? They always look as if they do, but this might just be a question of the grass being greener on the other side. My new Club gear lever knob has to be screwed up really tight - otherwise you are left with a little sounding box which

magnifies every single vibration in the gearbox into a loud, very irritating buzz. Screw it up too tight, though, and the wooden knob parts company with the inner sleeve giving rise to a serious case of flying gear knobs when reverse gear is engaged! So far, the shock absorbers and the front springs are fine, although the first pair of springs did not fit over the shock absorbers and had to be replaced (quickly and efficiently). The rear spring lifter does the job perfectly well and the stainless steel wheel nuts look very fetching - the chrome ones had started to stretch as well as rust. Only time will tell whether the stainless ones are an improvement.

Now to your original question on shock absorbers! Some time ago now (at around the 100,000 mile mark) lots of mechanical bits started to get tired together. The tyres were worn, the suspension was getting sloppy and the engine started using oil by the bucketful. This was dealt with as follows: Firstly I fitted some 5.5 J late Spitfire wheels together with some 175 x 70 tyres. These look terrific but have made the steering very heavy at parking speeds. To go with these I fitted a new standard rear spring (and a complete set of rubber bushes), new lower, 15% stiffer front springs (supplied by the Club) and adjustable Spax shock absorbers all round. These are set

at seven at the front and five at the rear. The engine I had rebuilt using a Triumphtune Stage 3 (big valve) cylinder head and a Triumphtune Road 83 camshaft designed to extract maximum torque from the long stroke 1500 engine. We also added an oil cooler, duplex timing chains and so on. Incidentally, I do not hesitate to recommend Moss Triumphtune. The parts supplied (after quite a wait, admittedly) were of excellent quality and their advice has been unstinting given.

The suspension and tyre modifications have certainly altered the ride, the handling and the roadholding. The ride is worse - it is considerably less comfortable over a bumpy road and I am considering softening the front shock absorbers a little to try to improve this. The handling is more predictable and the car feels more assured, particularly through bumpy bends. It does now have very slight understeer which it did not have before. As cornering speed builds this gives way to delightfully neutral handling all the way until eventually the back will slide out, but I have to say you have to be very determined to achieve this in the dry. The ultimate roadholding in the dry is a significant improvement over the standard set up, but in the wet, well, I don't think it is worse, but it doesn't seem much better either. At the end of the day I find that most journey times on winding roads in my Spitfire are broadly similar to my modern Mercedes Benz, driven in a similar manner - ultimately, of course, the Mercedes does hold the road rather better but somehow it never feels as though it's going to.

I cannot really comment on the engine modifications yet. At first, against advice, I decided to stick to standard air filters and we have had all sorts of problems getting the carburation right, not to mention problems getting it through the MOT emissions test.

We have now invested in some K and N filters, new jets, needles and springs for the original SU 1.5" carburettors. When we have had a chance to play around with this set up for a bit, I'll let you know how I got on (if anyone is the least bit interested that is). The potential is there, however. Even in its current "nearly there" form the mid range acceleration is wonderful and it will pull to 6,000 rpm in top - with a standard non-overdrive (3.63:1?) differential. I'll leave it for the more imaginative of you to work out how fast that is. The downside is that the power is not quite in the right place for my needs using the current gear ratios. An overdrive and higher differential are probably the answer to this, but that is for the future when we've got everything else right

To sum up : in seventeen years the car has had one replacement gearbox (at about 50,000 miles); two differentials - one second hand one fitted at about 70,000 miles which gave up the ghost after the modified engine was fitted and was replaced with a Rimmers reconditioned unit (it seems eerily quiet now after years of gradually increasing whine); one major engine rebuild; and lots and lots of little bits and pieces. It has had one major body rebuild courtesy of M.W. Restorations (whom I would happily recommend to anyone); a total of three resprays including the one that Mike gave it (the brake dust from trains that lands on the car as it sits in the station car park absolutely destroys paint work); four sets of sills (as I write I am told that it will need set number five for its MOT); and one repair to the chassis where it had cracked around the front near side suspension mountings (caused no doubt by enthusiastic driving, bumpy roads and old age).

I reckon that the total cost of owning this car works out at something under £750 a year (excluding insurance and petrol) and that includes the cost of buying it all those years ago. And it is still worth something - though I would never dream of selling it (apart from the fact that I went on my honeymoon in it - the economics of changing it just make no sense at all). How many other cars are so repairable? If something breaks or corrodes you simply replace it. On past evidence, I can see no reason why this Spitfire should not do another 22 years, legislation allowing. But there are occasions when I wish it would not drip icy water down my neck, over my legs, along my arm

..... **Tim Everit**




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G. Michelotti

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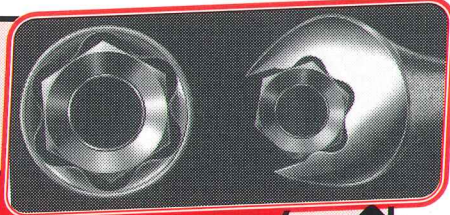


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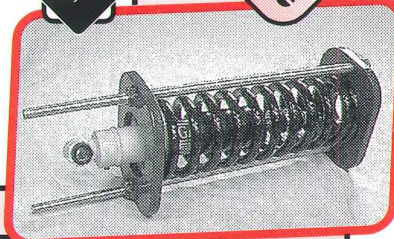
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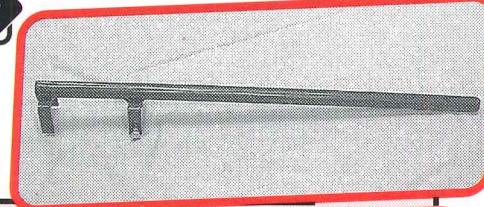


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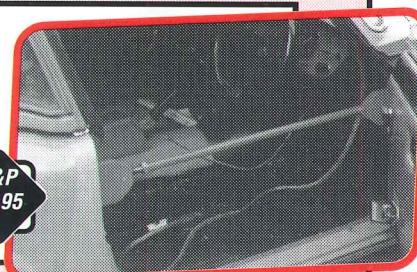


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Wasted Effort

By Brett Dennis

Photography problems!

I had a really good article lined-up for this month. I loaded the film into my S.L.R. camera, took the photos but, as I started to rewind the film, it didn't feel right, something wrong. I hope these have come out, I thought. But no, not one of them came out. So it was all for nothing. I will have to try

again next month.

Anyway, I have received a letter from Gordon Hill, the Devon Area Organiser:

"Dear Brett,

Enclosed is a photo of an immaculately restored Spitfire '4' you may want to feature in your articles. I took it at the Powderham Historic Vehicle Gathering in July this year. I caught up with the owners at the end of the show; they weren't members but were thinking about it. They were an

older couple who lived in Weston-Super-Mare I think and had done a truly outstanding job on the car, concours I'd say! The registration is a Somerset one too but any more on the car I have no idea. The Spitfire 4 or MkII in the background was a local Devon car that I think the owner had rescued from a scrapyard!

The dark blue Spitfire MkIII was seen at the Honiton Hill Steam Rally over the August Bank Holiday and was a nice

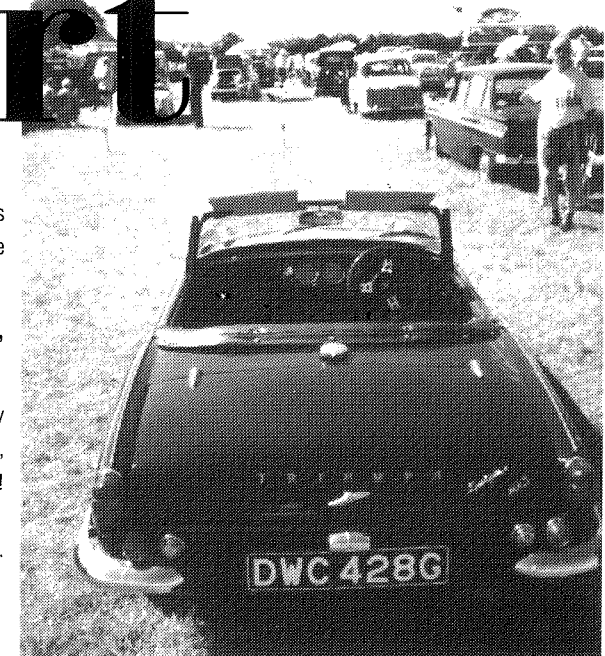
restoration job with a photo file of horrors before and during the work! Didn't meet the owners I'm afraid.

Regards and keep up the good work.

Gord"

Thanks for that, Gordon. I have met the elderly couple with the MkI last year at Branscombe, Devon. They were also thinking of joining then! Some people just can't make their minds up.

P.S. Who is the owner of the MkI Spitfire Reg. No. **WXH 8** Please contact me.



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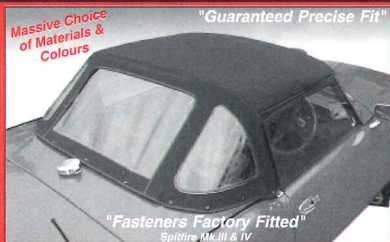
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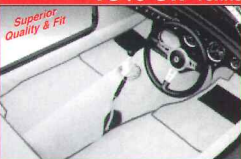
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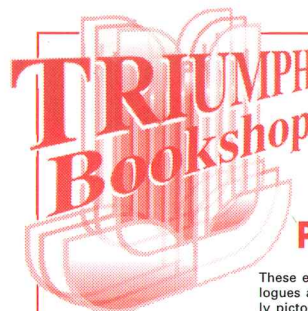
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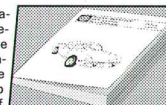
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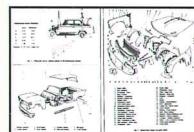
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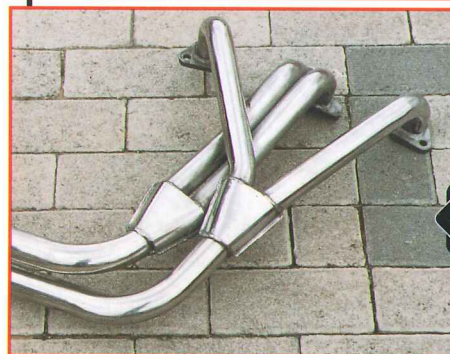
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Project Bonio

By Jonathan Binnington

A bit of a Dog's Breakfast...

An irregular column telling the trials and triumphs during the assembly of a motley collection of components into a car which was never intended

Question:

What does a thirty something adult male turn his hand to when family responsibilities take him away from 150mph motorcycles?

Answer:

150hp sports cars . . . Triumphs funnily enough. MGs don't invite backyard builders, TRs are too expensive, Austin Healeys are too rare, TVRs, Lotuses and what have you are too exclusive. Bring on the sports cars of the common man
I had finished the rebuild of my Mk I GT6, including all of the demon tweaks I could think of (and one or two lemonish ideas which were subsequently undone), come to terms with swing axle suspension and become jaded with the performance of a 2litre six. What to do next?



1. My Current Trumpet

I had several garages full of parts I had acquired over the course of five years of rebuild, some of which would be obviously useful, and barrowloads of junk.

Draw up an inventory.

Really Useful	Not Really Useful	Junk
GT6 MkIII Rotoflex Chassis two 2litre engines two gearboxes condition unknown front and rear glass GT6 MkI MKI and MKIII suspension parts GT6 radiator Several dashes inc clocks	GT6 MkI Chassis lots of carburettors tatty interior parts MKIII doors Ford Fiesta cooling and charging bits Looms Propshafts	Rusted GT6 bonnet GT6 roof smelly houndstooth seats two steering racks bent MKIII bumpers Transmission covers 3.89 diffs
Plus	Lots	More



2. 2.5 Ltr PI engine and gearbox Anyone got an air manifold?

The list could go on and on but it gave me the kernel of an idea that I had the beginnings of another car. I duly swapped the MKI chassis for a Spitfire MKIII body tub and the thought of a six cylinder Spitfire began to come together. With a 2litre MKII engine and gearbox though?

I was poking around in a breakers yard one Saturday morning, just mooching, you know how you do, on the lookout for a twin choke weber or two or three when I caught sight of a big Triumph saloon. With fuel injection that would fit a 2litre.

"How much for the injection parts? £30, really? And the engine? Only an extra £20. And the gearbox, Oh it's overdrive! £20 for that as well. £70 the lot that's delivered of course? When? How about now? Deal done."

I now had a chassis, engine and gearbox and a bodytub all for about £170. What about the 'concept'?

I know I don't have the skill or the patience to build to a concours standard, so that was out. However, ever since my motorcycling days, I have always had an eye for vehicles which look like they have escaped to Her Majesty's Highway from the race track. The Macau Spitfire has always looked right to me, so here was my concept.

Tentative Specification:

Chassis	MKIII Rotoflex GT6
Engine	2.5PI Triumph with lumpy camshaft
Gearbox	Big saloon with overdrive on 2nd, 3rd and 4th
Final drive	3.29:1 (equals 25mph/1000RPM in o/d top)
Max speed	125mph or thereabouts
Steering	Spitfire Rack+pinion
Brakes	Adjustable bias twin m/cyl twin circuit. Servo on fronts only, drilled discs.
Suspension	Stiffened front springs, late GT6 front ARB, chassis mounted rear ARB.
Wheels and Tyres	5 1/2 J with 175/70 13 7/16UNF wheel studs (TR6)
Body	Spitfire III, stripped out doors, aeroscreen, roll cage with door bars and low front hoop.

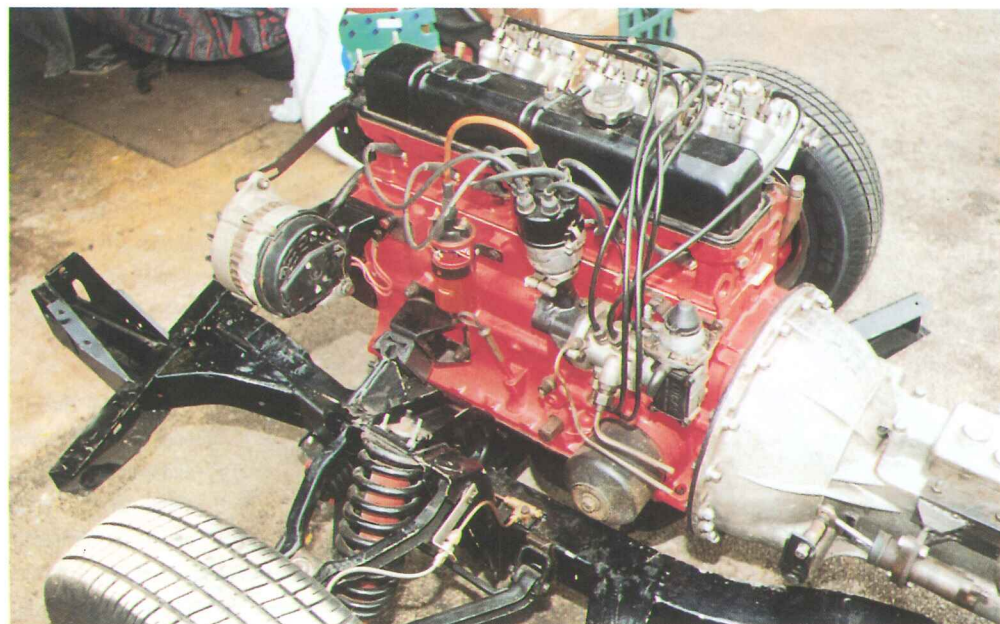
Work completed so far:

Engine.

3. Engine and gearbox
Oil filter
conversion
not yet fitted

PHOTO 3.

All my rebuilds seem to start with the engine, no particular reason other than it's a bit that



4. Fuel filter
pump, cooling
coil and
pressure
relief valve

I particularly enjoy. Nothing unexpected here, some bore wear, I'll take a chance that there's still plenty of life left in



it. I've fitted a Triumph Tune Fast Road 83 camshaft to the 2.5l, I've got the same profile in my MK1 GT6 and it seems to go pretty well. One point of concern with high lift profiles is that the valve springs do not

sump as oil surge has been a problem on my Mk1 GT6.

The only tricky bit on the PI was timing in the fuel injection distributor with the ignition distributor and the rest of the engine. I had come across a

bind solid and run out of movement at full lift. I have found that with both the 2l MK1 engine and the 2.5l engine the

standard valve springs can accommodate the extra lift of this camshaft, but do check this carefully on any engine you modify.

I have used a GT6 sump pan on the 2.5l engine, having bashed it to clear Nos 1&2 con rods. I've also baffled the

Haynes manual for the 2ltr and 2.5l saloons at a show for £2, which had a PI chapter.

PI Blues

(A film by E Presley

"PI Blues?????" PHOTO 4.

The injection equipment bears little or no similarity to conventional carburettor systems. However, if you are prepared to start at square one again with a relevant technical tome, there isn't anything which is impossible to understand.

In a nutshell:

The fuel runs under gravity through the fuel filter to the

fuel pump. The fuel pump pressurises the fuel to more than 100psi and passes fuel to the pressure relief valve (PRV). The PRV limits the fuel supply pressure to about 100psi, in the same way as the oil system in the engine limits its supply pressure by a spring loaded valve. Surplus fuel from the PRV is piped back to the tank to be mixed with fuel sloshing around in the tank. This surplus fuel will have absorbed heat from the pump and will lose this heat to the cool fuel in the tank. *See note about plumbing PI systems into Spitfire tanks.

Pressurised fuel is fed to the fuel distributor on the engine (mounted on the ignition distributor pedestal and being driven by the same skew gear and shaft from the camshaft) down a high pressure fuel line from the pump in the boot.

The rate of fuel delivery to the injectors is governed by the metering unit (mounted on the fuel distributor) which delivers fuel according to the throttle



opening, the inlet manifold vacuum and the setting of the cold start enrichener (equivalent in effect to the choke control of carbs).

Surplus fuel at the distributor /metering unit cools and lubricates this high precision component. The surplus is led back to the tank by another pipe at low pressure. Again, this surplus fuel is mixed with tank fuel as a heat management measure.

NOTA BENE. Plumbing fuel return pipes into Spitfire fuel

5. The longer 'TR' unit will fit in the Spitfire / GT6 / Herald chassis . . . Just!

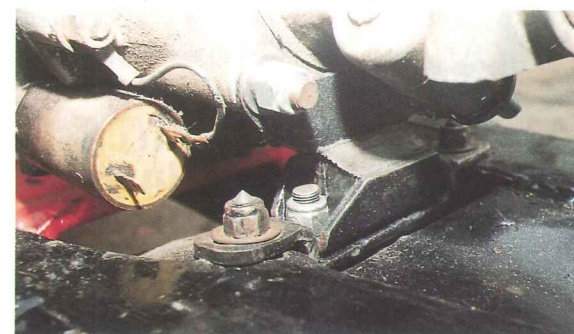
tanks. Tip from Lawrence in N.I. Do not direct these fuel returns in the tank so that splashes are caused. This causes the fuel to foam and leads to erratic running.

High pressure fuel, timed as precisely as HT Sparks, is directed through pipes to one of six injectors mounted in single choke throttle bodies. The injectors are spring loaded, opening under the pressure of the fuel, spraying petrol in a cone into the throttle body and snapping shut when the line pressure falls.

The fuel pumps tend to run hot and in hot weather petrol boils in the pump. It is possible to buy cooling pipes which wrap around the pump body and use fuel from the tank to cool the pump. These pipes are not cheap, so I bought some plumbing microbore copper pipe from the superstore and bent my own. Fuel runs through these pipes under gravity, so pressure tight joints are not needed.

Low pressure electrical primer pump.

Not my idea, this one, but you know it makes sense. Use a low pressure electrical fuel pump (suitable for carburettor equipped cars running at about 2psi Lucas have one) to prime the high pressure pump. This reduces the inclination of fuel to 'boil' under conditions of heat and



6. Usual Overdrive rear mount on fabricated bracket bolted to chassis just ahead of centre chassis gusset

reduced line pressure as fuel is sucked through the fuel filter.

Fuel Surge.

Spitfire fuel tanks are long and thin and under hard cornering with a tank less than half full, all your petrol flows away from the pipe to the fuel pump. The proper way to deal with this is to incorporate a 'swirl pot' into which the fuel tank proper drains, but from which the fuel pump can always be fed with fuel. You could also try baffling the tank in the same way oil sumps are baffled.

Fuel pump electrical cut-out G-switch.

For safety in the event of a crash. G switches turn themselves off if they receive a mechanical shock. They are easily reset by means of a button on the switch body. Route both pumps through switches. These devices are fitted to all modern fuel-injection cars, are easy to find in breakers yards and very easy to test.

Fuel Pump Lubrication.

The fuel pumps use the tetraethyl lead in 4star as a lubricant for the pumping mechanism. I anticipate that

synthetic 2stroke oil used at about 0.5% dilution may provide the required lubrication. Synthetic 2stroke oil has the advantage that at combustion chamber temperatures it decomposes into burnable fractions and doesn't coke up the cylinder head. At least that's the intention in motorcycle engines.

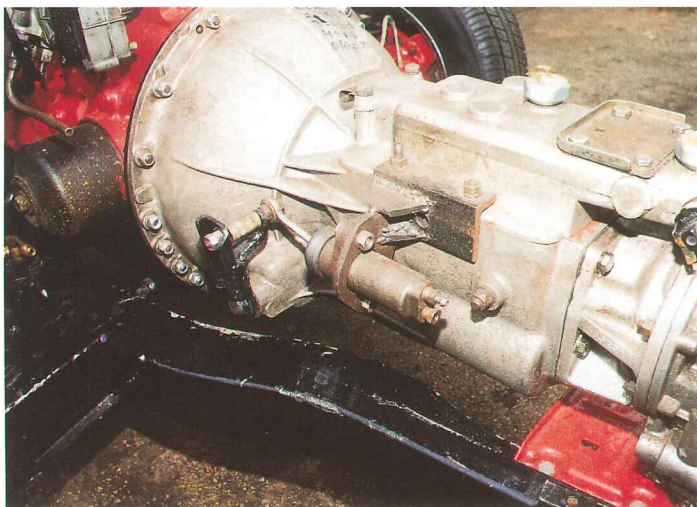
It is said that the solvent action of unleaded is greater than 4star, and it dissolves all the rubber components in the fuel system. It is possible to have these components replaced at significant cost. As my car will be an occasional use car, I think I will join one of my local motorsport clubs, through which supplies of

leaded 4star will continue to be available (I hope).

The metering unit/fuel distributor wants to occupy the same space as part of the nearside front bulkhead. A gentle bit of body bashing here creates space for all.

Make very, very certain that all your high pressure pipes and joints are 100% up to scratch.

Gearbox.



7. Clutch Slave Cylinder mounted on Gearbox

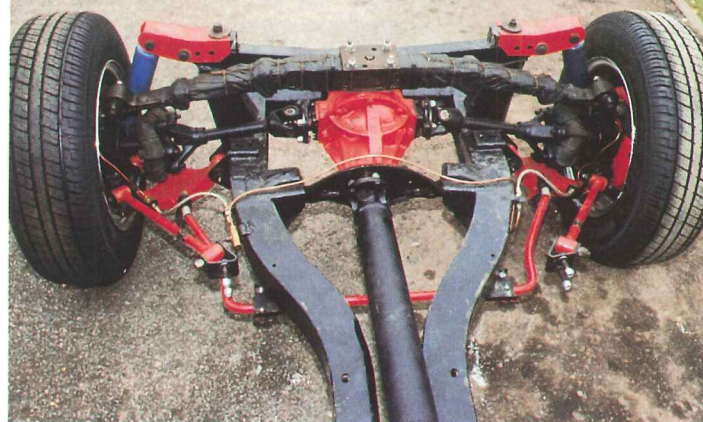
PHOTO 5&6. The TR type gearbox as fitted to TR 5's and 6's and the 2000/2.5 saloons is physically larger than the gearboxes we are accustomed to. The o/d gearbox I've fitted is even longer, possibly 7 or 8 inches longer than the equivalent GT6 'box. I left the g/box rear mounting plate bolted between the chassis rails to suspend the exhaust system from. The rear g/box mount, when fitted to the g/box most

naturally bolts to the chassis rail flanges with a couple of small brackets, just forward of the chassis center crosspiece. This fitment raised the rear of the g/box more than for the standard g/box, but not excessively. I am going to have to fabricate a custom g/box cover anyway so it didn't really matter where any bits wind up. One important advantage to having the rear of the g/box so

Clutch Slave Cylinder.

PHOTO 7. The clutch actuation on the TR gearbox is via a cross shaft on the left of the bell housing, on the opposite side to that of the Vit/GT6

8. Rear suspension with rear anti-roll bar picking up on brackets welded to rear wishbones



gearbox. It probably is worked by the slave cylinder being in front of and below the bell-housing on a chassis mount. There isn't space on the Spitfire type chassis so I've fabricated this mount bolted to the gearbox. I'll let you know how well it eventually stands up to field abuse.

Propshaft.

Having raised the rear of the gearbox, I was a little concerned that the angulation of the universal joints on the propshaft would be excessive. This fear proved groundless, but my fears about having a propshaft altered to fit between the g/box and diff drive flanges proved correct. It was not cheap, as the frictionless linear bearing on the front of the shaft also needed replacing. I realised that this was not a job I could do myself or have bodged. The distance between the flanges, with the new

the closed length of the shaft was 31 1/4 inches. More of a drivestump than a driveshaft, what!??.

Diff.

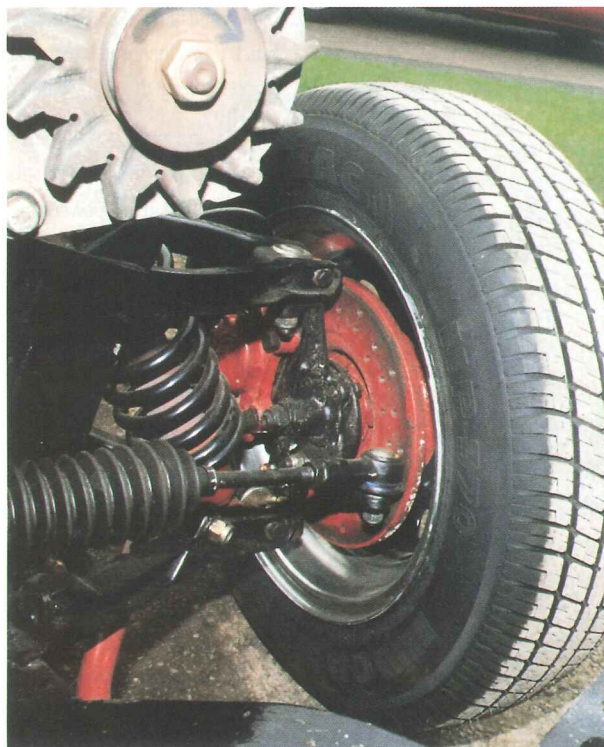
With all this extra power and torque that everyone talks about it makes sense to raise the final drive ratio, rather than shredding tyres. There are three diff ratios to choose from, there's the 3.89:1 o/d GT6 diff, the 3.6:1 Spit1500 diff and the 3.29:1 non o/d GT6 diff.

I find the 3.29 diff on the close ratio GT6 'box gives a 1st gear

which is a little too high, in the dry fast getaways are a balance of lots of clutch slip or bogging down with less than 2000rpm up. In the wet a rear tyre usually loses traction and

9. Adjustable Bias Twin Master Cylinder for braking system





10. GT6 Brake Discs Drilled

becomes the limiting factor. However, a tall top gear is very pleasant. 1st gear on a 3.89 diff is tyre squealingly useful, but you need an o/d gearbox to have a useful top gear especially with these big engines. Non o/d top with a 3.29 diff is approximately equal to o/d top on a 3.89 diff. Tallest of all is a 3.29 diff being driven by an o/d gearbox (25mph/1000rpm, 5000rpm red line do the sums yourself).

The gearbox I've got came from a 2.5PI saloon, which is a wide ratio gearbox, giving the best of both worlds, a low 1st and 2nd gear and a high ratio o/d top gear through a

3.29 diff. I've also done the rally Saloon mod by fitting an o/d inhibitor switch onto the 2nd gear selector rod to give a seven speed gearbox.

Rear Suspension.

PHOTO 8. The intention here has been to overhaul, repair and rebuild to standard specification only, with the only addition of a chassis mounted antiroll bar (off the front actually), picking up on brackets welded to the cast steel lower wishbones. I am not yet convinced of its need but it's easier to fit now and remove later than add later.

I fabricated extension brackets for the upper damper mounts, using a bit of trial and error to make sure the damper bodies cleared the rotoflex couplings.

Front Suspension and Steering.

Again this has been rebuilt to standard spec, with the exception of three details. I have used a Spitfire steering rack, being a quicker rack than the GT6 rack, and about 1/10th the price of a TriumphTune very quick rack. I will shim the lower wishbones out to give about 2 degrees negative camber (very worthwhile) and have also used the thicker front ARB off the late swing spring cars.

Brakes.

PHOTOS 9&10. Clever bit this. Rears are standard, rebuilt with all new components. Fronts were to have been Princess 4pots, but I couldn't do the machining to match them up to the GT6 vertical links (not got the machine tools) and didn't have the money to buy the Kits, so I've settled for 2pot GT6 calipers and drilled discs. Again, I drilled the serviceable discs I had, rather than buying new. I will build the car with an adjustable bias, twin m/cyl set-up, servoing the fronts only, balancing the bias with more mechanical advantage from the foot pedal to the rear m/cyl. I'll let you know how well this works in the fullness of time.

Exhaust.

I dearly wanted a tubular stainless exhaust manifold and exhaust, but couldn't afford it. I turned my nose up at the standard cast 6 into 1 manifold, but eventually came across a TR6 cast 6 into 2 manifold. Of course the TR6 downpipes don't fit, but I have a source of high grade stainless tube at amazingly low prices, so I'm now making a custom exhaust system to fit.

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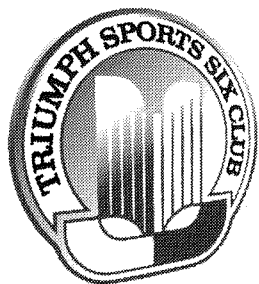
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TSSC Race Champion 1999

By John Wolfe

It seems only yesterday, but I started racing in the TSSC race championship back in 1990 and it has taken me until now and over 100 races to win the title.

Racers have come, won the championship and gone in the time it has taken me to do it!

In fact it's we not me. It would have been a lot more difficult if it were not for the huge effort put in by Martin Stackpoole, my ever present race mechanic, pit man, timekeeper, child minder and all round sanity checker. Also the immense support of my wife Noreen and my kids Howard, 4, and Natasha, 2, is much appreciated.

At this year's Pembrey race after I had crashed out whilst in the lead, Howard told everyone that I had been beaten by Michael Schumacher in a red TR7, which didn't make it feel quite so bad after all! If only I'd known it was him.

Just to clear up any confusion, the TSSC race championship is run alongside the TR Register championship but each section has its own awards.



The aim is to accrue as many points as possible from the 13 rounds, with the best 8 scores counting towards the total. With a maximum score of 10 points per round available, we were happy to finish the year with 78 from a possible 80.



Lowlights of 1999:

- 1) Ignition failure at Cadwell park (round 2) when leading the class and having just set a new lap record.
- 2) Crashing into Andy Vowell when lapping him at Pembrey (round 5), it wouldn't have been so bad but I was in the overall lead of the race at the time.
- 3) Engine failure at Mallory Park (round 6). Probably a knock-on effect of the Pembrey crash.
- 4) Missing the Anglesey round due to the lack of a race engine.
- 5) Gearbox failure at the last race of the year at Donington (actually not too bad as I had already won the championship).

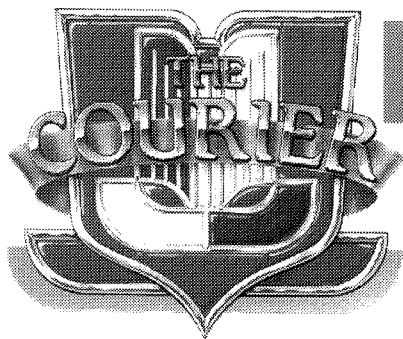
Highlights of 1999:

- 1) Class winning at Silverstone (Round 1) my jinx circuit.
- 2) Outright pole position at Pembrey.
- 3) 120 mph down the start-finish straight at Zandvoort and still accelerating at the end.
- 4) Scoring more points than any of the TRs.
- 5) Beating loads of 3.9, 2.5 and 2.0 litre TRs.
- 6) No other Spitfire lapped quicker at any circuit all year.
- 8) 8 class wins from 12 starts with 9 lap records.
- 9) Bloody well winning the championship at last!



If you are interested in racing and want to know more about what happens and also see what all the current drivers look like, I have my own web site : www.spitfire-racing.co.uk which follows my TSSC racing year and has details of most of the car developments we undertake.

See you in 2000 (other racers just in my mirrors please).



READERS *Write . . .*

A word of Thanks

Sometimes when things go wrong in life you maybe think you're the most unlucky person on earth but with a little perspective put on the whole matter maybe you will change your opinion and say to yourself; after all I'm quite a lucky guy! This is what happened to me this year at Stafford as you we'll see when you read on:

I have come from Sweden to the Stafford event for the last three years without having any kind of problems with my car, a Triumph Spitfire Mk IV -73. I have driven it through Europe on a number of occasions and the car has always



Steve Hewitt shows the broken shaft



The happy(?) owner and his beloved Triumph

behaved well (almost) but when leaving Stafford this year the car decided to have a nervous breakdown on the motorway just outside Stafford. I was coming up on the M6, pushing the pedal to the floor in order to keep up with my English friends Steve Hewitt and Mark Stenson, when suddenly the car went slower and slower and.... I simply had to stop and take the car out to the verge. An engine breakdown of some sort was quite obvious. We opened up the bonnet and listened to the engine, which now made a terrible noise. Steve asked me if I had a spanner so we could remove the rocker cover to have a look. So we did and what did we find? Well, a mess never seen before. The rocker shaft was broken in two places and there seemed to be pieces everywhere. At a first glance I thought that this was it but when we made an assessment of the damage Steve simply said let's go back to Stafford and get a new shaft and fix it here on the motorway. Off they went while I and Bryan "Paddy on Tour" Foster (If you've ever been to Stafford I guess you know him!!) who we were supposed



to be taking to the airport, stayed with my car.

Steve and Mark returned with a new shaft and work began. Mats, yet another Swede took Bryan to the airport in time, Thanks a lot Mats! Luckily enough I always carry tools and the workshop manual in the boot so we managed to put the pedestals, springs, rockers and shims on to the new shaft without any mistakes. This "new" installation was then put back on the car and the engine was started. It didn't run very well. It kept stopping but as we were all standing around the car thinking about what to do next John Kipping stopped and helped us. He adjusted the clearances and the engine came to life again. It was really something very impressive, done without any feeler gauge. Most likely it would have taken us a very long time to sort it but now it was fixed in a matter of minutes.

The trip back to Waterlooville could then be resumed and the rest of my holiday trip through Europe was done without any problems. A very big word of Thanks to my friends Steve and Mark who helped me and especially to John Kipping who stopped and helped us in this very difficult situation. I was unlucky to have this breakdown, that is true. But I was very lucky it happened just outside Stafford. It was possible to get a new part right away, I had some very good friends helping me and above all the car broke down before John turned off the motorway. If the engine would have gone bad just a couple of miles down the road John would never have seen us and helped us out. So after all I think I'm quite a lucky guy!

Per Andersson,
Sweden

PS Anyone out there who has had a similar experience? Everybody I've talked to have never heard of anything like it so it would be very interesting to know.

My E-mail address is pelle.a.andersson@telia.com

Judy Armstrong Memorial

I would like to thank all the Triumph Sports Six Club members who took part in the Memorial Run for Judy Armstrong on Sunday 3rd October. The collection from the Run and the TSSC/Club Triumph joint meetings has raised £115 for the Mermaid Centre at Trelliske Hospital.

The cheque will be presented to a representative from the centre at our monthly meeting on Thursday 25th November at the Airways Hotel, near St Mawgan.

Ann Cunningham
Devoran,
Cornwall

Herald Climax

I recently purchased from Arthur Stroud, Herald Climax 188 XPF (commission No. GA39441DL). It joins my collection of TR2 to TR8, Spitfire, GT6, Stag, DOVE, Doretti, Peerless, Italia and Franchorchamp.

Arthur has been a great help in supplying information about the car. He was also able to provide a rather complete history, including modifications. I would like to obtain original sales literature and other information that TSSC members may have. Can you help?

I have been a member of TSSC for a number of years and look forward to my monthly copies of The Courier.

Do not worry, I drive my cars and 188XPF will be used. It arrived in Charlotte on Friday, October 8th, and will attend the Triumph Club of the Carolinas meeting this evening. It will also attend a club meeting tomorrow.

Vernon Brannon

vbbrannon@hlmdesign.com

Camber Compensators

In his article on the Jigsaw Racing camber compensator, Jonathan Binnington suggested putting some toe-out on the rear wheels to improve the handling and asked if anyone had tried this. Well I have, although on my rototflex equipped Spitfire rather than with the swing axle but the effect will be much the same.

Over the 12 years I have had my car I have carried out many experiments with the suspension settings both front and rear. Basically increasing toe-in improves straight line stability (but tends to increase tyre wear), decreasing toe-in or increasing toe-out improves the turn-in into corners. Triumph chose the 1/16" to 1/32" toe-in as a compromise between stability and tyre wear since this was what the "average" driver was going to expect.

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toe-in as near to zero as possible. In practice this means a very slight toe-in so that under braking toe-out is avoided. When braking the car "pulls" forward against the wheels and due to the flex in the various bushes and spring this has the effect of lengthening the radius arm and reducing toe-in. Having tried it I would suggest that Spitfires avoid toe-out because although the turn-in is much improved, stability is lost making driving at speed unpleasant and potentially dangerous, particularly if braking as well.

Incidentally Porche patented a design of rear suspension (Weissach Axle) that used an ingenious arrangement to increase toe-in and hence stability if the driver lifted off or braked.

Simply making sure that the suspension works properly, with all the bushes in good condition and no seized trunnions, that the camber angles are equal at each end of the same axle, that there is a slight toe-in front and rear and ensuring that the springs and dampers are in good condition will make a huge difference to the way the car feels.

One of the simplest and cheapest methods of improving the handling of the Spitfire is to put more air in the front tyres. The marked difference between front and rear was intended to induce the understeer which most drivers seem to prefer.

Equal pressures all round (between say 21 and 23 psi) make a marked improvement to the way the car goes around corners.

Colin Sutherland
Glasgow.


A Wedding with a Difference

In 1998 my son and his girlfriend, Tracy, came home from a weekend in Rye, Kent and announced their engagement. Tracy (in an altogether unnecessary attempt to butter-up her prospective father-in-law?) asked if Hilda, my 1968 13/60 Convertible, could be the wedding car. I, of course, agreed immediately and in the course of time, went about readying Hilda for her (Hilda's) big day. Careful checks were carried out as the wedding was to be at Wingham, near Canterbury and Hilda's home base was Beaconsfield in Buckinghamshire. So it was to be Hilda's longest trip for many years.




I also had one of my more bright ideas and suggested that two more Heralds might be recruited locally to transport other key guests. Bride and groom thought this a good idea so in the course






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of time, I rang the Canterbury Area Organiser, Tim Scrivens, who promptly suggested two of his local TSSC members and gave me their telephone numbers. Derek Shates and Ed Brown equally promptly agreed and thus three Herald from Canterbury (two being particularly lovely examples) formed the wedding fleet.

The day - Saturday 17th April 1999 - dawned very cloudy and wet and hopes of the bride going to and from the church 'topless' in Hilda seemed totally doomed. However as luck, or someone had it, at noon the rain stopped and the sun then shone for the rest of the day. The three Heralds were a total success, exciting a great deal of approving comment and a great day was had by all.

The bride, groom and myself are most grateful to Derek Shates and Ed Brown for coming with their lovely cars, Tim Scrivens, the A.O. for putting us in touch and, not least, Julian Hall my son-in-law for driving Hilda and obtaining the loan of the Chauffeurs' caps.

Members insured with Footman James should note the terms of the policy which specifically excludes wedding hire.

Ian Lieper
Oxford

A Plea to all Techno Wizards

I read in November's Area News from North East Area that they are asking for Areas with websites to contact them with a view to setting-up links and sharing information. As a user and supporter of E-mail and the Internet in connection with my work this is undoubtedly the only way ahead for exchanging information. However, there are thousands of members who do not have access at home, are not able to use the Internet for personal use at work or who just do not see this media as a means of communication. I would make a plea that websites are kept as supplements to the written Area News as this is the only common means of sharing information and stories for the majority of members at present. The techno-wizards should remember that such a link group is very restrictive as far as access to information is concerned. They should continue to share all information via the Courier / Area News until such time as the vast majority of members have the hardware.

Regards,

Mary Rumens
Joint Newbury Area Organiser

and Write . . .

Heon's Additive tips

Steve Golab is dead right about pump attendants' knowledge of petrols and additives (RW, November). Not only is the enthusiast likely to know more - he is also able to take an independent view rather than an employer's line. I suspect that some of the half-witted or misleading responses given by cashiers are given as much through fear for one's job as native stupidity.

My Spitfire MkIII went back on the road in September, just as leaded 4-star was being phased out. I use the winner of the FHBVC's additive tests, Superblend Zero Lead 2000, which is available from selected motor factors. Contact Superblend Lubricants Ltd., 36-38 Narborough Road South, Leicestershire LE3 2FN (tel. 0116 291 1700; fax. 0116 291 1800) for the location of your nearest supplier. Being potassium based, Superblend is compatible with LRP, which precludes nasty reactions when transferring from LRP to unleaded-plus-additive.

As Superblend does not contain an octane booster, I rang the company to see what booster, if any, they recommended. They did not recommend a specific booster, but said that if one were to be used it was best to add it to petrol to which Superblend had already been added, rather than pre-mix an additive/booster cocktail outside the tank. In practice I fill up, add the requisite amount of Superblend, rock the car to disperse the additive, and then add the right amount of octane booster. I have used Wynn's 'Octan an (no 'e') 10+ Power Booster' which is claimed to increase the octane number 'by 2 to 5 points'. I have not needed to alter the ignition timing.

Is adding additive and booster fiddly? It isn't as bad as it sounds if you use a suitable measuring container (some branches of Boots the Chemist have spare 20ml, measuring containers from medicine bottles if you ask nicely!). It is

important to use the right amounts of additive and booster. Using the tables on the backs of the bottles and a calculator, work out how much of each is needed per litre of fuel, and compile your own per-litre tables. Type out the results (the largest figure being for the total capacity of the tank, obviously), photocopy-reduce them and glue the resulting small sheet between two pieces of stiff clear plastic to make a handy 'ready-reckoner' for the parcel shelf. you may feel like a cross between an O-level maths candidate and an extra on Blue Peter but you only have to do it once!

I have heard people say that they just run on unleaded and 'all seems fine', but after just a few months it would, wouldn't it? But it would be interesting to see how long an engine, driven hard, could last on LRP. I seem to remember reading (I think from Malcolm McKay in the Saturday Telegraph's motoring section) that LRP contains only 8ppm of potassium rather than the 10ppm necessary to give good protection against valve seat recession. No doubt 8ppm is adequate for gently-driven bangers due for scrap in a year or two, particularly if advantage can be taken of their valve seats 'lead memory' from leaded 4-star days, but it would appear to rule out LRP for enthusiasts, cars.

Moreover (and it would be interesting to hear others' views on this), the values of cars without leadfree head conversions will presumably be affected in years to come by the extent to which owners can show potential buyers that they have been run on an appropriate diet. In the absence of a nice pile of receipts for appropriate quantities of FBHVC-endorsed additives, their dates tallying with the car's purported annual mileage, a buyer will presumably assume the worse and budget for a conversion and associated repairs and reconditioning - the expected cost coming off what he was willing to pay for the car. Just a thought.

Finally, does anyone know a source, motoring or non-motoring, of 100ml rather than 20ml

measuring containers for heavy refuelling stops? One large dose of octanebooster or additive is easier to administer than several small shots, and a container with a spout that prevents fluid dribbling down a side-mounted petrol filler would be easier than using a rag or funnel. What have members used so far?

Heon Stevenson
W. Sussex

SOS for Information on Police Herald Pandas

I have a Triumph Herald restoration project which I feel could be different to other restorations as it will become a replica police panda car. I am hoping that your readers may be able to help in my search for information regarding the specifications of these vehicles. I would welcome any photographs or information on which police forces used Triumph Heralds as panda cars. So far I have found that they were used by Monmouthshire and West Mercia forces but have been unable to obtain detailed information on the type of equipment fitted.

If anyone can help, please ring 01454 327059.

June Wrighton

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TSSC

By Dick Plumridge

Introducing a new TSSC service - Archive enquiries!

TSSC Archivist! I'm just new to this role so I'd like to give Members an idea of ... well, a) why me! and b) what I hope - in time to achieve. I was thinking how to explain the way I see the Archive working, and it struck me the entire IVR scheme isn't a bad example!

It was probably about ten years ago my appreciation of our Cars suddenly began to widen beyond the sheer (still unmatched!) pleasure of driving a Mk2 Vitesse, especially one that you work on and know. Amongst other things, I got interested in period documentation to do with our Cars a lot of this from Triumph themselves, plus some from the "component" end of the British industry - the makers of all the castings, the trim, hydraulics, the chassis - all the bits that went to make up a Triumph! The collection grew just as an interest but increasingly I found I was able to pass-on useful info in response to enquiring letters/articles in Courier. In 1996 I offered an experimental new "IVR" service, initially to Mk2 Vitesse Owners: several Registers - especially Mac, who was a great support - wanted IVR records of the Cars in the Club; at the same time the Owners were continually putting out pleas for History on their Cars. I just tied these two loose ends together, so Owners contributing an IVR could receive back a collection of info on their Car, plus the contacts to get still more if they wished. This drew on some fairly well-known sources such as BMIHT

and DVLC, but other sources too - including those Triumph publications: notably a collection of Price Lists covering the period of the Mk2; Colour Charts, ditto; details of Triumph Dealers; even some copies of the Dealers' documentation, etc, etc! (A year or two later we extended a simplified version of the scheme to the early Vitesse, the GT6 and both Herald Registers. All these are still running, including the original "elaborate" Mk2 Vitesse one!)

Along the way I'd collected a lot of resource material and developed a system to index and search it, but I'd also become conscious that our Club - although we're very well-served with every sort of "mechanical" information - didn't yet seem to provide this other sort of specialist info service: on Prices, Dates, Colours, Documentation, Production and Dealer Distribution, DVLC data on our Cars' early days, etc etc! It's something I think is important more so as time goes by - and if I was missing it then maybe other Members are too! So I offered this as a new "postal enquiry" Archive service for

Members, and after some discussion this was adopted. In addition to the enquiry service, I'll be offering Bernard regular "From the Archive" features for Courier - some of this may be "informational" but from time to time I'd like us to show-off some of the fantastically evocative artwork of this period! Some early stuff has to be seen to be believed what a gentle world we seem to have lived in, for a while!?

I'm a bit keen not to cut across the brilliant work already being done by the Register Secretaries and Technical Secretary, and I want my service to be complementary to theirs. I'll be pleased to try and back them up with any data or artwork, etc, that I can.

Another example to help explain ... Did you see John Davies' two recent features in Courier about "The Last Spitfire"? John later contacted me for help and I was able to find three more documented references to "last Spitfire" (including John Thomason's really excellent book on Spitfire and GT6 Originality!) - one with a photo; also to explain the meaning of the different segments of the

Archive

late Spitfires' Commission Numbers; and give some corresponding Dates to these Numbers; and suggest some knowledgeable contacts to talk to, and an important website. I hope all this will help John avoid going down any frustrating "blind alleys" in his intriguing search - and I hope he may turn up information he can feed back to the Archive, for instance about Production Line operation..

That's certainly the sort of info I'll aim to provide, and it illustrates how I'd like it all to work, but I really must have been lucky to turn up so much relating to a late Spitfire! I say this because my own existing collection of material had been biased towards (you've guessed) the 1968 - 71 period, though there **IS** a lot of "cross-over". I now have to work to build up a much wider collection, and across the other Models, before I can expect to offer a good service across the board. And in this I hope you're sitting down I ask your help! I'm really looking for almost any contemporary documentation, produced by Triumph, or their Dealers, or Component / Accessory

Manufacturers, or even "legal" paperwork old Log-Books, etc! If you have something like this but it relates to a Car you still have, then yes, please let me have a copy but do keep the original to stay with the Car that's where it really belongs! Anything else though I'll be delighted to have, and to use for everyone's benefit - what better home, and what better use for any nice old documents! There are some items I'm looking for (like the GT6 Press Pack I spotted in the Courier Classifieds last month but it had gone!) - items that I appreciate have a particular market value for these I do have a modest budget from the Club, and no wish to spend it exclusively with professional Dealers! With a Club Membership around 10,000-strong, this is an avenue I ought not to neglect! If you've anything you'd like to offer the Archive or to discuss, please drop me a line at:

**30 Canons Lane,
TADWORTH,
Surrey.
KT20 6DP.**

I've already had a little gem of a collection being donated, which I hope to turn into an

exhibit secure in the Library at HQ, with an acknowledgment to the donor, Michael Hancock. Thanks Michael, for your unique material.

Any "danger" of acquiring duplicate items, by the way, isn't a worry the Club has asked me to start building an Archive collection to be resident at HQ, in parallel with building the collection I use for the enquiry service. This weekend I'm delivering to HQ the first Folder albeit far from complete on Showroom Literature. I plan many more! So do please send me anything you have, and be assured I'll put it to the best use.

Well, that introduces what I hope will be a thriving operation, to everyone's eventual benefit!

I'm sat here right now in beautiful sharp October sunshine, but now's my last opportunity to wish everyone a fine old Christmas! And to thank you too, for all your support and encouragement in all your different ways(!) - for me this is what makes the whole thing work! And keep your head down, come 00.00h, 1/1/00! All the best,

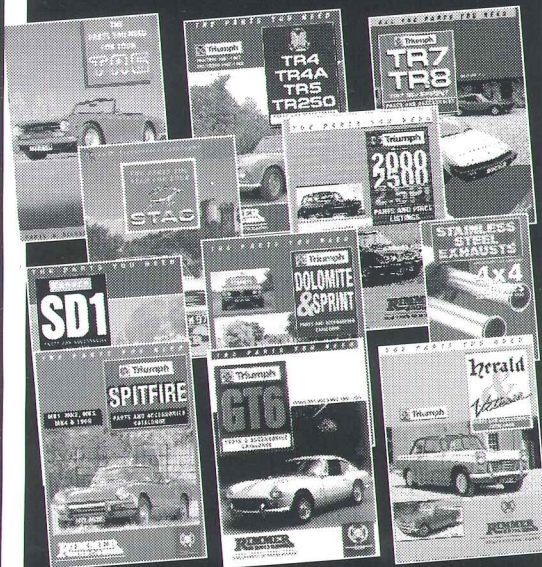
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Rebuild your HERALD Seats

By Gordon Hill, Devon Area A0

How many of you get in to your Herald or Vitesse and straight-away get that sinking feeling? (and that's before you even try and start it!)

On dismantling the seat this is what you usually discover

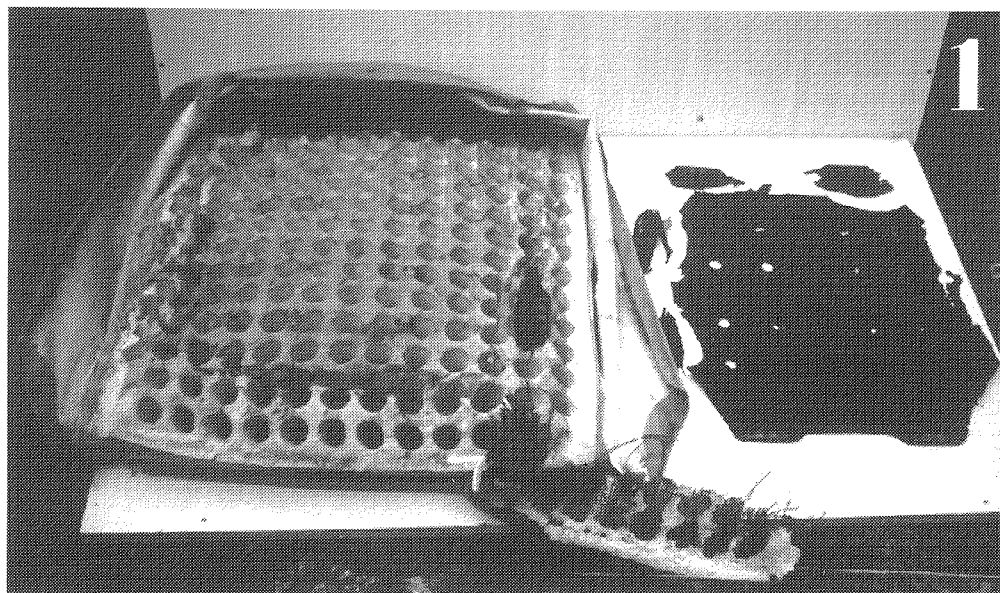
I'm talking about seats, you know, when they've just about given up and have to rely on the floor to support your bum. So what can you do about it (the seat that is!)? Well you can swap the seats over, but you may find you have even less frequent passengers. You could also try

and hide the problem under a pile of cushions, but they have a habit of sliding about as much as a Herald under severe cornering! The only real solution is to rebuild it. Surely the job of a professional trimmer I hear some of you cry. One look at those stitched and padded flutes, the piping, no creases etc. may initially scare you off. But if I told you I stripped and re-cushioned both my 13/60 front seats in a day for about £20 you might think again, especially if you had some instructions!

Now many of you already

know that you can buy just about all the parts to re-trim our cars, but obviously at a price, I mean a new seat diaphragm costs about £15 alone. With a bit of care you can rebuild your seat at a fraction of the cost. As can be seen from **photo 5** it may not be to the original specification but it looks good enough and it works! So what will you need? Obviously this depends on just how bad your existing seat is. In my case both rubber diaphragms (black rubber 'mat') under the seat had

perished and the sponge foam



had broken up (see **photo 1**). Both of these can be seen with the seat tilted forward. Also the seat back had lost some of its support. This is a sign that the rubber cross straps inside have broken.

What I don't do here is describe how to repair any tears/splits in the vinyl covers,

as I have no experience of this. Generally the covers are quite hardwearing and only start to suffer after the 'internals' have long since given way or they have been cut or even mauled by pets!

To really assess the damage the seat needs to be stripped down. The first obvious step is

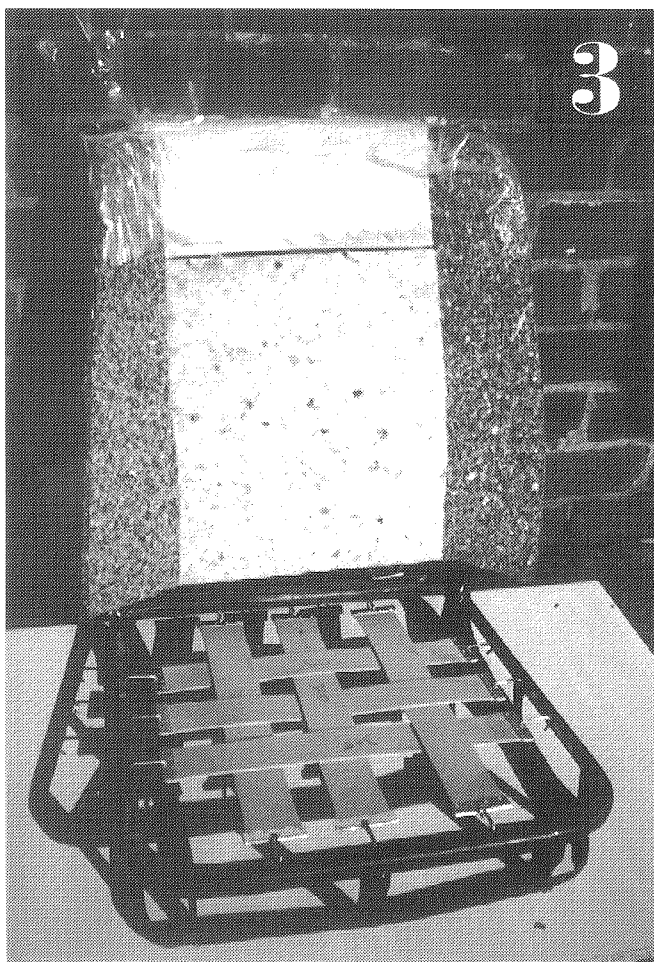
to take it out of the car. Just tilt the seat forward, sit on the back seat and undo the nut and bolts (1/2" AF spanners), that secure it to the runner frame. Now we can start stripping it down. I would recommend working on an old blanket, ground sheet, carpet, or large sheet of cardboard so you reduce the risk of scuffing the vinyl on a concrete type floor. Underneath you will see that the seat back and covers are visibly held in place by small, black 'D' shaped metal clips and two or more larger 'C' clips. These must all be carefully removed. I used an old blunt screwdriver and a hammer to gently tap them off, making sure they didn't fly off, never to be seen again! However, if you do lose or even break one or two it just means you'll have to space them out a bit more! It's worth checking for a cotton 'apron' that is sewn inside the back cover and clipped to the bottom rear edge of the frame. This appears to tension the back cover to give it the correct shape. You should now be

able to remove the back cover. Try pushing down on the seat base, and holding the seat back cover by its sides (they're made of hardboard) gently pull it up, rocking it a bit. The internal back foam padding may or may not come away with the cover but either way it doesn't really matter. Just make a note of how it all fits together, it is quite straightforward. With this cover off you can now see all the rubber cross straps from the back of the seat.

Check to see if any are broken or split, especially where the small plate is moulded in for the hooks. Note that they can differ in width. Luckily only one of mine was broken and this can be seen as the bottom one in **photo 2**.

We can now move onto the seat base. At this point you may have found all sorts of debris from years gone by stuck in the nooks and crannies. Some of it may even give up some history of your car. I've found an old metal comb, car park tickets in old money, and even an old two shilling coin! To remove the base you have to very carefully release a quite highly tensioned spring that runs through the back of the seat cover and is hooked across the main seat frame. Brace the seat well or get some help holding it, and with a strong pair of long nose pliers or mole grips held by both hands carefully unhook the spring. Try and ensure all the tension is out of it before you let go to make sure it doesn't rip the vinyl. Now you can carefully peel off the cover. It may be glued to the frame in places but it will come away cleanly with care. Upon

removing my seat cover I was greeted by a pile of what can only be vaguely described as dark brown thick horsehair on top of the base foam cushion! I can only suggest carefully removing it and replacing it later; it must serve some purpose? The original foam (called 'Dunlopillo' I believe) is probably badly ripped and falling apart in lumps, but before you rip it all off try and measure it and note its shape for the replacement. This foam is usually glued to the frame so take off what you can by hand and then scrape off the stubborn bits. All that is left to remove now is the diaphragm. At least one of its locating hooks will have broken away so it will be relatively easy to remove the rest



probably with the help of some pliers. **DO NOT** throw away the hooks, as you will need them later.

Before replacing anything, check over the frame itself for any cracks, twists or even bits missing. Especially check the 1" or so wide metals strips are still welded in place top and bottom. You don't need great panel beating skills to pull out any twists etc. just gradually apply gentle force where applicable. If necessary get

any cracks welded up and maybe some extra support if desired.

This completes the strip down so lets move onto the replacement parts and rebuild. Firstly, I'll start with the base foam cushion. Apparently the original material is still available, but as it appears to be a moulded item this would become a prohibitively expensive option. I went for the next best and that was the usual upholstery foam. I

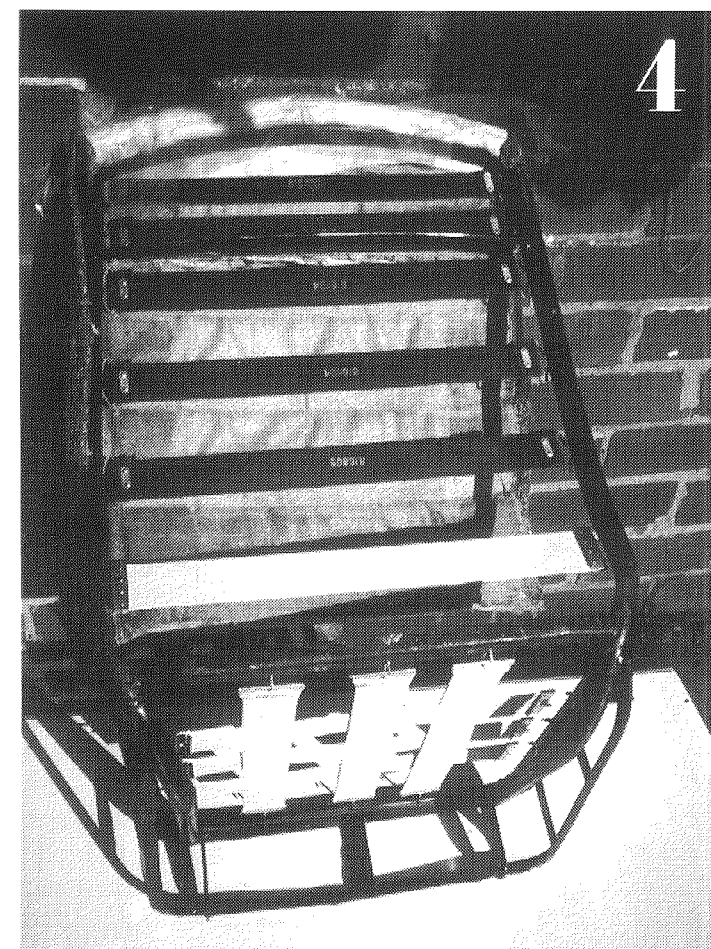
bought this from a large family DIY, furniture, and hardware shop in Exeter. It is available in varying thicknesses and I chose 2" or 2.5" thick. You can get it cut to size and I think I was quoted just under £5 for one base cushion. If you can, see if they have any off cuts about the right size, I found one and it only cost £2.50, with only a little trimming required. You don't need to cut it to the nearest mm as it is pulled into shape to some extent when the cover is fitted. As I mentioned earlier try and measure the old base as a guide. The foam can be cut quite easily with a sharp closely serrated kitchen knife or a sharp Stanley knife. It's probably worth practising your technique on a waste bit first. When offering it up to the frame to check, it may help if you nick out the back corners. This will help it sit better against the rear edge of the frame.

Some of you may recall an article in the May '98 Courier (pg. 79) by Arthur F. Hopkins about replacing the mat style diaphragm with Pirelli seat webbing. Well this is what I did, although I didn't really refer to the article, I just remembered it! I bought this type of webbing and the necessary clips at the same shop as the foam. The webbing is a beige colour, about 50mm wide x 2mm thick

and feels like a large rubber band! It cost £1.40 per metre and the clips were 30p per pair. The clips have conveniently punched holes in them that are perfect for fitting the diaphragm hooks. To save you the trouble of working out how long the webbing straps need to be, I'll tell you. For the straps going across the seat I cut them at 305mm and from front to back 340mm. This was based on an educated 'guesstimation' by me (coming

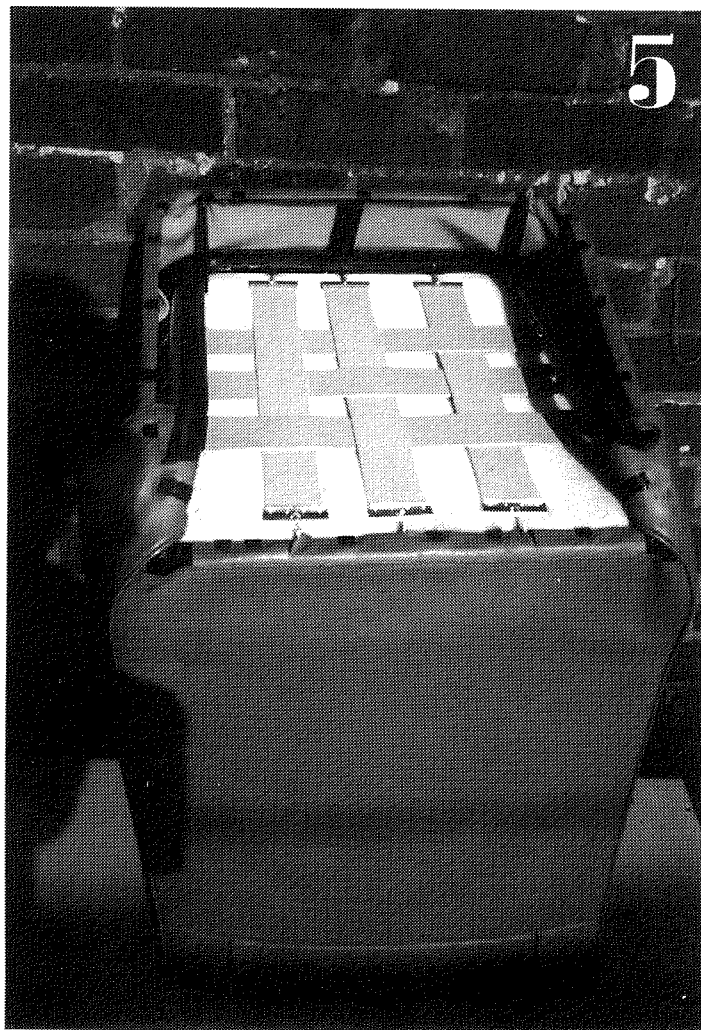
from a man with a degree in mechanical engineering!!!), but they do concur with the figures in the previous Courier article. I wrote the lengths on each strap in marker pen to identify them. Clamp the clips to the straps using a vice, making sure they are all the same way round if only for appearances sake. I personally didn't use any glue. You will also need to punch or drill the strapping sandwiched between the clip's central hole to allow the hook to go through.

The original diaphragm was located on the frame by two hooks per side, but with this new strap arrangement I opted for a third central strap. This required the addition of extra holes



in the frame. These were marked, drilled (1/8" drill, or 3.2mm), and de-burred. The extra straps also require more hooks. In Mr Hopkins' article he suggested 16swg piano wire from a model shop, but I improvised and used a coat hanger! Not the thin wire types but the rail hook bit from a more substantial coat hanger! You'll probably need to cut it with a junior hacksaw. Use an original as a template, hold it in a vice and bend it to shape with the aid of a pair of long round nose pliers. File the ends to remove any sharp edges and bingo!

Now this is where the fun can begin as its time to fit the new straps to the frame. I could say, to use the classic 'Haynes-ism', "replacement is a straight forward reversal of removal" but instead I'll say, "replacement is a struggle with the risk of personal injury!". The easy bit is hooking the first end of a strap to the frame, and the struggle is hooking in the other



tension it could give you a nasty cut. When putting in the rest of the straps I wove them in and out of each other for more support, see **photo 3**. Some of you may think I've gone a bit overboard about putting in these straps, but you need to obtain sufficient tension to eliminate any sag re-occurring.

Next we can glue the new foam base to the frame. I've

used 'Evo-stick' glue in the red tube or tin for this, and did two seats with one big tube. Before gluing the foam down check and re-check it for fit until you are happy it sits uniformly around the frame. Run a continuous bead of glue around the frame's seat base and a corresponding zigzag bead around the foam base. Spread the glue a little and allow it a couple of minutes to go tacky. Carefully press the foam base onto the frame, ensuring it sits square and back up against frame's back edge. If it doesn't go on right it can be carefully removed and re-positioned. Re-trim kits

sometimes state that there is a 'skirt' that fits around the front face of the seat base. This was originally, to the best of my knowledge, a hessian type material, but the new repro items are a thin foam approx. 2 or 3mm thick. Again I bought this from the DIY store as an off-cut for about £1. Quite what purpose it serves I am not quite sure, but I fitted one all the same. I just cut it with scissors to fit across the front edge of the seat and partly around the sides and glued it on.

The base should now be looking a lot healthier, so we can now re-fit the seat cover. Trial fit the cover over the base foam to avoid any creases developing. When you're confident about the fit you can then fit it properly which involves gluing it where it is in contact with the edges of the foam seat. Before you do this don't forget to re-fit the 'horsehair' I previously mentioned! I have tended to start with the seat cover inside out and work from the back. As you come forward unfold the cover, using the cover piping as a guide to keep things straight and even. With the cover in place maybe just run your hands around the cover edges to ensure good contact with the glue and smooth out any slight creases. The rear edge tensioning spring in the cover can now be

re-fitted. This is awkward to fit and requires the use of strong long nose pliers or maybe making up a special hook tool. The final part of the base rebuild is to fit the metal 'D' clips. If you look around the edges of the cover you should see the old witness marks of the clips which you can use as a guide for replacing them. Starting at the front centre pull the cover down around the frame and push the clips into place. They may require a light tap with a hammer to ensure they are fully home. Work your way out and round the frame minimising any creases as you go and again checking the cover remains square on the frame. You now should be looking at a firm, flat and fully supportive seat base!

If you need to replace any of the seat back straps its pretty much the same procedure as for the base straps. However these straps are held to the frame by a twin hook arrangement. This will mean marking and drilling two holes in the strapping clips. You will also notice that the straps get thinner the further up the back you go and the new straps may be too wide see **photo 4**.

As I did not have to replace any straps up here I can only suggest cutting the straps down or finding thinner material.

When you replace the back cover you have to ensure the

aforementioned cotton apron is fitted correctly. It fits from the front to the back of the seat through the horizontal slot at the top of the seat back (see **photo 3**). By carefully pulling it you'll see the cover pull in and out across the horizontal stitching. This is how you obtain a good tensioned fit. The apron is then clipped to the frame base back edge with the 'D' clips. The rest of the back cover is then 'D' clipped to the frame and the 'side flaps' are held by the larger 'C' spring clips. You should now have a rejuvenated seat sitting before you!

The finishing touch is to give it a thorough clean. The cleaner I like to use is called 'Decosol' which is an orangey-pink gel with minimal odour and quite effective on vinyl covers. I initially wipe the seat over with a sponge and clean warm water, then apply the cleaner with a brush such as a nailbrush, working it into grain. Rinse it all off with a sponge and warm clean water again, chamois it down and allow it to dry off outside for a couple of hours or so. On the lighter trim colours such as tan or light blue it really transforms the cars interior.

So just how much does all this cost? Well for one seat it breaks down as follows:-

1 foam base	£2.50 - 5.00
Webbing strap @ £1.40 per metre	
3 x 305mm	
3 x 340mm	£2.80 (2 metres)
Strap clips @ £0.30 per pair	
6 pairs	£1.80
Foam 'skirt'	£1.00 (approx)
Glue (Evo-Stick)	£2.00 (approx)
Total	£10.00 (approx)

I've tried to explain this through step by step based on my own experience of 4 seat rebuilds on 13/60 seats. I hope I haven't missed any bits out and it's maybe of use to some of you. If you decide to give it ago and have any problems or feel things could be improved on please feel free to give me a call, **01392 668577**.



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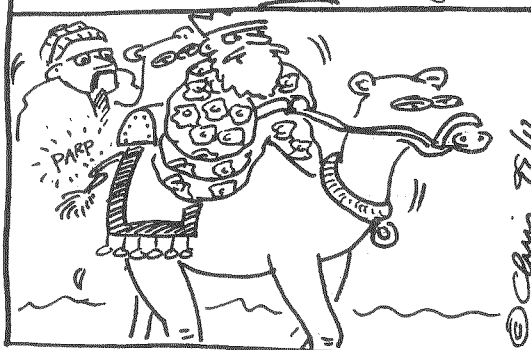
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TOMMY the Xmas Triumph

As the Saviour's birth day
approaches, three WISE MEN
travelled far, to bring gifts....



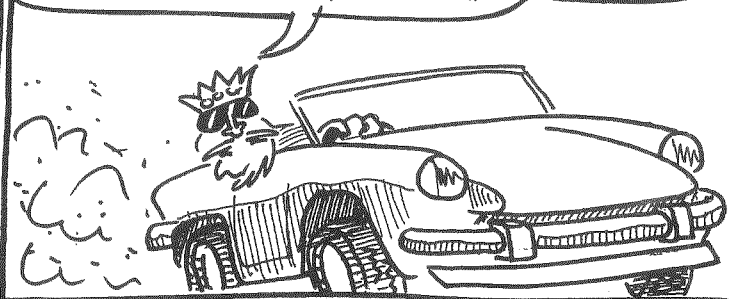
... to the infant in the
garage — er STABLE ... sorry...



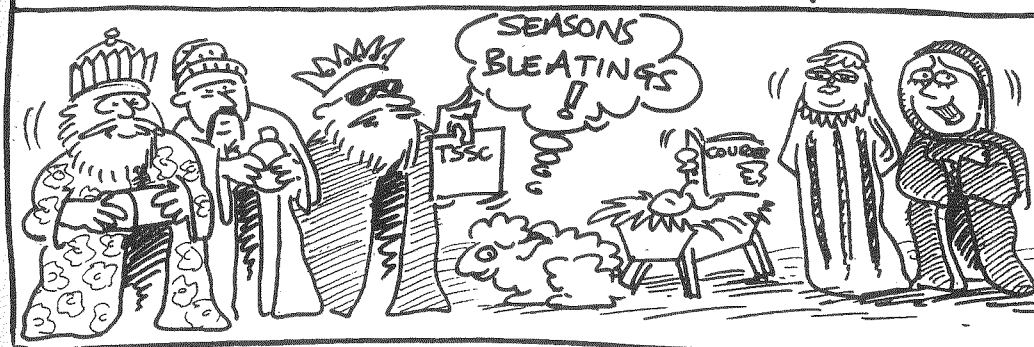
Well, actually, if
truth be known...



..there was only **ONE** wise fellow — the
other two went by camel....



Anyway, they finally all got to the -er-Stable, and brought gifts...
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HERALD 1360

Derek Giles 7 Homefield Close, Winscombe,
Somerset. BS25 1JE. Tel: 01934 842841

SPITFIRE Mk I/II/III

Brett Dennis, 32, Clarks Close, Ware
Herts. SG12 0QH Tel: 01920 466823 (7-9pm)

SPITFIRE Mk IV/1500

John Thomason, 154, Coleford Bridge Road, Mytchett,
Camberley, Surrey. GU16 6DS.

VITESSE 1600/ Mk I/ II

Forwarding address: Mac Reynolds, 'Chez Nous', Potters Lane.,
Boscastle, Cornwall. PL35 0AP.

GT6 MkI/ II/ III

Mike Scott, 'Brambles' 4, Blackberry lane, Cowes,
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BOND

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EVENTS AND EQUIPMENT

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Tel: 01737 358337

INTERNATIONAL WEEKEND EVENT MANAGER

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INTERNATIONAL CONCOURS ORGANISERS

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NR18 9EA. Tel: 01953 850073
Angela McGowan, 4 Oak Vale, Grampound, Truro, Cornwall.
TR2 4QY. Tel: 01726 883884

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